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**AMERICAN STATE PAPERS.**

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**NAVAL AFFAIRS.**

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# AMERICAN STATE PAPERS.

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## DOCUMENTS,

### LEGISLATIVE AND EXECUTIVE,

OF THE

## CONGRESS OF THE UNITED STATES,

FROM THE FIRST SESSION OF THE FIRST TO THE SECOND SESSION OF THE  
EIGHTEENTH CONGRESS, INCLUSIVE:

COMMENCING MARCH 3, 1789, AND ENDING MARCH 5, 1825.

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SELECTED AND EDITED, UNDER THE AUTHORITY OF CONGRESS,

BY WALTER LOWRIE, *Secretary of the Senate,*

AND

WALTER S. FRANKLIN, *Clerk of the House of Representatives.*

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VOLUME

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WASHINGTON:

PUBLISHED BY GALES AND SEATON.

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# AMERICAN STATE PAPERS.

## NAVAL AFFAIRS.

3d Congress.]

No. 1.

[1st Session.

### NAVAL FORCE AGAINST ALGIERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 20, 1794.

Mr. FITZSIMONS, from the committee appointed to report the naval force adequate to the protection of the commerce of the United States against the Algerine corsairs, together with an estimate of the expense, and the ways and means for defraying the same, made the following report:

**THAT**, by the best information the committee could obtain, it appears that the naval force of the Algerines consists of light vessels, of different size and force, (exclusive of galleys) carrying in the whole two hundred and eighty-two guns; and that it has not varied considerably for many years past; that the vessels (except two or three) are slenderly built, smaller in size than vessels of war belonging to the Christian Powers, carrying the same number of guns, and principally manned with people little accustomed to the management of large ships.

From a consideration of these circumstances, the committee are of opinion that four ships, capable of carrying forty-four guns, each, and two ships, carrying twenty-four guns, each, will be sufficient to protect the commerce of the United States against the Algerine corsairs.

That the cost of the naval armament aforesaid, including six months' stores and provisions, and three months' pay to the officers and seamen, will amount to \$600,000

That the annual expense of the said armament, as the same may probably be kept in service, will amount to 247,960

The particulars of which estimate are detailed in the papers submitted with this report.

The ways and means proposed by the committee for defraying the cost and annual expense of all the said armament are,

An additional duty of one per cent. on all goods which now pay a duty of seven and a half per cent.

An additional duty of five per cent. on all stone and earthen ware, and marble and slate, bricks, &c. imported.

An additional duty of three cents per bushel on salt; of twenty-five cents per ton on all ships or vessels, other than ships or vessels of the United States; and of six cents per ton on all ships or vessels of the United States, employed in foreign trade; which said several duties they estimate to produce three hundred and three thousand seven hundred and thirty-two dollars, agreeably to the estimate No. 1, herewith.

In pursuance of all which, the committee submit the following resolutions:

*Resolved*, That a naval force, to consist of four ships of forty-four, and two ships of twenty guns, each, be provided, for the protection of the commerce of the United States against the Algerine corsairs.

*Resolved*, That, for the purpose of defraying the cost of a naval armament, and the annual expense thereof, after the — day of —, there be levied, collected, and paid, upon all goods, wares, and merchandise, imported into the United States, and on which a duty of seven and a half per cent. is now payable, an additional duty of one per cent.

Upon all marble, slate, and other stone; on bricks, tiles, tables, mortars, and other utensils of marble or stone; and, generally, upon all stone and earthen ware, an additional duty of five per cent. Upon salt, three cents per bushel, estimating the bushel at fifty-six pounds.

On ships or vessels of the United States, employed in foreign trade, six cents per ton; on all other ships and vessels, twenty-five cents per ton.

That the like drawbacks and allowances be made of the said additional duties as are now made of the duties upon goods exported from the United States, and upon fish and salted provisions.

That a separate account of the said duties be kept.

That the President of the United States be authorized to receive, on loan, a sum not exceeding — dollars, to be applied towards the building and equipment of the said naval armament, at an interest not exceeding — per cent. per annum; and that the said loan be open to any individual, body politic or corporate, within the United States. That the revenues herein before recited be pledged for the payment of the interest on the loan aforesaid, and the annual expense of the said armament; and that the surplus of such revenue be applied to the repayment of the principal, and to no other purpose whatever.

That a committee be appointed to bring in a bill or bills in conformity with the foregoing resolutions.

3d CONGRESS.]

No. 2.

[2d Session.]

## CONSTRUCTION OF FRIGATES UNDER THE ACT OF MARCH 27, 1794.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 29, 1794.

The Secretary of War, in obedience to the orders of the President of the United States, submits to the House of Representatives the following report respecting the frigates authorized by the "Act to provide a naval armament."

That the passing of the said act created an anxious solicitude that this second commencement of a navy for the United States should be worthy of their national character. That the vessels should combine such qualities of strength, durability, swiftness of sailing, and force, as to render them equal, if not superior, to any frigates belonging to any of the European Powers. Researches, therefore, have been made for the best principles of construction, and such proportions adopted as have appeared best, upon the most mature advice and deliberation.

The largest ships, of forty-four guns, will be constructed upon a scale to contain thirty cannons of the caliber of twenty-four pounds upon the gun deck. The others, of thirty-six, twenty-eight cannons, of the same caliber, upon the gun deck. The remaining force will be made up of twelve pounders and brass howitzers.

The frigates will be built of live oak and red cedar, in all parts where they can be used to advantage. These valuable woods afford the United States the highest advantages in building ships, the durability being estimated at five times that of the common white oak. Besides these woods, the best white oak, pitch pine, and locust, are directed to be used in the construction.

Expedients have been devised for seasoning the plank, as expressed in the letter of Joshua Humphreys, herewith submitted.

But the procurement of the live oak and cedar, being of Southern growth, has been retarded by the circumstances specified in the letter of the Commissioner of the Revenue.

The building of the ships has been directed in the several following ports of the Union, in order, as well to distribute the advantages arising from the operation, as to ascertain at what places they can be executed to the greatest advantage, to wit:

- One thirty-six at Portsmouth, New Hampshire;
- One forty-four at Boston;
- One forty-four at New York;
- One forty-four at Philadelphia;
- One thirty-six at Baltimore; and
- One forty-four at Portsmouth, or Norfolk, Virginia.

The following arrangement has been adopted for the building and equipment of the frigates:

1. All contracts for the principal materials of construction and equipment have been made in pursuance of law, under the direction of the Secretary of the Treasury.
2. All labor, and inferior materials, not otherwise provided by the Secretary of the Treasury, are to be procured by agents whose compensations are two and a half per cent. conformably to their instructions, hereunto annexed, marked No. 1.
3. The captains of the frigates are to superintend the construction and equipment, in pursuance of their instructions, No. 2.
4. The constructors, or master builders, are to be regulated by their general instructions, No. 3.

It has been endeavored to take these characters from the best qualified of their profession; and in order that the public should derive all the advantage of their whole time, they have been detached from all private pursuits by a liberal compensation, at the rate of two thousand dollars per annum. It is possible that, in one or two instances, *agreements for their services* might have been obtained at a rate somewhat lower; but the invidiousness of the distinctions of different rewards for men performing the same services would but ill comport either with the invariable feelings of the human heart, or the public service; they have, therefore, all been placed upon the same footing.

A clerk to each yard, or place of building, is to receive, issue, and to account for, all public property belonging to the ship, according to his instructions, No. 4, at the rate of seven hundred and fifty dollars per annum.

The progress which has been made in the business is generally stated in the letter of the Commissioner of the Revenue, and the letter of the captains and constructor of the port of Philadelphia, herewith submitted.

It is to be understood that no expenses were authorized until the appropriation of the 9th day of June last, although the act for building the frigates was passed the 25th day of March.

That few or no materials of any sort, either for construction or equipment, existed in their proper shape.

That every thing, if not to be created, was to be modified. That the wood of which the frames were to be made was standing in the forests; the iron for the cannon lying in its natural bed; and the flax and hemp, perhaps, in their seed. That the materials will be soon collected, and the building vigorously pushed, so that the frigates, according to the opinions contained in the documents herewith submitted, may be afloat in the course of the year one thousand seven hundred and ninety-five.

That, from the expenditures hitherto made upon the naval armament, no accurate judgment can be formed at present what further sums, if any, will be wanting to complete the same.

It is respectfully suggested, that the idea contained in the letter of the Commissioner of the Revenue, respecting the publicity of some of the measures upon this subject, merits consideration.

All which is respectfully submitted.

H. KNOX, *Secretary of War.*

DEPARTMENT OF WAR, December 27th, 1794.

*Instructions from the Secretary of War to the Agents, Superintendents, Constructors, and Clerks of the Yards, for building the frigates of the United States.*

No. 1. *To the Agents.*

SIR:

You having accepted of the agency of the ship of war to be built at —, are to consider the rules herein specified, as the general principles whereby to govern yourself in the execution of the agency.

1st. You are to provide all the artificers and laborers of all descriptions, excepting the constructor or master builder, necessary to build a ship of — guns, the number to be such, from time to time, as will be able to operate with the greatest effect; these workmen to be provided upon the best terms, by the day, week, or month, as you shall judge conducive to the public interests.

2d. You are also to purchase such materials for the construction and equipment of the said ship, as shall not otherwise be provided by special contracts, under the orders of the Secretary of the Treasury, and to pay all other incidental or contingent expenses.

3d. All the workmen and materials for building the said ship are to be obtained by you upon the estimate or requisition in writing by the constructor, countersigned by the captain or superintendent. Other articles, or labor, necessary for the rigging or equipping of the ship, are to be obtained by you upon the estimate of the principal artificer in each branch, and also countersigned by the captain.



4th. The clerk of the yard will receive, distribute, and account for, every article of public property.  
 5th. The shipwrights, and all other artificers employed in working at the yard upon the body of the ship, will be under the immediate direction and control of the constructor. His certificate, therefore, signed by the clerk of the yard, will be your voucher for payment of the wages, according to the agreement you shall make.

6th. You will keep fair accounts of all transactions, stating all expenses for labor in one account, and all purchases for materials in another. Every expenditure must be accompanied with the requisition of the superintendent, or constructor, as the case may be, for which purpose you will take duplicate receipts for all expenditures, and, also, the receipts for the sums paid. Abstracts of the expenditures must be transmitted monthly to this office, and every three months the accounts and vouchers must be transmitted to the Auditor of the Treasury, for the purpose of being adjusted and settled.

You will, in the first instance, receive — dollars, and such further sums shall be advanced, from time to time, as the nature of the case may require. But all moneys which you shall receive on this account must be kept by itself, and deposited in the —, as naval agent, and a bank book kept exclusively for this object.

You will be allowed two and a half per cent. commission on the sums expended, as full compensation for your services on this occasion. You will, in all respects, consider yourself as charged with the general superintendence of the public interests, as far as the building of the said ship, and will correct and report any conduct which may be improper in any of the branches.

#### No. 2. *To the Superintendents.*

SIR: You are to consider yourself as the superintendent of the frigate to be built at the port of —, and which is to mount — guns.

Your constant attendance will be necessary for the purpose of observing that all parts of the business harmonize, and are conformed to the public interests.

The frigate will be built and equipped under the following regulations:

The treasury of the United States will make special contracts for the principal materials which will be used in the construction and equipment of the ship.

The agent will provide all the materials, not otherwise provided by the treasury. He will, also, excepting the constructor, procure and pay all the workmen, and laborers, of all sorts, necessary for the building and equipping the ship.

The numbers and qualities of the workmen and laborers are to be furnished by the agent, in pursuance of requisitions, in writing, by the constructor for the hull, or master mechanic, in each branch of equipment, but, in both cases, to be countersigned by the superintendent.

The materials for the equipment, not provided by the treasury, are to be obtained by the agent, in pursuance of the estimate of the master mechanic in each branch, countersigned by the superintendent.

The constructor will have the immediate direction of all the workmen employed on the hull of the ship; the rolls of the workmen, and of the laborers, must be called every day, at the commencement and termination of their labor, and after returning from dinner. This must be done in the presence of the constructor and clerk of the yard, whose certificate will be an indispensable condition of payment.

The clerk of the yard will receive, issue, and account for, all the public property. The order for the issue of articles for the hull must be signed by the constructor, and countersigned by you.

The articles for the equipment to be issued on the estimate of the principal mechanic in each branch, with your order thereon.

You will, as well as the constructor, be particularly careful that none but the best materials be used in the construction of the hull, and you will observe the same precautions with respect to the equipments of all sorts.

You will also carefully observe that there be no deviation from the directions which shall be issued with respect to the proportions of the hull, and equipments of all sorts.

You will report to me, weekly, the number of workmen employed, and the progress made in the execution, either of the hull or equipments.

#### No. 3. *To the Constructors.*

SIR: You having been appointed constructor, or master builder, of a — frigate, to be built at the port of —, are to consider these as the general principles whereby you are to govern yourself:

Particular directions will be given to you relatively to the proportion of the ships, a draught and moulds for the same, to which you are, undeviatingly, to adhere.

As you are established upon a salary, as a public officer, you will, in all respects, observe the highest degree of economy in all the objects which shall come under your direction, whether of materials, or labor of the workmen, and others, of which you will have the principal direction.

Your constant attendance will be necessary, in order to direct the application of the respective workmen and laborers.

The rolls of the workmen and laborers are to be called at the commencement and termination of the labor of the day, and upon their return from dinner, for which they will be allowed — hour, the labor to commence at —, and terminate at —.

You, and the clerk of the yard, will attend always at these roll calls, making suitable deductions from every absentee. Your certificate will therefore be required by the agent, as a voucher for their payment.

Besides yourself, the following persons will be concerned in building the ship:

An agent will be appointed to procure, upon the best terms, all the materials which shall not otherwise be provided by the treasury of the United States. And he will also procure and pay all the workmen who shall be employed in the construction or equipment of the said ship.

The Captain will be the superintendent, to observe that there be a due application of all the means employed to the end intended.

A clerk of the yard will be appointed, to receive, distribute, and account for, all public property.

The materials for building the ship, not procured by the treasury, will be purchased by the agent, in pursuance of your estimate to him, countersigned by the captain or superintendent.

All the artificers of the respective branches, and laborers, necessary for the construction of the frigate, are also to be procured upon your estimates, and countersigned by the captain.

You, particularly, will be responsible to the public, that no materials, of any sort, enter into the construction of the said ship, but of the best quality; that a substantial foundation be laid for the ship, so that there shall be no danger of settling when the frost comes out of the ground; that all parts of the great fabric are mechanically and perfectly executed.

The view of the Government, besides distributing the advantages by building the six frigates in different places, is to ascertain where similar work may in future be done to most advantage.

The present attempt, therefore, is to be considered as an experiment; and the place where the business shall, under all circumstances, be best performed, may derive permanent and great benefits.

It will be expected that the utmost harmony shall prevail among the different characters concerned in building, so that their united efforts may produce a satisfactory result.



No. 4. *To the Clerks of the Yards.*

SIR: You having been appointed clerk of the yard for the frigate to be built at —, are to observe these instructions as the general rule of your conduct:

You are to receive, issue, and account for, all the public property relatively to the said ship, whether belonging to the hull or equipment, which shall be placed in your possession, either by the orders of the Secretary of the Treasury, the Naval Agent, or in any other way or manner.

All the materials for the construction of the hull are to be issued by the orders of the constructor, countersigned by the superintendent, who is the captain.

All the materials for the equipment are to be issued on the estimates or returns of the principal mechanic in each branch, signed by the superintendent.

Accounts are to be opened for each principal article used in the construction, such as timber, iron, masts, spars, booms, yards, cordage, hemp, sail cloth, tools, or implements, anchors, ship chandlery, &c. And, on the first Monday in each month, you are to transmit me an account of all articles received and delivered, by whose orders, and to whom, and all articles remaining on hand.

You are also to attend the roll call of the workmen and laborers employed in the yard, and to countersign the returns of them for the agent to regulate his payments by.

Your accounts and vouchers are, every three months, to wit: on the first days of October, January, April, and July, to be transmitted to Samuel Hodgdon, Esq. in Philadelphia, who is the superintendent of the military and naval stores of the United States. You will be very particular in attending to the above instructions, and such other instructions as the captain may think proper to add from time to time, for the good of the service, or his convenience in superintending the same.

*Copy of a letter from Captains Barry, Dale, and Truxton, to the Secretary of War, dated*

PHILADELPHIA, December 18, 1794.

SIR: As soon as the appropriation act was passed, for furnishing money to build the six frigates, in consequence of an act of Congress, passed the 27th of March last, we observed a navy constructor was immediately employed, who has been steadily at work, drawing the draughts, and making the necessary moulds for building the ships on the most eligible construction; all of which are now completed, and sent on to the different yards where the ships are to be built. And we appeal to all those who have any knowledge of the science of naval architecture, of the great precaution that was absolutely necessary, in laying the foundation of our infant navy, and the time it would consequently take to digest a good plan, avoid errors, and fix dimensions, founded on the experience of all maritime Europe, as well as that of this country, so as to have the ships the best adapted for the service of any that was ever built of the kind, which we are of an opinion has been happily effected, and that the arrangements to commence the building the frigates has been judiciously made, and every pains taken to procure the most durable wood in the world (the live oak of Georgia); but the summer season having commenced, before the appropriation act was passed, at which time it is so very sickly in and about the islands of Georgia, that it was impossible to procure, and would have been both expensive and useless to have sent men thither to cut wood, if they could have been procured during the summer months. Early in October, however, a number of wood cutters, that had previously been engaged in Connecticut, arrived in Georgia, commenced their operations, and have made such progress that one vessel has already arrived here with a full cargo; the master of which reports favorably as to the despatch of others, that have been sent on by the Treasury Department, for to take the timber to the different yards. The building these frigates of live oak will certainly be a great saving to the United States, as we are well satisfied (accidents excepted) that their frames will be perfectly sound half a century hence, and it is very probable they may continue so for a much longer period. On the contrary, we are as fully convinced, from experience, that if they were to be built of the best white oak of America, their durability at the utmost would not exceed one-fourth of that time, and the expense of building and equipment is the same, whether the ships are of the best or of the worst wood of this country; but had it been determined, in the first instance, to have built the ships of common oak, no greater progress could have been made, as there was no timber cut, in any of the States, large enough for the purpose; and to have cut it in the summer season, when the sap was up, and built the ships of wood in that green state, they would have proved rotten, and totally unfit for the public service, in less than five years from the laying of their keels.

The undersigned, John Barry, has made a visit to Georgia, at the request of the Secretary of the Treasury, and is so well satisfied with the exertions of Mr. Morgan, who superintends the cutting and shipping the timber, that he has not a doubt but the whole quantity will be cut, between this and the month of February, and if so, we are all of opinion that the ships may be built, and completely equipped, in the course of the next year; as every preparation is made in the different yards, and for procuring all the materials in the various branches, for going on with spirit and despatch.

It must be remembered that, in the first maritime countries in Europe, where they have regular establishments for building ships of war, with dock yards and large stocks of timber thereon, they seldom complete a frigate, of the magnitude of any of ours, in less than twelve months after she is raised; contract ships, built in the time of war, to answer the purpose of the moment, only excepted.

It would be highly gratifying to us, sir, who have thrown aside our former occupation, and the prospects that promised fair for increasing our fortunes, with a view of serving our country, and who have no desire of being mere sinecure officers, if we could at this moment embark, and obey the commands of our country, in going in pursuit of a barbarous enemy, who now holds in chains and slavery so many of our unfortunate fellow citizens; the relieving and restoring of which to the bosom of their families and friends, are, with that of having an opportunity to chastise their cruel oppressors, objects of our greatest ambition, and which we anticipate with all the ardor of officers, of seamen, and of citizens. We therefore assure you, sir, that every exertion shall be made by us, in our department, to facilitate the building and equipment of the ships, to which we have had the honor to be appointed commanders and superintendents.

We have the honor to be, &c.

JOHN BARRY,  
RICHD. DALE,  
THOMAS TRUXTON.

*The Report of Joshua Humphreys, Naval Constructor, on the progress made in building the Frigates.*

DECEMBER 23, 1794.

As soon as Congress had agreed to build frigates, it was contemplated to make them the most powerful, and, at the same time, the most useful ships. After the most extensive researches, and mature deliberations, their dimensions were fixed, and I was directed to prepare the draughts; which was accordingly done, and approved. Those plans appear to be similar with those adopted by France, in their great experience in naval architecture; they having cut down several of their seventy-fours to make heavy frigates; making them nearly of the dimensions of those for the United States. From the construction of those ships, it is expected the commanders of them will have it in their power to engage, or not, any ship, as they may think proper; and no ship, under sixty-four, now afloat, but what must submit to them: these reasons are paramount to all objections, and annihilated opposition.

The next object was the materials that those ships should be composed of; accordingly it was agreed that the frames should be of live oak and red cedar; that is, the stern post, and all the stern frames, the upper piece of stem, and all the frame, (except the lower piece) the first, second, and third futlocks, three-fourths of the top-timber, stanchions, counter-timbers, bow-timbers, hawse-pieces, night-heads, breast-hooks, partners for masts and knees, all of live oak; and one-fourth of the top timbers, the half top timbers, and half counter-timbers, of red cedar.

It was supposed that live oak floor-timbers could not be procured, therefore white oak was ordered for them in the first instance; but, on the return of Captain Barry, from Georgia, he says that there would not be any difficulty in procuring them of live oak. After this information, it would have been unsuitable to the other parts not to have put in live oak. There are recent instances of white oak decaying in a few years; and as the duration of live oak and red cedar may be computed from forty to fifty years, the difference of cost was of no consequence, compared with the durability of the material. The keel, keelson, beams, ledges, carlings, plank for the sides, bottom, ceiling, deck-plank under the guns, dead-woods, lower piece stem, and wales, of the best white oak; decks of the best Carolina pitch pine. The next object was to provide a mould loft, which was contemplated to be built; but such a building could not be completed under two thousand dollars; this price was considered more than was prudent to give; therefore, the best and largest loft that could be found was rented, in which the ships were laid down, and the whole of the moulds made and marked, amounting to about five hundred; and upwards of one hundred beveling boards, with the bevellings marked on them. This complicated piece of business being finished, the moulds were shipped to the different ports where the frigates are to be built.

It was thought prudent to contrive some method of seasoning and salting the white oak stuff, above light water, to assimilate it, as near as possible, with live oak and red cedar, in point of duration, and at the same time facilitate the bending of them on the round parts of the ships. A trunk long enough to take the longest timber in, with three large iron plates in each, at equal distance, and a simple air furnace, under each plate, to boil the salt and water, which will penetrate any timber put into it, was considered the least expensive and most useful.

Copper was considered a very essential component, in the securing of these ships, as it is not known to waste or corrode like iron; and, more especially as it is contemplated to copper these ships, iron would be destroyed in a very short time: for, these ships being coppered, every advantage is to be expected; their bottoms always clean and ready for any expedition; if they were not coppered, their guns, and stores of every kind, must be discharged, and they have down every six months, (having no docks to dock them.) This will not only be an expensive job, but strain the ships exceedingly, and injure the hull and rigging more than can be easily calculated, which ought to be avoided by all means; not only so, but an expedition may be lost by the delay. Upon those cogent reasons it was finally agreed to copper them.

Considering the newness of this business, the information, and every material to be obtained, and the whole to be organized, a considerable portion of time must have been required; nothing but great perseverance could have brought it to its present state.

One cargo of live oak has arrived from Georgia, and landed in the ship yard in this port, most of which is now under the workmen's hands. This timber is greatly superior to any in Europe, and the best that ever came to this place.

The foundation for the frigate is laid, and one piece of keel hauled up. There is every reason to believe this ship may be completed next year.

In order to prevent any delay, if it should be contemplated to build more frigates, frames of timber should be provided and placed under sheds, in such ports as shall be directed. It is a fact, timber may be laid in on better terms, if proper seasons are taken for that purpose.

It will be well to consider that great quantities of the finest live oaks are destroyed to clear the land, and that some of the maritime nations must resort to this country for timber, which will, in a few years, put it out of the power of the United States to secure the quantity of timber they will most assuredly want, without paying a most exorbitant price. If they were to purchase some of the islands plentifully timbered with live oak, I have reason to believe the land may be sold for the first cost after the timber is taken off.

*Copy of a letter from the Secretary of the Treasury to the Secretary of War.*

TREASURY DEPARTMENT, December 23, 1794.

SIR: I send you, a letter this moment received from the Commissioner of the Revenue, dated yesterday, which contains the answer to your letter, founded upon the order of the House of Representatives, relative to the measures which have been adopted concerning the naval armament.

I have the honor to be, &c.

A. HAMILTON.

TREASURY DEPARTMENT, Revenue Office, December 22, 1794.

SIR: I have had the honor to receive this day the order of the House of Representatives relative to the measures that have been adopted concerning the naval armament, in your letter of the 20th instant.

It was on the 4th day of April that a participation with you in the treasury business for the War Department was committed to this office.

After the requisite examination into the objects to be procured, advertisements were issued on the 16th of April for the live oak and cedar timber required by the Secretary of War; as also, on the same day, for cannon ball, twenty-four pound cannon, and kentledge, or iron ballast. On the 7th of May, advertisements were issued for the yellow and pitch pine, and white oak materials, and for the locust treenails; and measures were taken for examining into the terms on which the cordage could be procured.

Many other inquiries were likewise made; but no contracts or purchases were, or could be, completed, before the 9th of June; the Legislature not having granted, until that time, the money requisite for the naval armament. On that day, (the first moment when it was legal) an agreement was made with John T. Morgan, a master shipwright, of Boston, to go to Charleston, for the purpose of procuring, in concert with persons in that place and in Savannah, the live oak, red cedar, and pitch pine materials. His business was to search for the timber, to superintend the cutting and forming it by the moulds for the frigates, and to procure it to be shipped for the six several ports at which the frigates were to be built. It was further agreed, with consent of the Secretary of War, that he should be employed to build a frigate at Charleston, if one should be built there. By the concurrence of both Departments, he was to be allowed pay at the rate of two thousand dollars per annum, in full of all claims of services and expenses in the Carolinas and Georgia, or while building. Like this all the principal contracts were made, as you will remember, in concert with you, after the necessary conferences from time to time.

Daniel Stephens, Esq. Supervisor of the Revenue, and Isaac Holmes, Esq. Collector of the Customs, both of Charleston, were appointed by you to make the contracts for the timber in North and South Carolina, and John Habersham, Esq. Collector of the Customs, and Joseph Clay, Esq. both of Savannah, in Georgia, were appointed to make the contracts for the timber in Georgia, and to give all possible aid towards the advancement of the business to Mr. Morgan. No allowance for their agency has been yet made.

On the 16th of June, a letter was written to Jedediah Huntington, Esq. Collector of the Customs at New London, to procure sixty axe-men, and thirty ship carpenters, in the ports of Connecticut, Rhode Island, and the western coast of Massachusetts, and provisions and other supplies were sent from New London, New York, and Philadelphia, as economy and the nature of the articles appeared to require.



The time necessary for the collection of these persons, and their apprehensions from the climate and season, occasioned their departure from New London to be delayed until the 23d day of September.

The agreements for the live oak were made on the 2d day of September, at Savannah, at the rate of six pence, money of Georgia, per foot, to be cut by the United States, but hauled to water navigable for vessels of eleven feet draught by the contractors.

On the 7th day of July, instructions were given to Mr. Habersham and Mr. Clay, to hire such additional wood cutters and other hands as the public service might require and admit, it being deemed more expedient that the business should be effected in a short time, by a certain number, than that it should be effected in a term of twice the length by half the force of hands.

On the 25th day of June, I furnished you with an estimate of the composition metal, sheathing copper, bolts, and nails, bunting, and iron kitchens, for the six frigates, all which were ordered from Europe; and a note of the anchors, which last were postponed for further inquiry whether they could not be manufactured in the United States. The articles ordered are daily expected to arrive.

On the 30th of June, some further measures to procure anchors, by a circular application, were taken, and proposals to make those of the smaller sizes at eight cents per pound were received and accepted: as also proposals to furnish those of the larger sizes, which, though accepted by the United States, were not confirmed by the proposer, from unexpected circumstances.

Immediately after the appointment of the naval agents at the six ports, by the Secretary of War, it was determined, from considerations of economy, to employ the same agents in the treasury business. Instructions were sent to them in consequence, on the 5th and 7th days of July, to procure all the white oak, yellow pine, and tree-nails, it being found that they could be more easily and economically procured by those agents, and in most instances from the country in their vicinity.

On the 15th day of July, other instructions were sent to them to procure the articles usually supplied or made by the mast-makers, block-makers, coopers, and boat-builders; also to pay further attention to the procuring of cordage, and to take measures for the procuring of sail cloth made in the United States.

On the 9th day of July, a contract was executed with Messrs. Levi Hollingsworth, Son, & Company, of Jersey and Pennsylvania, for ninety-two tons of cannon ball, at thirty-seven and one-third dollars, and one hundred and ninety-eight tons of kentledge, at twenty-eight and two-thirds dollars, and, some time after, the contract was further extended to about three hundred and forty tons.

On the 28th of July, a contract was made with Messrs. J. J. Faesch & Company, of New Jersey, for ninety-eight tons of cannon ball, and two hundred and fifty-six tons of kentledge, at the same prices; and authority was since given to Henry Jackson, Esq. Naval Agent at Boston, to purchase one hundred and fifty tons of foreign kentledge, which had laid some time in the hands of a citizen of Boston, and which was sold at the reduced price of twenty-five dollars, because of that circumstance.

On the 28th day of June, a contract was made with the Cecil Iron Company, (Samuel Hughes, Esq. and others, of Maryland) for three-sixth parts of the twenty-four pound cannons.

On the 8th of August, a contract was made with the owners of the furnace Hope, (Messrs. Brown, Francis, & Company, of Providence) for two sixth parts of the same. The prices were one hundred and six and two-thirds dollars, and the difference of expense for boring from the solid. The first contract was made in concert with the Secretary of War and yourself; the second in concert with you. The two parties were then willing to have agreed for the remaining sixth part, but it was postponed, to give to the iron masters in different quarters an opportunity to contract. Since that, contracts for the remaining sixth have been offered to the two parties above mentioned, who are to give answers as soon as they shall have proved some of those cannon for which they have already contracted.

Vessels amounting to about two thousand six hundred tons have been despatched or ordered to transport the timber from Georgia to the six several ports, and they carried to the Southward, axe-men, carpenters, provisions, oxen, forage, and implements.

Captain John Barry was despatched to Georgia, in one of the public vessels, on the 5th of October, to examine into the state of the business, and to give expedition to the procuring and transportation of the timber. He had no allowance but the amount of his expenses. About the time of his return, Mr. Asa Copeland was sent thither to assist permanently in the superintendence of one division of the wood cutters, and to expedite the transportation to the water side, and the shipment and stowage of the timber, as Mr. Habersham and Mr. Clay are too remote to be of any use in that part of the business. His compensation is three and one-third dollars per day.

Oxen, with grain and hay for them, and sets of timber wheels, have been necessarily sent to Georgia for the purpose of transporting the timber, as the contractors were deficient in means of that kind, and on account of the live oak timber for one frigate, which was procured under circumstances that rendered it necessary to provide for its transportation.

On the 30th of August, one hundred tons of kentledge was engaged of Messrs. Gardner & Olden, of Philadelphia, at the price of twenty-eight and two-thirds dollars.

A second party of carpenters have been engaged on the Delaware, twenty in number, by Tench Francis, Esq. and are now about to sail for Georgia.

The Naval Agents have been authorized to contract for blacksmith's work, including the bar iron, when it may have or shall become necessary: also, for composition bolts, so far as the same may be requisite before the arrival of those ordered from Europe.

It is understood that agreements have been made by those agents for the white oak timber, and other articles, in pursuance of the several instructions already mentioned.

It remains only to notice the contract made in the month of September with the Boston company, for sail cloth, sufficient for one entire suit of sails for each frigate. The price which I understand to have been settled, is from thirteen to fifteen dollars per bolt of thirty-nine yards.

Besides the foregoing measures, which have been thus far matured, others are in that train of investigation which the time necessary for the collection of the timber admits in most instances, and which is peculiarly desirable in a new undertaking of so great moment and expense.

I cannot transmit to you this communication without suggesting the inconveniences and injuries to the United States, particularly from external quarters, which may arise from giving publicity to all its details.

I have the honor to be, sir, your most obedient servant,

TENCH COXE, *Commissioner of the Revenue.*

The SECRETARY of the Treasury.

*Dimensions and sizes of materials for building a Frigate of forty-four guns.*

	Feet.	Inch.
Length of the gun deck, from the rabbet of the stem to post, - - - - -	174	10 $\frac{1}{2}$
Length of the keel for tonnage, allowing three-fifths of beam from twelve inches before the rabbet of the stem at the breadth line from the point where the three-fifths strike on the keel, to the rabbet of the post, - - - - -	145	00
Moulded breadth of beam in the extreme part of the ship, which is at the upper edge of the second wale, and three and a half feet before the thirds of the keel, or one hundred feet two inches before the rabbet of the post, - - - - -	43	06
Height of the wing transom, above the rabbet of the keel, - - - - -	25	08 $\frac{1}{2}$
Height of the lower deck transom, above the rabbet of the keel, - - - - -	20	09
Top side tumblers home amidships, at the under part of midship plank-sheer, or covering board, - - - - -	3	09
Height of the lower deck, in the side above the rabbet, at - - - - -	16	11
Plank on lower deck beams, - - - - -	3	$\frac{1}{2}$



Height between gun and lower deck,	-	-	-	-	-	6 04
Gun deck plank,	-	-	-	-	-	4
Height between decks, from gun to upper deck,	-	-	-	-	-	7 00
Upper deck plank,	-	-	-	-	-	3
Waist amidship,	-	-	-	-	-	3
Plank-sheer or covering board,	-	-	-	-	-	4½
<hr/>						
To top of plank-sheer,						
Height amidships of lower edge of the wale,	-	-	-	-	-	31 09
Six strakes of wales, ten inches wide, are,	-	-	-	-	-	17 11
Height from the top of the wale to port sill,	-	-	-	-	-	5 00
Height of the port,	-	-	-	-	-	3 03½
Height from the top of the port to the top of the plank-sheer,	-	-	-	-	-	2 11
<hr/>						
Height from top of rabbet to top of plank-sheer, is,						31 09
Depth in the hold, taken from the strake next the limber strake,	-	-	-	-	-	14 03
Height of the port sills on the quarter-deck and forecable,	-	-	-	-	-	1 10
Height on the gun deck,	-	-	-	-	-	2 04
Height fore and aft,	-	-	-	-	-	3 05
Height up and down,	-	-	-	-	-	2 11
Ports—Distance between the ports,	-	-	-	-	-	7 05
After port, aft side, before the rabbet of the post,	-	-	-	-	-	6 04
Fifteen ports on each side, besides the bridle or bow ports, if any.						
Height of gun deck on the post, from a square line above the rabbet of the keel,	-	-	-	-	-	27 00
Height of gun deck on the stem, from a square line above the rabbet of the keel,	-	-	-	-	-	24 10
Dead raising at two-fifths of the beam, for the breadth of floor,	-	-	-	-	-	2 09
Room and space,	-	-	-	-	-	2 02

Height of breadth line—  
amidships,  
on the stem,  
on the transom, } This line is the upper edge of the second wale, from below all fore and aft.

*Drifts*—Quarter deck and forecable drifts, fourteen inches wide and three and a half inches thick.

Flush drift, twelve inches wide and four inches thick.

String, or first moulding strake above the ports, fourteen inches wide, and four and a half inches thick.

*Keel*—Of good sound white oak, in three pieces; the middle piece to be not less than thirty feet, if to be had; scarfs not less than twelve feet, to be kept clear of the main and fore steps; sided in the midships eighteen inches; at the stem and post seventeen inches, and as deep as can be had; the scarfs all to be tabled and bolted with five bolts, one and one-eighth inches diameter; false keel six inches thick, but not to be put on until after the floor and keelson bolts are drove and riveted.

*Keelson*—Sided eighteen inches amidships, and sixteen inches fore and after end, and sixteen inches deep; scarfs not within fifteen feet of keel-scarfs, or main or foremast steps; upper keelson eighteen by fifteen inches deep, to be hooped and joggled into the lower one, all fore and aft; scarfs clear of all other scarfs at least ten feet, to be bolted with one and three-eighth inch bolts through every timber, and one in every cross-chock of one and one-eighth inches diameter.

*Stem*—In two pieces, if to be had; the lower one of good white oak, sided seventeen inches, and moulded not less than twelve inches clear of the rabbet; scarfs not less than four feet, to be tabled and bolted with three bolts, one and one-eighth inches in diameter.

*Apron*—Sided from twenty-eight to thirty inches at the upper end; and as the piece will work below, moulded at the upper end fourteen inches, and at the lower end seventeen inches.

*Stern post*—Eighteen inches square at the head, sided seventeen inches below by three and a half feet fore and aft, including false post, and ten inches thick on the aft side, at the keel, to be fitted for a crooked headed rudder.

*Inner post*—To be twelve inches, fore and aft, to run from the transom to the keel; to be of live oak, sided at head from twenty to twenty-four inches, and at heel twelve inches.

*Night-heads*—Sided from sixteen to eighteen inches; moulded twelve inches at head, and fourteen inches below.

*Hawse-pieces*—To be four in number; sided eighteen inches, and to be bolted with one and one-eighth inch bolts into each other; their heels, if possible, to run down below the lower deck breast-hook.

*Bow-timbers*—Sided twelve inches, and as long as possible; their heels well secured into the dead-wood; to be in number on each side as per draught.

*Hawse-holes*—Two on each side; fifteen inches diameter, and fourteen inches on a square between each other.

*Wing transom*—Twenty-nine feet long on the aft side; moulded and sided twenty-two inches to round up, and aft six inches; all the others sided fourteen inches; the lower deck transom moulded as broad as can conveniently be had, for the better securing the ends of the deck plank; two bolts of one and one-eighth inches diameter in the deck transom and all above it; all below, bolted with one bolt of one and one-quarter inches diameter.

*Fashion-pieces*—Two pair, sided twelve inches and moulded fifteen inches on the cant, as hereafter directed.

*Dead-wood, forward*—To secure the scarf of the stem and keel together, sided the same as the apron at the heel; at the after end twenty-four inches, and not less than twenty inches moulded over the scarf of the keel, and to run sufficiently aft; midship dead-wood fourteen inches broad and nine inches thick, to run from the dead-wood forward to the stern-post knee, well fayed on the keel.

*Rabbet of the main keel*—To be cut one inch below the upper edge; the garboard strakes to fay well to the dead-wood all fore and aft; the dead-wood to be tarred and papered with good, thick, substantial tarred sheathing paper, in order to prevent the ship from sinking if she should lose her keel.

*Stern post knees*—Two good ones; the lower one as long as possible.

*Floor and raising timbers*—Of good white oak, sided twelve and a half inches; moulded at the floor sirmark fifteen inches, and in the throat, from the top of the dead-wood, twenty-one inches; to be bolted through the keel with one and three-eighth inch bolts; these bolts should be put as near the side of the keel as possible, in order to give room on the other side for the keelson bolts; one floor bolted near the larboard side of the keel, the other on the starboard side; the timber all to be double bolted from the foremast to within ten feet of the mizzenmast.

*Lower futtocks*—Of live oak, sided twelve inches in the midships, and something smaller at the fore and after ends of the ship, to butt against the side of the dead-wood amidships; to have cross-chocks fayed on the dead-wood, and their heels to be bolted through the keelson and keel with one and one-eighth inch bolts.

*Middle and upper futtocks and top timbers*—Sided eleven and a half inches; top-timbers moulded at the gun-wale seven inches; at the port sill nine inches; all the other timber sized by a diminishing line from the port sill to the floor sirmark.

*Timbers, framed*—Floor timbers, lower futtocks, middle and upper, and top timbers, all to be framed in forms, and bolted with three bolts one and one-eighth inch square in each scarph, except the lower futtocks and floors, which should have one and one-fourth inch bolts. These timbers must be faced fair and true; for if they are not out of winding, it will be impossible to level the timbers with any truth.

*Main wales*, six strakes on each side, seven inches thick and ten inches wide.

*Black strakes*, five in number. The first and second five and one-half inches thick; the third, five and one-fourth inches; the fourth, five inches; and the fifth, four and one-half inches thick, by ten inches wide; the upper edge of the black strake to be mitred down to a level, in order to carry the water out of the seam; plank between the black strake and the string, to be three and one-half inches thick.

*Thick work under the wales*—first strake six inches thick; and second, five and one-half inches; third, of five inches; and fourth, of four and one-half inches; running plank, in the bottom, four inches thick; to be not less than six feet scarf, nor less than four strakes between every two butts on the same timber: the seams to be made all a little out-gauged, and great care must be taken to bevel both edges of the plank that comes together alike: for, if one edge is hewn standing, the other must be under, which makes bad work, the plank with the under bevelling will caulk off.

*Bilge strakes outside*—one, of six inches thick; two, of five and one-half ditto; two, of four and one-half ditto, on each side, the middle strake to cover the butts of the timbers equally inside and out, to be reduced, fore and after ends, the same as the running plank.

*INSIDE WORK*—*Lumber strakes*—two on each side, six inches thick, and fourteen inches wide, bilge strakes three on each side, six inches thick, and fourteen inches wide, to be bolted through the outside bilge strake, in every third timber, with one inch bolts.

*Running ceiling plank*—four inches thick.

*Lower deck clamps*—two strakes on each side, five inches thick, and one strake four and one-half inches, all hooked and joggled into each other, with hooks not less than two inches, reduced at fore and after ends.

*Steps of masts*—the fore step to be placed between two breast hooks; the main step to be left so as to be set either forward or aft, as occasion may require; mizzen step to be two crotchets, the arms of which ought to be run up as high as possible.

*Pillars or stanchions*—three tiers under the gun deck, and one under the upper deck, made to shift.

*Breast hooks*, of live oak, five in the hold, including the deck hooks, from eighteen to twenty feet long, if to be had, and bolted in every timber with bolts of one and one-fourth inch in diameter, as well as through the stem; and two between decks, secured as above, the deck breast hooks moulded as broad as possible, in order to give good hold for the deck plank.

*Transom riders*—two on each side, under the lower deck, eighteen feet long, and sided twelve inches, bolted in every other timber with one and one-eighth inch bolts.

*Diagonal riders*—six pair on each side, in the three principal pieces, with two shorter ones to complete the pair, tabled and bolted together with six iron bolts one and one-fourth inch square in each scarf, and three in the short pieces to be bolted through the bottom plank, at every two feet, with one and one-eighth inch copper bolts, the two midship ones to butt against each other; the foremost of the two midship riders to be cut with a bird's mouth, and to fit under the eighth beam from forward; the after one of the midship ones to be cut and fixed in the same manner under the eighth beam from aft the other riders, to be the distance of two beams apart, and fitted in the same manner, to be kept the same distance aft and forward at heel, as they are at the head, to be tenoned and bolted into the keelson.

*Lower deck beams*, of the best heart pitch pine, sided sixteen inches, and moulded fourteen inches; the longest beam to spring six inches, and the rest by the same mould.

*Lodging knees*—sided ten inches, body to reach the next beam and arm, six feet hooked into the beam; to lay two inches below the upper edge of the beam for the water ways, and thick stuff to joggle down, to be bolted with seven bolts one and one-fourth inch diameter.

*Dagger knees*—sided eleven inches, body nine feet long, and arm seven feet, the arm hooked into the beam, and bolted with eight bolts one and one-fourth inch diameter.

*Lower deck transom knees*—sided twelve inches, body ten and one-half feet long, arm seven feet, and bolted with thirteen bolts one and one-fourth inch diameter.

*Carlings*, in three tier, six by nine inches, of white oak.

*Ledges*, five by six inches, two between each beam.

*Most carlings*, for the main and foremast, ten by thirteen inches, to be kneed with four good knees; mizzen carling six by twelve inches, and kneed in the same manner; all of which pieces to be of live oak, and bolted with inch and seven-eighth bolts; gun deck carlings the same size, and secured in the same manner.

*Spar beams*, one of live oak on each side of the main hatch, tabled, kneed, and bolted, on the foreside of the beam, on the after part of the main hatch, twelve inches by fourteen; and for gun deck the same.

*Solid waterways*, of good long substantial white oak, worked with a feint hollow, rabbeted one and one-quarter inch above the deck, allowing two inches to be let down upon the beams; a good six inch oak strake joggled two inches into the edge of the waterway, and into and over the beams and ledges for the gun deck; a five and one-half inch strake for the lower deck, and a five inch strake for the upper deck, all joggled in the same way, and bolted through the side every four feet, and through every beam, with one and one-eighth inch bolts, upper deck with inch bolts.

*Thick strakes on lower deck*; two strakes of white oak plank five and one-half inches thick, and not less than ten inches wide, bolted and joggled into each other, and over and into the beams and ledges two inches, running all fore and aft along side of the hatches; two other strakes on each side, fitted as above, midway between the water ways and hatch strakes, a long white oak knee to be fayed at the end of each pair, to be joggled over two beams, well bolted to the bow and stem with one and seven-eighth inch bolts; and two other white oak knees, to run from the mizzenmast to the stern post, joggled over and into each beam, to be let down on the beams sufficient for the ledges to frame into them; one other to reach from the stem to the foremast, worked in the same manner; the arm part of each knee to be well bolted through the stern and post with one and one-fourth inch bolts.

*Lower deck plank*—to be three and one-half inches thick, of the best heart pitch pine, clear of all defects whatever. *Orlop deck*—to be laid six feet two inches below the upper part of the lower deck; beams of the best heart pitch pine, sided twelve inches, and moulded ten inches, laid with two inch common plank, kneed with one good live oak knee at each end, bolted with inch bolts; it will be best to put the clamps on the ceiling three inches thick.

*Spirketings*—two strakes on each side on lower deck, five inches thick, hooked and joggled into each other, fitting in plank between the list and clamps four inches thick.

*Gun deck clamps*—two strakes on each side, five inches thick, and one of four and one-half inches, joggled into each other two inches.

*Gun deck beams*—one under each port, and one between, of the best heart pitch pine, as near as the hatchways and masts will admit, as per draught, sided eighteen inches, and moulded fifteen inches; all other beams to be laid directly over and under the same.

*Standard knees*—twelve on each side on the lower deck, one to be fayed over each beam, the diagonal riders come under, and the others placed amidships, sided thirteen inches, body to reach the upper edge of gun deck clamps, the arm six feet long, and bolted with eight bolts one and one-fourth inch diameter.

*Gun deck lodging knees*—Sided ten inches, body to reach the next beam, arm six feet long, bolted with seven bolts of one inch and a quarter diameter.

*Hanging knees*—Seven feet body and six feet arm, sided eleven inches, bolted with eight bolts one inch and a quarter diameter; the arms of all knees to be hooked and joggled into their respective beams.

*Gun deck transom knees*—Sided twelve inches, body twelve feet long, arm seven feet, bolted with twelve bolts one inch and a quarter diameter.

*Carlings*—In three tiers, six by nine inches, of white oak.

*Ledges*—Five by six inches, of white oak, two between each beam.

*Plank*—Four inches thick, six feet from the side, of the best white oak, clear of all sap and other defects whatever, the rest to be laid of the best heart pitch pine, clear of all sap and other defects whatever.

*Spirketing*—To reach the port sill, and five inches thick; all scarfs should be kept clear of the ports; sill butts well shifted.

*Filling in plank*—Between the spirketing and clamps, three inches thick.

*Wing transom knees*—Sided thirteen inches, body fourteen feet long, and arm eight feet, bolted with fourteen bolts, one inch and a quarter diameter.

*Thick strakes*—On the gun deck two strakes white oak plank six inches thick, and not less than ten inches wide, bolted and joggled into each other, and over and into the beams and ledges two inches, running all fore and aft



along side of the hatches. Two other strakes on each side, fitted as above, midway between the water way and hatch strakes.

## UPPER DECK.

*Clamps*—Two strakes on each side, four inches thick, hooked and joggled into each other.

*Beams*—Placed over the gun deck beams, sided thirteen and fourteen inches, and moulded, of the best heart pitch pine.

*Quarter deck transom*—Ten by ten, one knee at each end, sided eight inches, body and arm six feet, and bolted with eight bolts one inch diameter.

*Lodging knees*—Sided seven inches and a half, body to reach the next beam, arm five to four feet and a half, hooked and joggled into every beam, and bolted with seven bolts one inch diameter.

*Hanging knees*—Sided eight inches, body six feet and a half long, and arm five feet, bolted with eight bolts one inch diameter.

*Carlings*—Three tiers, except where the long coamings are five by eight inches, white oak.

*Ledges*—Four and a half by six, white oak, two between each beam.

*Mast coamings*—To be of good white oak as well as the hatch coamings; those for the main and foremast should be at least six inches clear of the mast all round, in order to give room for the mast to play, and more particularly for heaving down; the mizzen partners need not exceed three inches clear.

*Plank for deck*—Three inches thick, five feet of which must be laid with oak from the side, the rest of the best heart pitch pine plank.

*Long coamings*—Of heart pitch pine, ten by seventeen inches, to be kept wide enough apart to take down the boat and room alongside for the men to pass from the gun to the upper deck.

*Stemson*—Of live oak, sided seventeen inches, and moulded ten inches, to shift the scarfs of stem and apron to reach the upper deck breast hook.

*Leadens scuppers*—On each side on the gun deck, cut elliptical, four by six.

*Seat transom*—Across the stern, the height of the port sill to be joggled into the counter timbers, nine inches thick, and kneed at each end with one iron knee, to lay all along under the gallery door, and long enough to receive three bolts before it of one inch diameter, the thwartship arm four feet, to be bolted with three bolts, one inch diameter.

*Counter timbers*—Of live oak, sided at the lower part of the windows and heel eleven inches, at the upper end six inches, to be filled in from the lower part of the window to the wing transom with red cedar, except in the wake of the gun room ports.

*Cable bits*—Two pairs, of good tough strong white oak, twenty two inches square, and to taper below the lower deck beams to sixteen inches, cross pieces to be twenty-two inches fore and aft, and twenty inches deep, to have a standard knee against each bit, sided fourteen inches, to run forward over three beams, and scored down over each two inches, the arm to run to the opposite side of the cross piece.

*Catheads*—Sided twenty inches and moulded eighteen inches.

*Treenails*—For the bottom, of the best heart locust, to drive after a one inch and three-eighths auger; for the wales and upper works, to drive after a one inch and a quarter auger; to be all planed to a moot, and not suffered to be overhauled afterwards.

## Dimensions and Sizes of Materials for building a Frigate of Thirty-six Guns.

	Feet.	Inch.
Length of the gun deck, from the rabbet of the stem to post,	163	7
Do. keel for tonnage, allowing three-fifths of beam, from twelve inches before the rabbet of the stem at the breadth line, from the point where the three-fifths strike on the keel, to the rabbet of the post,	136	0
Moulded breadth of beam in the extreme part of the ship, which is at the upper edge of the second wale, and three feet five inches and three-quarters before the thirds of the keel, or ninety-four feet two inches before the rabbet of the post,	40	0
Height of the wing transom above the rabbet of the keel,	24	0
Do. of lower deck, do.	19	2
Topside tumbles home amidships, at the under part of the midship plank sheer, or covering board,	3	0
Height of the lower deck in the side above the rabbet, at X,	15 ft.	7 in.
Plank on lower deck beam,	0	3½
Height between gun and lower deck,	6	0
Do. gun deck plank,	0	4
Do. between decks from gun to upper deck,	6	9
Do. upper deck plank,	0	3
Do. ward amidships,	0	3
Do. plank sheer, or covering board,	0	4½
Height amidships of lower edge of the wale,	16	7
Do. six strakes of wales, ten inches wide,	5	0
Do. from top of the wale to port sill,	2	11½
Do. of the port,	2	11
Do. from the top of the port to the top of the plank sheer,	2	4½
Height from the top of the rabbet to top of plank sheer is,		
Depth in the hold, taken from the strake next the timber strake,	13	0
Height of port sills on the quarter deck and forecastle,	1	10
Ports—on the gun deck,	2	4
Do. up and down,	2	11
Do. fore and aft,	3	5
Distance between the ports,	7	4½
After port, aft side, before the rabbet of the port,	6	10½
Fourteen ports on each side, besides the bridle or bow port, (if any.)		
Height of gun deck on the ports, from a square line above the rabbet of keel,	25	2½
Do. do. on stem do. do. do.	23	4½
Dead raising, at two-fifths of the beam, for the breadth of floor,	2	7½
Do. do. do. room and space,	2	2
Height of breadth line amidships, 18ft. 3 in. } This line is the upper edge of the second wale from		
on the stem, 21 7½ } below, fore and aft.		
on the transom, 24 0 }		
* Drifts—Quarter deck and forecastle drifts, fourteen inches wide and three and a half inches thick.		
Flush drifts, twelve inches wide and four inches thick.		
Strings, or first moulding strake above the ports, fourteen inches wide and four and a half inches thick.		
Keel—Of good sound white oak, in three pieces; the middle piece to be not less than eighty feet, if to be had; scarfs not less than twelve feet, to be kept clear of the main and fore steps, sided in the midships eighteen inches, at stem and post seventeen inches, and as deep as can be had; the scarfs all to be tabled and bolted with five bolts, one and one-eighth inch diameter; false keel, six inches thick, but not to be put on until after the floor and keelson bolts are drove and riveted.		



*Keelson*—Sided eighteen inches amidships, and sixteen inches fore and after end, and sixteen inches deep; scarfs not within fifteen feet of keel scarfs, or main or foremast steps; upper keelson eighteen by fifteen inches deep, to be hooked and joggled into the lower one; all fore and aft scarfs clear of all other scarfs, at least ten feet, to be bolted with one and three-eighths inch bolts through every timber, and one in every cross-chock of one and one-eighth inch diameter.

*Stem*—In two pieces, if to be had, the lower one of good white oak, sided seventeen inches, and moulded not less than twelve inches, clear of the rabbet; scarfs not less than four feet, to be tabled and bolted with three bolts one and one-eighth inch diameter.

*Apron*—Sided from twenty-seven to twenty-eight inches at the upper end; and as the piece will work below, moulded at the upper end fourteen inches, and at the lower end seventeen inches.

*Stem post*—Eighteen inches square at the head, and sided seventeen inches below, by three and one-half feet fore and aft, including false post, and ten inches thick on the aft side, at the keel, to be fitted for a crooked headed rudder.

*Inner post*—To be twelve inches fore and aft, to run from the transom to the keel, to be of live oak, sided at the head from twenty to twenty-four inches, and at keel twelve inches.

*Night heads*—Sided from sixteen to eighteen inches, moulded twelve inches at head, and fourteen inches below.

*Hawse pieces*—To be four in number, sided eighteen inches, and to be bolted with one and one-eighth inch bolts into each other; their heels, if possible, to run down below the lower deck breast work.

*Bow timbers*—Sided twelve inches, and as long as possible; their heels well secured into the dead wood, to be in number on each side as per draught.

*Hawse holes*—Two on each side, fourteen and one-half inches diameter, and thirteen inches on a square, between each other.

*Wing transom*—Twenty-seven feet and three inches long on the aft side, moulded and sided twenty-two inches, to round up and aft six inches, all the others sided fourteen inches; the lower deck transom moulded as broad as conveniently can be had, for the better securing the ends of the deck plank; two bolts of one and one-eighth inch diameter in the deck transom, and all above it, and all below bolted with one bolt of one and one-quarter inch diameter.

*Fashion pieces*—Two pair, sided twelve inches, and moulded fourteen inches on the cant, as hereafter directed.

*Dead wood*—Forward, to secure the scarf of the stem and keel together, sided the same as the apron at heel, at the after end twenty-four inches, and not less than twenty inches, moulded over the scarf of the keel, and to run sufficiently aft. Midship dead wood, twenty-four inches broad and nine inches thick, to run from the dead wood forward to the stern post knee, well fayed on the keel.

*Rabbet of the main keel*—To be cut one inch below the upper edge, the garboard strakes to fay well to the dead wood all fore and aft; the dead wood to be tarred and papered with good thick substantial tarred sheathing paper, in order to prevent the ship from sinking if she should lose her keel.

*Stern post knees*—Two good ones; the lower one as long as possible.

*Floor and raising timbers*—Of good white oak, sided twelve and one-half inches, moulded at the floor sirmark fourteen and one-half inches, and in the throat, from the top of the dead wood, twenty-one inches, to be bolted through the keel with one and three-eighth inch bolts; those bolts should be put as near the side of the keel as possible, in order to give room on the other side for the keelson bolts; one floor bolted near the larboard side of the keel, the other on the starboard side; the timbers all to be double bolted, from the foremast to within ten feet of the mizzenmast.

*Lower futtocks*—Of live oak, sided twelve inches in the midships, and something smaller at the fore and after ends of the ship, to butt against the side of the dead wood amidships, to have cross chocks fayed on the dead wood, and their heels to be bolted through the keelson and keel, with one and one-eighth inch bolts.

*Middle and upper futtocks and top timbers*—Sided eleven and one-half inches; top timbers moulded at the gunwale seven inches, at the port sill nine inches; all the other timbers sized by a diminishing line, from the port sill to the floor sirmark, which is fourteen and one-half inches.

*Timbers, framed*—Floor timbers, lower futtocks, middle and upper and top timbers, all to be framed in frames, and bolted with three bolts, one and one-eighth inch square, in each scarf, except the lower futtocks and floors, which should have one and a quarter inch bolts; those timbers must be faced fair and true; for, if they are not out of wind-ing, it will be impossible to bevel the timbers with any truth.

*Main wales*—Six strakes on each side, seven inches thick, and ten inches wide.

*Black strakes*—Five in number—the first and second five and a half inches thick; the third, five and three quarters inches; the fourth, five inches; and the fifth, four and a half inches thick; by ten inches wide; the upper edge of the black strake to be mitred down to a level, in order to carry the water out of the seam; plank between the black strake and the string to be three and a half inches thick.

*Thick work under the wales*—First strake, six inches thick; second, five and a half inches; third, five inches; and fourth, four and a half inches. Running plank in the bottom four inches thick, to be not less than six feet scarf, nor less than four strakes between every two butts, on the same timber; the seams to be made all a little outgauged.

*Running plank in the bottom*—Great care must be taken to bevel both edges of the plank that come together alike: for, if one edge is hewn standing, the other must be under, which makes bad work; the plank with the under bevelling will calk off.

*Bilge strakes outside*. One of six inches thick,

Two of five and a half inches thick, } on each side the middle strake, to cover the butts  
Two of four and a half inches thick, } of the timbers equally, inside and out, to be reduced,  
fore and after ends, the same as the running plank.

**INSIDE WORK.** *Lamber strakes*—Two on each side, six inches thick, and fourteen inches wide.

*Bilge strakes*—Three on each side, six inches thick, and fourteen inches wide, to be bolted through the outside bilge strake, in every third timber, with one inch bolts.

*Running ceiling plank*—Four inches thick.

*Lower deck clamps*—Two strakes on each side, five inches thick, and one strake four and a half inches, all hooked and jugged into each other with hooks not less than two inches, reduced at fore and after ends.

*Steps of masts*—The fore step to be placed between two breast hooks, the main step to be left so as to be set either forward or aft, as occasion may require; mizzen step to be two crotches, the arms of which ought to run up as high as possible.

*Pillars or stanchions*—Three tiers under the gun deck, and one under the upper deck, made to shift.

*Breast hooks, of live oak*—Five in the hold, including the deck hook, from eighteen to twenty feet long, if to be had, and bolted in every timber with bolts of one and a quarter inch diameter, as well as through the stern, and two between decks, secured as above; the deck breast hooks moulded as broad as possible, in order to give good hold for the deck plank.

*Transom riders*—Two on each side, under the lower deck, eighteen feet long, and sided twelve inches, bolted in every other timber with one and a half inch bolts.

*Diagonal riders*—Six pair on each side, in three principal pieces, with two shorter ones to complete the pair, tabled and bolted together with six iron bolts, one and a quarter inch square, in each scarf, and three in the short pieces, to be bolted through the bottom plank, at every two feet, with one and one-eighth inch copper bolts. The two midship ones to butt against each other, the foremost of the two midship riders to be cut with a bird's mouth, and to fit under the eighth beam from forward; the after one of the midship ones to be cut and fixed in the same manner under the eighth beam from aft; the other riders to be the distance of two beams apart, and fitted in the same manner, to be kept the same distance aft and forward, at heel, as they are at the head, to be tenoned and bolted into the keelson.

*Lower deck beams*.—Of the best heart pitch pine, sided sixteen inches, and moulded fourteen inches, the longest beam to spring five and a half inches, and the rest by the same mould.

*Lodging knees*.—Sided ten inches, body to reach the next beam, and arm six feet, hooked into the beam, to lay two inches below the upper edge of the beam, for the water ways and thick stuff to joggle down; to be bolted with seven bolts one and a quarter inch diameter.

*Dagger knees*.—Sided eleven inches, body nine feet long, and arm seven feet; the arm hooked into the beam, and bolted with eight bolts, one and a quarter inch diameter.

*Lower deck transom knees*.—Sided twelve inches, body ten and a half feet long, arm seven feet, and bolted with thirteen bolts one and a quarter inch diameter.

*Carlings*.—In three tiers, six by nine inches, of white oak.

*Ledges*.—In three tiers, five by six inches, two between each beam.

*Master carlings*.—For the main and foremast ten by fifteen inches, to be kneed with four good knees; mizzen carlings, six by twelve inches, and kneed in the same manner; all of which pieces to be of live oak, and bolted with one inch and seven-eighths bolts; gun deck carlings, the same size, and secured in the same manner.

*Spur beam*.—One of live oak on each side of the main hatch, tabled, kneed, and bolted, on the fore side of the beam, on the after part of the main hatch twelve inches by fourteen inches, and for gun deck the same.

*Solid water ways*.—Of good long substantial white oak, worked with a feint hollow, rabbeted one and a quarter inch above the deck, allowing two inches to be let down on the beams; a good six inch oak strake joggled two inches into the edge of the water way, and into and over the beams and ledges for the gun deck, a five and a half inch strake for the lower deck, and five inch strake for the upper deck, all joggled in the same way, and bolted through the side every four feet, and through every beam with one and an eighth inch bolts; upper deck with inch bolts.

*Thick strakes on lower deck*.—Two strakes of white oak plank, five and a half inches thick, and not less than ten inches wide, bolted and joggled into each other, and over and into the beams and ledges two inches; running all fore and aft alongside the hatches; other strakes on each side fitted, as above, midway between the water ways and hatch strakes; a long white oak knee to be fayed at the end of each pair, to be joggled over two beams, well bolted to the bow and stern with one and one-eighth inch bolts; and two other white oak knees to run from the mizzenmast to the stern post, joggled over and into each beam, to be let down on the beams sufficient for the ledges to frame into them; one other to reach from the stem to the foremast, worked in the same manner; the arm part of each knee to be well bolted through the stern and post with one and a quarter inch bolts.

*Lower deck plank*.—To be three and a half inches thick, of the best heart pitch pine, clear of all defects whatever.

*Orlop deck*.—To be laid six feet two inches below the upper part of the lower deck; beams, of the best heart pitch pine, sided twelve inches, and moulded ten inches, laid with two inches common plank, kneed with one good live oak knee at each end, bolted with inch bolts; it will be best to put the clamps on the ceiling three inches thick.

*Spirketing*.—Two strakes on each side on lower deck, five inches thick, hooked and joggled into each other, filling-in plank between the list and clamps four inches thick.

*Gun deck clamps*.—Two strakes on each side, five inches thick, and one of four and a half inches, joggled into each other two inches.

*Ditto beams*.—One under each port, and one between, of the best heart pitch pine, as near as the hatchways and masts will admit, (as per draught) sided eighteen inches, and moulded fifteen inches; all other beams to be laid directly over and under the same.

*Standard knees*.—Twelve on each side on the lower deck, one to be fayed over each beam; the diagonal rider comes under, and the others placed amidships, sided thirteen inches, body to reach the upper edge of gun deck clamps; the arm six feet long, and bolted with eight bolts, one and a quarter inch diameter.

*Gun deck lodging knees*.—Sided ten inches, body to reach the next beam; arm six feet long, bolted with seven bolts, of one and a quarter inch diameter.

*Hanging knees*.—Seven feet body, and six feet arm, sided eleven inches, bolted with eight bolts, one and a quarter inch in diameter, the arms of all knees to be hooked and joggled into their respective beams.

*Gun deck transom knees*.—Sided twelve inches, body twelve feet long, arms seven feet, bolted with twelve bolts, one and a quarter inch diameter.

*Carlings*.—In three tiers, six by nine inches, of white oak.

*Ledges*.—In three tiers, five by six inches, two between each beam.

*Plank*.—Four inches thick, six feet from the side, of the best white oak, clear of all sap and other defects whatever; the rest to be laid of the best heart pitch pine, clear of all sap, and other defects whatever.

*Spirketing*.—To reach the port sill, and five inches thick; all scars should be kept clear of the ports; all butts well shifted.

*Filling-in plank between the spirketing and clamps*.—Three inches thick.

*Wing transom knees*.—Sided thirteen inches, body fourteen feet long, and arm eight feet, bolted with fourteen bolts one and a quarter inch diameter.

*Thick strakes on the gun deck*.—Two strakes of white oak plank, six inches thick, and not less than ten inches wide, bolted and joggled into each other, and over and into the beams and ledges, two inches, running all fore and aft along side the hatches; two other strakes on each side, fitted as above, midway between the water way and hatch strakes.

#### UPPER DECK.

*Clamps*.—Two strakes on each side, four inches thick, hooked and joggled into each other.

*Beams*.—Placed over the gun deck beams, sided thirteen and fourteen inches, and moulded, of the best heart pitch pine.

*Quarter deck transom*.—Ten by ten, one knee at each end, sided eight inches, body and arm six feet, and bolted with eight bolts, one inch diameter.

*Lodging knees*.—Sided seven and a half inches, body to reach the next beam, arm five to four and a half feet, hooked and joggled into every beam, and bolted with seven bolts, one inch diameter.

*Hanging knees*.—Sided eight inches, body six and a half feet, and arm five feet, bolted with eight bolts, one inch diameter.

*Carlings*.—Three tiers, except where the long coamings are, five by eight inches, white oak.

*Ledges*.—Four and a half by six, white oak, two between each beam.

*Master coamings*.—To be of good white oak; (as well as the hatch coamings) those for the main and foremast should be at least six inches clear of the mast all round, in order to give room for the mast to play, and more particularly for heaving down; the mizzen partners need not exceed three inches clear.

*Plank for deck*.—Three inches thick, five feet of which must be laid with oak, from the side; the rest of the best heart pitch pine plank.

*Long coamings*.—Of heart pitch pine, ten by seventeen inches, to be kept wide enough apart to take down the boat, and room along side for the men to pass from the gun to the upper deck.

*Stemson*.—Of live oak, sided seventeen inches, and moulded ten inches, to shift the scarfs of stem and apron, to reach the upper deck breast hook.

*Lead scuppers*.—On each side, on the gun deck, cut elliptical, four by six.

*Seat transom*.—Across the stern, the height of the port sill to be joggled into the counter timbers, nine inches thick, and kneed at each end with one iron knee, to fay along under the gallery door, and long enough to receive three bolts before it, of one inch diameter; the thwartship arm four feet, to be bolted with three bolts, one inch diameter.

*Counter timbers*.—Of live oak, sided at the lower part of the windows, and heel eleven inches at the upper end, six inches to be filled in, from the lower part of the window to the wing transom, with red cedar, except in the wake of the gun room ports.



*Cable bits.*—Two pairs, of good tough strong white oak, twenty-two inches square, and to taper below the lower deck beams to sixteen inches; cross pieces to be twenty-two inches fore and aft, and twenty inches deep; to have a standard knee against each bit, sided fourteen inches, to run forward over three beams, and scored down, over each, two inches, the arm to run to the upper side of the cross piece.

*Cutheads.*—Sided twenty inches, and moulded eighteen inches.

*Treenails.*—For the bottom, of the best heart locust, to drive after a one and three-eighth inch auger; for the wales and upper works, to drive after a one and a quarter inch auger, to be all planed to a moot, and not suffered to be overhauled afterward.

*Copy of a letter from the Secretary of War to Tench Coxe, Esq. Commissioner of the Revenue, dated*

WAR DEPARTMENT, July 18, 1794.

SIR:

Agreeably to your request, of the sixteenth instant, I now enclose you a schedule of the dimensions of the masts, yards, and spars, for the thirty-six gun frigates.

*Dimensions of the Masts, Yards, and Spars, of a thirty-six gun Frigate.*

	Feet.	Inches.		Feet.		Inches.
Mainmast, the whole length,	93	4	Head.	12 $\frac{3}{4}$	Diame- ter.	31 $\frac{1}{2}$
Foremast, the whole length,	86	2	-	12 $\frac{3}{4}$		28 $\frac{3}{4}$
Mizzen, the whole length,	86	2	-	9 $\frac{1}{2}$		21 $\frac{1}{8}$
Main yard, the whole length,	80	-	Arms.	4 $\frac{1}{4}$	"	17
Fore yard, the whole length,	76	-	-	4 $\frac{1}{4}$	"	16
Cross-jack yard, the whole length,	57	-	-	3 $\frac{1}{8}$	"	12
Bowsprit, the whole length,	57	6	-	-	"	28 $\frac{3}{4}$
Jib-boom, the whole length,	43	2	-	-	"	14 $\frac{1}{2}$
Main topmast, the whole length,	56	-	Head.	7 $\frac{1}{2}$	"	18 $\frac{3}{4}$
Fore topmast, the whole length,	53	2	-	7 $\frac{1}{2}$	"	17 $\frac{1}{2}$
Mizzen topmast, the whole length,	57	4	-	19	"	13
Main top-gallant mast,	44	8	-	15	"	10
Fore top-gallant mast,	42	7	-	15	"	9 $\frac{1}{2}$
Main topsail yard,	56	8	-	4 $\frac{1}{2}$	"	12
Main top-gallant yard,	40	2	-	2	"	8 $\frac{3}{4}$
Main royal yard,	30	2	-	1 $\frac{1}{2}$	"	6 $\frac{1}{2}$
Fore topsail yard,	53	10	-	4 $\frac{1}{2}$	"	11 $\frac{1}{2}$
Fore top gallant yard,	38	2	-	2	"	7
Fore royal yard,	28	8	-	1 $\frac{1}{2}$	"	6
Mizzen topsail yard,	40	4	-	3	"	8 $\frac{1}{2}$
Mizzen top-gallant yard,	28	7	-	1 $\frac{1}{2}$	"	6
Mizzen gaff,	40	4	-	-	"	8 $\frac{1}{2}$
Spanker boom,	53	9	-	-	"	11 $\frac{1}{2}$
Ensign staff,	30	3	-	-	-	-
Jack staff,	15	1	-	-	-	-
Width of main top,	22	-	-	-	-	-
Width of fore top,	20	-	-	-	-	-
Width of mizzen top,	14	8	-	-	-	-

*Dimensions of the Timber and Plank.*

One piece white oak, for a keel, eighty feet long, eighteen by twenty-four inches.

Two pieces white oak, fifty-five feet, one of eighteen by thirty, and one of eighteen by twenty-three.

Five pieces, for keelson, eighteen inches square.

One piece, for dead wood on keel, twenty-four by nine inches, one hundred feet, or two of fifty.

One lower piece, stem.

Eighty floor timbers and raising timbers.

*Wales.*—Fifteen pair wales, seven by ten.

*Black Strakes.*

10 pieces, for black strakes, five and a half by ten inches.

5 do. do. five and a quarter by ten inches.

5 do. do. five by ten inches.

5 do. do. four and a half by ten inches.

*Thick Stuff under the Wale.*

8 pieces, 6 inches thick, and not less than eleven inches wide.

8 do. 5 $\frac{1}{2}$  do. do. do.

8 do. 5 do. do. do.

8 do. 4 $\frac{1}{2}$  do. do. do.

*Outside Bilge Strakes.*

6 pieces, 6 inches thick, and not less than fourteen inches wide.

12 do. 5 $\frac{1}{2}$  do. do. do.

12 do. 4 $\frac{1}{2}$  do. do. do.

*Drifts and Strings.*

6 pieces, 3 $\frac{1}{2}$  inches thick, and not less than fourteen inches long, with a fair hang.

8 do. 4 do. do. twelve do. do.

8 do. 4 $\frac{1}{2}$  do. do. twelve do. do.

*Limber strakes.*—12 pieces, six inches thick, and not less than twelve inches wide.

*Inside bilge strakes.*—18 pieces, six inches thick, and not less than twelve inches wide.

*Lower Deck Clamps.*

12 pieces, 5 inches thick and not less than twelve inches wide.

6 do. 4 $\frac{1}{2}$  do. do. do.



*Thick Stuff on Decks.*

30 pieces on lower deck,  $5\frac{1}{2}$  inches thick, ten inches wide.  
 30 do. on gun deck, 6 do. do.  
 30 do. on upper deck, 5 do. do.

*Spirketings*.—24 pieces, five inches thick, ten inches wide.

*Gun Deck Clamps.*

12 pieces, 5 inches thick, twelve inches wide.  
 6 do.  $4\frac{1}{2}$  do. do.

*Quarter Deck Clamps*.—12 pieces, four inches thick, twelve inches wide.

*Plank sheers*.—2 pieces, four and a half inches thick, eighteen inches wide.

The whole of the foregoing stuff should be at least sixty feet long, if possible.

Gun deck oak plank, four inches thick, - 3,000  
 Bottom and ceiling plank, four inches thick, - 22,000

25,000 feet, four inch, as long as possible.

Quarter deck and forecastle, three inch, - 2,500  
 Filling between the ports inside, three inch, - 2,500  
 For other uses, - 2,500

7,500 feet, three inch plank, for deck, as long as possible.

Filling between the black strake and string, three and a half inches thick, 2,500 feet, long as possible.

*Ledges.*

*Reduced measure*.—4,500 feet, 6 by 6, from 10–19 to 27 feet long,  
*Running measure*.—1,000 feet, for carlings, 6 by 9, 10–14 to 19 feet long,  
 1,000 feet, for carlings, 5 by 8, 10–14 to 19 feet long,  
*Reduced measure*.—2,000 feet, for carlings, 4 by 5, 10–19 to 27 feet long,  
 2,500 feet, for carlings, 5 by 6, 9–18 to 26 feet long, } white oak.

*Plank measure*.—10,000 feet heart pitch pine, three and a half inch plank, for lower deck.  
 6,000 feet, two inch, common pine plank, for orlop.  
 7,000 feet, four inch, heart pitch pine plank, for gun deck.  
 7,000 feet, three inch, heart pitch pine plank, for upper deck.

*Oak logs*.—200 white oak logs for each ship, and one hundred for wharf, if wanted.

JOSHUA HUMPHREYS.

4th CONGRESS.]

No. 3.

[1st SESSION.

## PROGRESS IN PROVIDING MATERIALS AND BUILDING FRIGATES.

COMMUNICATED TO THE SENATE, DECEMBER 15, 1795.

WAR OFFICE, December 12, 1795.

SIR:

By the direction of the President of the United States, I have the honor to present, herewith, a report of the progress made in providing materials for the frigates, and in building them,

And am, most respectfully, sir, your obedient servant,

TIMOTHY PICKERING.

The VICE PRESIDENT of the U. S. and PRESIDENT of the Senate.

*A statement of the progress in providing materials for the frigates, and in building them.*

If the frigates had been constructed with the timber at hand in the several places where they were destined to be built, they might by this time have been completed. But the design of rendering them permanently useful having determined the Executive to have them constructed with live oak and cedar, the measures deemed necessary and adequate to the procuring of those materials were taken during the last year. The common and easy acquisition of those articles for the ordinary service of the merchants forbade any apprehension of extraordinary difficulty in procuring the same for the frigates. But in the experiment it has been found, that timber of the lengths and sizes necessary for frigates, was greatly dispersed, and grew generally in places difficult of access, and required extraordinary means of transportation to the landing. The natural difficulties of the country have been increased by unusual quantities of rain. Ship carpenters were sent from the Northern States to the islands bearing the live oak, and employed during the last winter in cutting and hewing the timber: but the climate deterred them from staying to prosecute their work; so that three men only, capable of selecting the proper timber and moulding it in the requisite forms, have been prevailed on to remain. These, with negro laborers, have continued the work, and are still employed. With these, however, it was judged practicable to procure the whole of the live oak timber by the month of May, 1796. Such was the report of an intelligent agent employed in Georgia during the last winter, and who has now returned hither to superintend, and, as far possible, to expedite, the operations.

Upon this report, made in June last, it was judged eligible to concentrate the efforts that were making to furnish the yards with live oak timber, and accordingly orders were given to accumulate at two of the yards so much of it as would be necessary to complete two frigates by the ensuing spring. But before these orders could reach the manager, several vessels were despatched to different yards: and one was cast away and her cargo lost. Some difficulty occurred in procuring proper vessels to transport the timber: several of those which had made one voyage having encountered such hardships and sickness as to be deterred from making a second.

Nevertheless, under all these embarrassments, the work is continued, and with the well grounded expectation, before expressed, that all the live oak timber will be cut and transported to the different ship yards at farthest by the next midsummer.

Details of the quantities of timber and other materials already provided, and of the progress in building, will appear in the annexed schedules. The live oak and white oak timber mentioned are generally or wholly moulded and dressed and ready for raising.

Since draughting the foregoing report, a letter has been received from the chief carpenter employed in procuring timber in Georgia, presenting a very favorable account of his progress. Two vessels laden with live oak had recently sailed for the two yards of Philadelphia and Baltimore, and the rest of the timber to complete the frames of the frigates building at those places was cut and ready to be shipped. These were the two frigates which, as before mentioned, it was proposed first to finish. The chief carpenter adds, that if he is furnished with vessels fit for the service, he will have all the timber in the six yards in the month of May next, excepting the knees, all of which he thinks cannot be got of live oak. The agent who engages the vessels for transporting the timber has no doubt of procuring timely all that will be wanted for the service.

Sail cloth has been provided for one suit of sails for each of the frigates. It was contracted for, and manufactured in the United States, in the year 1794. It has been proposed to procure one kind of foreign cloth, of a superior quality, for the second suit: but the purchase has been suspended, to avoid an expenditure of money until it could be ascertained at what time the cloth would actually be wanted to equip the frigates. For the like reason, no more hemp has been purchased than will be required for the cordage of the two frigates the building of which it was intended to advance in preference to the others; and which it was then hoped would be constructed by the close of the ensuing spring. For the same cause, the number of anchors which will eventually be required remains incomplete.

All which is respectfully submitted to the Senate of the United States.

TIMOTHY PICKERING.

DEPARTMENT OF WAR, December 12, 1795.

*Statement of the progress made in building a Frigate at Philadelphia, to carry forty-four guns, under the direction of Mr. Joshua Humphreys, Naval Constructor, and Captain John Barry, Superintendent.*

The keel is completed and laid on the blocks. The pieces are scarfed and bolted to each other in the best manner. The stern frame is complete and ready for raising. About two-thirds of the live oak for the frame is received, nearly all of which is worked agreeable to the moulds; and many of the frames are together and bolted, and ready to put into the ship; two-thirds of the plank for outside and ceiling are received, and about one-third for the wales; the remainder is nearly ready. The beams for the orlop deck are all procured and worked, and many of the upper deck beams are likewise worked, and the remainder are expected to arrive daily. A large quantity of live oak knees are arrived for the security of the decks, and pieces for coamings for the hatchways, partners for the masts, and several other purposes, are ready. The masts, bowsprit, yards, and the other spars, are procured, several of which are received. The copper necessary for securing the various parts of the ship, and for sheathing the bottom, is in the public stores. The iron work is now preparing and ready for delivery, as fast as it is wanted. The boiler for boiling the white oak plank in salt water, to render it durable in the greatest possible proportion to live oak, is completed. All the anchors are procured, and the hemp for the cables and materials is now spinning and preparing; all the canvass necessary for one suit of sails is in the public stores. The blocks for the rigging are manufacturing, and a great part are ready for delivery. Kentledge for ballast is all cast and delivered; a contract for the treenails has been made, and next month appointed for delivery. Bunting for the colors is on hand, and a great number of smaller articles, for the hull, rigging, and equipping the ship, are stored in the public stores.

*Statement of the progress made in building a Frigate, to carry forty-four guns, at New York, under the direction of Mr. Foreman Cheeseman, Naval Constructor, and Captain Silas Talbot, Superintendent.*

The keel is completed and laid on the blocks. The pieces are scarfed and bolted to each other in the best manner. The stern frame is not yet complete; several transoms are wanting. About one quarter of the live oak timbers for the frame of the ship are arrived; all of which are worked to the moulds. Timber for the gun deck and lower deck beams are received, and the plank for those decks is ready. The copper and the treenails are all in the public stores. The plank for the outside of the ship, as well as the ceiling, are nearly all cut; great part are put into the sea water to draw out the sap and to season them. The carlings, ledges, coamings for the hatchways, and bits, are sawing in the yard. The masts, bowsprit, yards, and the other spars, are procured, and ready for finishing. The kentledge for ballast is all cast and delivered; and the iron work for the hull and materials are now in hand; and the articles, when finished, are placed in the public stores. All the necessary contracts are entered into by the agent, and the articles are daily arriving.

N. B. A large schooner with live oak, bound to New York, was unfortunately lost on Cape Hatteras, and every part of the cargo lost. On board of this schooner were many of the principal pieces of timber necessary for the frame.

*Statement of the progress made in building a Frigate, to carry forty-four guns, at Boston, under the direction of Mr. George Claghorne, Naval Constructor, and Captain Samuel Nicholson, Superintendent.*

The keel is completed and laid on the blocks. The pieces are scarfed and bolted to each other in the best manner. The stern frame is now completing, and will be soon ready to raise. The stern is also putting together, every part being worked to the moulds. About two-thirds of the live oak timbers have been received, and are all worked agreeable to the moulds; great part of those timbers are bolted together in frames, and are ready to put into the ship, but some of the principal pieces for the frame have not yet arrived. All the gun deck and lower deck beams are procured and ready for delivery, and the plank for those decks are received into the yard. The plank for outside and ceiling are also received, and are now seasoning. The copper is all in the public stores. The masts, bowsprit, yards, and other spars, are all ready for working. The bits for the cables, coamings for the hatchways, partners for the masts, are all ready. The caboose, with a forge, hearth, armorer's tools, spare coppers, boilers, &c. are all complete. Most of the iron work is in great forwardness. All the necessary contracts are entered into by the agent, and the articles contracted for are daily arriving.

*Statement of the progress made in building a Frigate, to carry forty-four guns, at Norfolk, under the direction of Mr. Josiah Fox, Naval Constructor, and Captain Richard Dale, Superintendent.*

The keel is completed and laid on the blocks; the pieces are scarfed and bolted to each other in the best manner. The stern frame is complete and ready for raising. More than two-thirds of the live oak for the frame is arrived, which is worked to the various moulds; great part of the timbers are bolted together in frames, and are ready for raising. The gun deck and lower deck are all finished, and are ready to put into the ship. The plank for the decks is not yet arrived. The outside plank, as likewise the ceiling, are preparing, and some part have been delivered. All the copper necessary for securing the various parts of the ship together, and for sheathing the bottom, is in the public



<sup>s</sup>tores. The keelson and midship dead woods are complete. The masts, bowsprit, yards, and all the other spars, <sup>a</sup>re cut, and several of them are received at the yard. The carlings, ledges, coamings for the hatchways, and the partners for the masts, are now in hand. The iron work for the hull and materials are getting ready. The caboose, with a hearth, forge, armorer's tools, spare coppers, boilers, &c. are complete. All the necessary contracts are entered into by the agent, and the articles contracted for are daily arriving.

*Statement of the progress made in building a Frigate, to carry thirty-six guns, at Baltimore, under the direction of Mr. David Stodder, Naval Constructor, and Captain Thomas Truxtun, Superintendent.*

The keel is completed and laid on the blocks; the pieces are scarfed and bolted to each other in the best manner. The stern frame is not quite complete. Near two-thirds of the live oak timber for framing the ship is arrived; great part of which is worked to the various moulds, and some part bolted together in frames, and ready to go into the ship. The beams for gun deck and lower deck are received, and are put to season. The plank for some of the decks is in the yard, and ready for laying; most of the plank for outside and ceiling are ready, and are in the yard. The copper for securing the various parts of the ship together, and for sheathing the bottom, is in the public stores. The masts, bowsprit, yards, and all the other spars, are cut, and ready to be delivered. The boats are building; and the bits for the cables, coamings for the hatchways, carlings, ledges, and partners for the masts, are getting out. The principal part of the iron work is done for the hull, and materials and all the necessary contracts are entered into by the agents, and the articles contracted for are daily arriving.

*Statement of the progress made in building a Frigate, to carry thirty-six guns, at Portsmouth, N. H., under the direction of Mr. James Hackett, Naval Constructor, and Captain James Sever, Superintendent.*

The keel is completed and laid on the blocks; the pieces are scarfed and bolted to each other in the best manner. The stern frame is nearly ready for raising. The principal framing of the body of the ship is not yet complete. About two-thirds of the live oak timber have been delivered into the yard, which is nearly all worked to the moulds. Great part of the timbers are bolted together in frames, and are ready to go into their proper places. The beams for the gun deck and lower deck are ready, as well as the carlings and ledges, for framing the decks; and the plank for those decks are also procured, and great part are in the yard. The outside plank and the wales are all cut, and will be ready in a few weeks, as is the ceiling; great part of the plank are already received into the yard, and are now seasoning. All the copper necessary for securing the various parts of the ship together, and for sheathing the bottom, is in the public stores. The masts, bowsprit, yards, and the other spars, are delivered by the contractors. The bits for the cables, coamings for the hatchways, partners for the masts, are all received and trimmed. Most of the iron work is in great forwardness, and all the necessary contracts are entered into by the agent, and the articles contracted for are daily arriving.

4th CONGRESS.]

No. 4.

[1st Session.]

## FRIGATES AND GALLEYS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 29, 1796.

Mr. PARKER, from the committee appointed to inquire into the actual state of the naval equipment ordered by a former law of the United States, and to report whether any, and what, further provision is necessary to be made on this subject, reported:

That, by a law, passed the 27th of March, 1794, it was enacted that six frigates should be built for the protection of the trade of the United States against the Algerines, then at war with the United States; that four of the frigates should carry forty-four guns, each, the two others thirty-six guns, each. By this law it was enacted, that, in case of a peace with Algiers, no further proceeding should be had under the said act.

That, on the 9th of June ensuing, an act passed, appropriating six hundred and eighty-eight thousand eight hundred and eighty-eight dollars and eighty-two cents, for the purpose of carrying on the building and equipping of the six frigates ordered by the preceding law; and the sum of eighty thousand dollars was appropriated, by the said act, for the building of galleys or other vessels, as the President of the United States might direct; the above sum of six hundred and eighty-eight thousand eight hundred and eighty-eight dollars and eighty-two cents, at the time of passing the act, was thought would be sufficient to build and equip the said frigates; and they might have been built and equipped in one year, if common materials had been put together, and the size of the frigates had not been extended.

But it appears to your committee, that, after the law passed, the President of the United States, under whose direction they were to be built, deemed it most advisable to extend the size of the frigates, and determined that they should be near three hundred tons larger, each, than the committee who reported on the naval armament had estimated; that, instead of making use of common timber for building the frigates, he caused the best live oak and red cedar to be got in Georgia, from whence it was to be exported to the different naval yards, established under his direction, at the following places, viz. one at Portsmouth in Virginia, one at Baltimore, one at Philadelphia, one at New York, one at Boston, and one at Portsmouth in New Hampshire; at which places much of the timber has arrived, more is daily expected, and the whole is probably contracted for, and may be expected in the different yards by May or June next; as may more fully appear by a letter from the Secretary of the Department of War, received the fourteenth of December last, to which the committee beg leave to refer.

Your committee further report, that, from the best information they can obtain, in consequence of the increased size of the frigates, the additional expense of live oak and red cedar timber, and the unexampled rise of labor, provisions, and all other articles necessary to the equipment of ships of war, since March, 1794, when the law was passed for providing a naval armament, that the cost of the six frigates, exclusive of provisions and men's wages, when equipped for sea, will amount to one million one hundred and fifty-two thousand one hundred and sixty dollars; hence, if they are to be completed, they will require the further sum of four hundred and fifty-three thousand two hundred and seventy-two dollars—a sum, in the opinion of the committee, which it would be inexpedient to apply to this object, whilst labor, provisions, &c. &c. remain at the present advanced prices; and as the committee are of opinion that many of the articles on hand may be preserved a long time without injury, and such as are of a perishable nature may be sold without loss, if not to advantage; and as the primary cause for which the six frigates were to be built is probably accomplished, although the committee reluctantly give up the idea of finishing the whole for the present, are of opinion that two of the frigates, one of forty-four guns, and one of thirty-six guns, should be finished as soon as possible; which, in the opinion of the committee, may be effected with the money already appropriated, and completed by November next. Therefore,

*Resolved*, As the opinion of this committee, that, as there is a peace with the Emperor of Morocco, and good reason to believe that there is one with Algiers, that only two of the six frigates should be completed at present, and

that as speedily as possible; and that the President of the United States should be authorized to dispose of such part of the materials procured, as may be of a perishable nature, after reserving a sufficiency to complete one frigate of forty-four guns, and one of thirty-six guns. That the surplus be secured in the best manner the nature of the case will admit, to be ready whenever Congress may deem it advisable to direct the finishing of the other four frigates.

*Resolved*, As the opinion of this committee, that the surplus moneys appropriated for building of frigates, after completing two of them, should be applied to the sinking fund, for the reduction of the public debt.

WAR OFFICE, January 20, 1796.

SIR:

I have the honor to send, herewith, for the information of the committee to whom was committed the report on the frigates, the best returns of materials provided, and yet wanting, that can be formed, together with an account of the moneys expended, and the sum necessary to complete their construction and equipment, exclusively of men and provisions; this sum being estimated at \$453,272.

I am, very respectfully, sir, your obedient servant,

TIMOTHY PICKERING.

HONORABLE JOSIAH PARKER, Esq.

No. 1.

*Report, &c. agreeably to a request of a committee of the House of Representatives of the United States, appointed to inquire into the state of the Naval Equipment, viz:*

To the first inquiry, I am of opinion that, on the most minute calculation that I can possibly make or procure, from a general consultation of the different persons concerned in the building and equipment of the frigates, that their actual cost, when completed, with ordnance and ordnance stores, including powder, &c. (but without being provisioned or manned) will be one hundred and twenty dollars per ton. That the four forty-four gun ships will tonnage, according to the new mode of measurement adopted by the carpenters of this port, six thousand eight hundred and fifty-two tons, and that the two ships of thirty-six guns will tonnage two thousand six hundred and sixty-six tons.

Consequently the six frigates will measure nine thousand five hundred and eighteen tons, which, at the rate of one hundred and twenty dollars, aforesaid, will cost	\$1,142,160
Deduct appropriation made by a former act of Congress for building the said frigates, &c. exclusive of eighty thousand dollars appropriated for galleys, &c.	688,888

Further provision necessary to complete the six frigates for sea, according to above calculation, manning and provisions excepted,	453,272
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In the accompanying paper, No. 2, is an account of all moneys disbursed, or paid to the different agents and purveyor of supplies, including the sum of ——— dollars, remitted to our minister in England, for the purpose of purchasing copper and sundry other materials, and will be accounted for by them, respectively.

No. 3 will show the materials on hand, and No. 4, such as are still wanting in the yards and stores; many of which are procured and will be speedily received.

No. 5 is an estimate of the further sum supposed to be necessary to completely equip one forty-four and one thirty-six gun frigate, if the others should be discontinued.

From the present arrangements that are made, and apparent prospect, it is expected that the six frigates may be built, launched, and completely equipped, in the course of the present year; and that one forty-four and one thirty-six may be completed with great ease by the month of November next at furthest.

The foregoing is, at the request of the Secretary of War, made out and submitted for his inspection and revision by his very humble servants,

TENCH FRANCIS, *Purveyor*,  
THOMAS TRUXTUN,  
JOSHUA HUMPHREYS, *Navy Constructor*,  
JOSIAH FOX, *Navy Constructor*.

PHILADELPHIA, January 13, 1796.

No. 2.

*Statement of the application of Moneys appropriated for the use of the Naval Department.*

Date.	No. of Warrant.	To whom paid.	For what purpose advanced.	Dolls. Cts.
1794.				
July 22,	3899	Gurney & Smith,	Naval agents, Philadelphia,	5,000 00
" 26,	3915	Samuel Meredith,	Treasurer—Paymaster War Department,	5,000 00
August 14,	3954	John Blagge,	Naval agent at New York,	5,000 00
" " 3955		Samuel and Jo. Sterett,	Naval agents at Baltimore,	5,000 00
" " 3956		Henry Jackson,	Naval agent at Boston,	5,000 00
September 30,	4089	William Pennock,	Naval agent at Norfolk,	4,000 00
" " 4091		Nicholas Fish,	Agent for purchasing supplies,	3,300 00
" " 4095		John Habersham,	Agent for purchasing materials for the Naval Department,	500 00
October 14,	4154	Jacob Sheafe,	Naval agent at Portsmouth,	5,000 00
November 26,	4280	S. and J. Sterett,	" " " " " "	1,000 00
" 28,	4290	Jed. Huntington,	Agent for purchasing supplies,	3,300 00
December 15,	4322	Gurney & Smith,	" " " " " "	5,100 00
" " 4324		S. & J. Sterett,	" " " " " "	2,208 97
" " 4329		Ditto,	" " " " " "	5,000 00
" 26,	4345	Henry Jackson,	" " " " " "	5,000 00
" 31,	4359	Daniel Stevens,	Agent for purchasing materials,	500 00
" " 4361		William Pennock,	" " " " " "	1,000 00
" " 4372		John Habersham,	" " " " " "	500 00



## No. 2—Continued.

Date.	No. of Warrant.	To whom paid.	For what purposes advanced.	Dolls. Cts.
1795.				
January 21,	4474	John Blagge,		3,000 00
" 23,	4476	Samuel Meredith,	On account of bills of exchange purchased to be remitted to Thomas Pinckney, Esq. towards paying for certain articles for the frigates,	28,800 00
" 26,	4481	Henry Jackson,		3,000 00
" 30,	4490	Elisha Sagourney,	Agent for John T. Morgan, agent for procuring timber, on account of his pay,	600 00
" 31,	4492	Jacob Sheafe,		3,000 00
February 16,	4544	Samuel Breck,	Agent for the proprietors of the sail cloth manufactory at Boston,	12,000 00
March 24,	4676	Tench Francis,	Purveyor of public supplies,	10,000 00
" 27,	4689	Henry Jackson,		4,000 00
" 31,	4703	Gurney & Smith,		8,000 00
" "	4710	John Habersham,		1,000 00
" "	4715	S. & J. Sterett,		1,500 00
" "	4716	William Pennoek,		3,690 00
April 7,	4749	Tench Francis,		5,000 00
" 29,	4827	Samuel Breck,		5,000 00
" "	4832	John Blagge,		4,000 00
May 2,	4845	William Pennoek,		5,000 00
" "	4846	Ditto,		1,000 00
" "	4847	John Habersham,		1,500 00
" 5,	4856	Gurney & Smith,		5,000 00
" "	4857	S. & J. Sterett,		3,000 00
" 13,	4876	Henry Jackson,		8,000 00
June 2,	4936	Ditto,		5,000 00
" "	4937	S. & J. Sterett,		3,000 00
" "	4938	Jacob Sheafe,		8,000 00
" "	4939	Jed. Huntington,		2,000 00
" "	4942	Gurney & Smith,		4,000 00
" 18,	4978	Tench Francis,		5,000 00
" 23,	4990	Samuel Meredith,	On account of bills of exchange remitted to Mr. Pinckney,	72,000 00
" 24,	4995	S. & J. Sterett,		6,000 00
" 30,	5028	John Blagge,		7,000 00
" "	5042	John Habersham,		2,000 00
August 25,	5198	William Pennoek,		8,000 00
" "	5199	Henry Jackson,		11,000 00
" "	5200	Jacob Sheafe,		10,000 00
" "	5201	S. & J. Sterett,		4,000 00
" "	5202	Jed. Huntington,		4,000 00
" "	5203	Ditto,		3,000 00
September 18,	5283	Ditto,		450 00
" 24,	5293	Tench Francis,		10,000 00
" 30,	5309	Henry Jackson,		6,000 00
" "	5310	S. & J. Sterett,		3,000 00
" "	5311	John Blagge,		4,200 00
" "	5312	Solomon Townsend,	On acc't of a contract for supplying five anchors,	1,200 00
" "	5328	John Habersham,		2,500 00
" "	5327	Ditto,		500 00
" "	5329	Ditto,		5,000 00
October 9,	5383	Samuel Meredith,	On account of bills of exchange remitted to W. Allen Deas, Esq. Chargé des Affaires, London,	11,786 66
" 15,	5394	S. & J. Sterett,		3,000 00
November 9,	5467	Samuel Breck,		3,500 00
" 14,	5482	S. & J. Sterett,		8,000 00
" 17,	5490	Tench Francis,		8,000 00
" 20,	5497	S. & J. Sterett,		8,920 67
" 21,	5498	Tench Francis,		17,000 00
" 25,	5503	Ditto,		5,000 00
December 4,	5528	Ditto,		6,000 00
" 11,	5558	Ditto,		2,400 00
" 15,	5568	Samuel Meredith,		1,000 00
" 21,	5573	Gurney & Smith,	Balance of their account as agents,	1,514 70
" 22,	5579	Samuel Meredith,		16,500 00
" 30,	5597	S. & J. Sterett,		2,000 00
				Dollars, 458,971 00

The appropriations for the naval department, exclusive of \$80,000 granted for galleys, amount to \$688,888 82  
The expenditures to the 31st of December, 1795, 458,971 00

Balance unexpended 1st January, 1796, \$229,917 82

NOTE.—There has been no expenditure since the 1st of January, 1796.

*Summary of the foregoing statement.*

Advanced to Jacob Sheafe, naval agent, Portsmouth,	-	-	-	-	\$26,000 00
Advanced to Henry Jackson, naval agent, Boston,	-	-	-	-	47,000 00
Advanced to John Blagge, naval agent, New York,	-	-	-	-	23,200 00
Advanced to Gurney and Smith, naval agent, Philadelphia,	-	-	-	-	28,614 70
Advanced to S. and J. Sterett, naval agent, Baltimore,	-	-	-	-	55,629 64
Advanced to William Pennock, naval agent, Norfolk,	-	-	-	-	22,690 00
Advanced to Samuel Meredith, paymaster to the War Department,	-	-	-	-	22,500 00
Advanced to Tench Francis, purveyor of public supplies,	-	-	-	-	68,400 00
Advanced to Jed. Huntington, agent for procuring supplies,	-	-	-	-	12,750 00
Advanced to Daniel Stevens, ditto ditto,	-	-	-	-	500 00
Advanced to Nicholas Fish, ditto ditto,	-	-	-	-	3,300 00
Advanced to John Habersham, ditto ditto,	-	-	-	-	13,500 00
Advanced to John T. Morgan, agent for procuring timber,	-	-	-	-	600 00
Advanced to Samuel Breck, agent for the proprietors of the sail cloth manufactory at Boston,	-	-	-	-	20,500 00
Advanced to Solomon Townsend, on account of a contract for supplying five anchors,	-	-	-	-	1,200 00
Remitted to Mr. Pinckney, Minister Plenipotentiary of the United States at London,	-	-	-	-	100,800 00
Remitted to William Allen Deas, Chargé des Affaires of the United States at London,	-	-	-	-	11,786 66
					<u>\$458,971 00</u>

TREASURY DEPARTMENT, *Register's Office*, January 9, 1796.JOSEPH NOURSE, *Register*.*Statement of sundry Remittances made to the undermentioned Agents for the Naval Department, which have not yet been covered by warrants.*

December 31, 1795, John Blagge, for frigate at New York,	-	-	-	-	\$3,000
Ditto do. S. and J. Sterett, for frigate at Baltimore,	-	-	-	-	2,000
Ditto do. John Habersham, for procuring materials,	-	-	-	-	2,000
Ditto do. ditto, ditto,	-	-	-	-	4,000
Ditto do. S. and J. Sterett, for frigate at Baltimore,	-	-	-	-	2,000
					<u>\$13,000</u>

TREASURY DEPARTMENT, *January 11, 1795.*



## Nos. 3 and 4.

*A Statement of the quantity of Materials most essential for building the Frigates for the service of the United States; the quantity of each article actually delivered into the Navy Yards, and what is yet deficient.*

Quantity of materials required for each frigate of 44 guns.	FRIGATE OF FORTY-FOUR GUNS, BUILDING AT PHILADELPHIA.*																							No particular quantity.							
	Number of pieces of live oak in the frame.	Number of live oak knees.	Number of pieces of cedar in the frame.	Number of pieces of live oak for inside.	Number of gun deck beams.	Number of lower deck beams.	Number of upper deck beams.	Number of orlop deck beams.	Pieces of seven inch white oak plank.	Pieces of six inch white oak plank.	Pieces of five and a half inch white oak plank.	Pieces of five inch white oak plank.	Pieces of four and a half inch white oak plank.	Pieces of four inch white oak plank.	Pieces of three and a half inch white oak plank.	Feet of three inch pitch pine plank.	Feet of three and half inch pitch pine plank.	Feet of two inch common pine plank.	Feet of carlings.	Feet of ledges.	Pieces for keel.	Pieces for keelsons.	Number of locust trenails.	Pounds of copper of various sorts, for securing and sheathing the bottom.	Pounds of iron of various sorts.	Pounds of nails of various sorts.					
	724	528	150	81	34	33	35	29	30	74	65	91	47	20	6	25,000	2,500	7,500	7,000	10,000	7,000	6,000	2,000	9,000	3 & 4	4 & 5	50,000				
Materials actually delivered into the Navy Yard.	554	94	15	12	-	-	-	21	23	14	37	11	17	-	12	17,759	-	5,193	4,067	8,326	5,813	6,000	-	-	3	3	-	1,529 lbs.	2,758	283	
Materials yet wanting to complete the requisitions.	170	434	135	69	34	33	35	8	7	60	28	80	30	20	-	7,241	2,500	2,317	2,933	1,674	1,187	-	2,000	9,000	-	-	50,000				
FRIGATE OF FORTY-FOUR GUNS, BUILDING AT NEW YORK.†																															
Materials actually delivered into the Navy Yard.	169	8	-	-	76,162 feet of white oak timber for various purposes not specified.	2	5	7	30,910 feet of white oak plank of various sizes, not specified.	3,704	-	924	43,917 feet of pine plank for the decks, sizes not specified.											-	-	4	-	47,492	86,651	4052	
Materials yet wanting to complete the requisitions.	555	520	150	81	Some part of which are for the beams.	38	69	65	84	-	-	21,296	2,500	6,576	-	-	-	-	2,000	9,000	-	4 or 5	2,505			-	-	-			
FRIGATE OF FORTY-FOUR GUNS, BUILDING AT BOSTON.‡																															
Materials actually delivered into the Navy Yard.	231, among which were several knees.	-	-	-	-	-	-	-	26	14,934 feet of white oak plank, of various sizes, not specified in the returns.				16,487 feet of pine plank, sizes not specified.				-	-	4	-	-	-	-	-	-	-	66 cases of copper sheets.	14 casks of nails.		
Materials yet wanting to complete the requisitions.	The number not inserted.	150	81	34	33	35	29	4	-	-	-	-	-	-	-	-	-	-	2,000	9,000	-	4 or 5	50,000	592 bolts, and 8 boxes of composition bolts.							

## Nos. 3 and 4—continued.

Number of pieces of live oak in the frame.	Number of pieces of knees.	Number of pieces of cedar in the frame.	Number of pieces of live oak for inside.	Number of gun deck beams.	Number of lower deck beams.	Number of upper deck beams.	Number of otlop deck beams.	Pieces of seven inch white oak plank.	Pieces of six inch white oak plank.	Pieces of five inch white oak plank.	Pieces of four inch white oak plank.	Pieces of three inch white oak plank.	Pieces of four inch white oak plank.	Pieces of five inch white oak plank.	Feet of four inch pitch pine plank.	Feet of three inch pitch pine plank.	Feet of two inch common pine plank.	Feet of carlings.	Feet of ledges.	Pieces for keelsons.	Number of locust treenails.	Pounds of copper of various sorts, for sheathing the bottom.	Pounds of iron of various sorts.	Pounds of nails of various sorts.
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## FRIGATE OF FORTY-FOUR GUNS, BUILDING AT NORFOLK. §

Materials actually delivered into the Navy Yard.	435	33	24	35	34	48,052 ft. of white oak timber for various purposes, some part of which is appropriated for carlings, ledges, &c.	4	2,000	-	-	-	-	-	-	-	-	-	-	3	5	-	53,381 lb. iron, and 120 bars not w'g'd	3,023
Materials yet wanting to complete the requisitions.	289	495	150	57	-	-	16	32,000	2,500	7,500	7,000	10,000	7,000	6,000	2,000	9,000	-	-	-	-	50,000	-	-

## FRIGATE OF THIRTY-SIX GUNS, BUILDING AT BALTIMORE. ||

Quantity of materials required for each frigate of 36 guns.	702	506	148	81	31	29	34	25																		
Materials actually delivered into the Navy Yard.	369	221 o. knees and 142 w. o. knees.	6	287 pieces of white oak timber for various purposes, among which are included the beams, bits for the cables, &c.	13	-	13	-	-	18,378	-	8,103	-	6,061	-	-	-	-	3	-	17,582	1,381	21,854	2,539		
Materials yet wanting to complete the requisitions.	333	342	148	75					61	65	78	47	20	6	6,622	2,500	-	7,000	10,000	939	6,000	2,000	9,000	-	4 or 5	32,418

## FRIGATE OF THIRTY-SIX GUNS, BUILDING AT PORTSMOUTH, (N. H.) †

Materials actually delivered into the Navy Yard.	453, among which are several large.	-	-	-	-	360 pieces of white oak timber for various purposes, among which are included the beams, bits for the cables, &c.	26	17	-	30	-	8,024	6,337	1,014	10,573	410 pieces pine plank not specified in sizes.	-	-	-	4	-	-	356	1,851	895
	The number not inserted.	148	81	-	-	-	4	57	65	61	47	20	6	7,081	-	6,486	-	2,000	9,000	-	4 or 5	50,000	-	-	
Materials yet wanting to complete the requisitions.																									

\* There is, exclusive of the 1,529 lbs. of copper in the Navy Yard, 57,670 lbs. of copper in the public stores, which is thought sufficient to complete the ship. Most of the other materials not delivered into the yard are procured, and are daily arriving.

† There is a large quantity of white oak plank that has been sawed in the yard, exclusive of the 30,910 feet; of the precise quantity of which no returns have been made, the timber from which it was sawed having been already accounted for under white oak timber.

‡ The beams are all cut, and many of them delivered; the remainder are expected to be delivered in a short time. A vessel laden with live oak timber, bound to Baltimore, having met with unfavorable weather, was under the necessity of going to Boston, and the cargo was landed there for the use of the frigate.

§ Nearly the whole of the white oak plank is cut, and is expected at the Navy Yard as soon as the weather will permit transporting it with safety down James River to Norfolk. A large quantity of plank is sawed in the yard, but of the precise quantity no returns have been made. The beams are cut out, and are put into sea water to season. The remainder of the copper necessary for securing and sheathing the vessel is in the public stores.

|| A considerable quantity of plank has been sawed in the yard, the particular quantity has not been transmitted by the clerk; the remainder of the copper is lodged in the public stores.



## No. 5.

One frigate of 44 guns, being 1,713 tons, and one of 36 guns, 1,333 tons, making 3,046 tons, at \$120 per ton, will cost, exclusive of provisions and men, as aforesaid, \$365,520. What proportion of this sum is already expended and contracts made for, cannot immediately be well ascertained, as many of the materials have been purchased in common with those for the other frigates, in Europe, accounts of which have not as yet been received; and the same difficulty arises with respect to the live oak being engaged for the ships generally; but it is judged that the balance of moneys already appropriated for the naval equipment will be sufficient to complete the two ships above mentioned, should the other four be suspended; but, if the six frigates are carried on in the manner contemplated, the further sum of \$453,272, as stated in No. 1, will be necessary to carry the whole business into full effect.

WAR OFFICE, *January 20, 1796.*

TIMOTHY PICKERING.

4th CONGRESS.]

No. 5.

[1st SESSION.]

PROCURING MATERIALS AND BUILDING FRIGATES SUSPENDED.

COMMUNICATED TO CONGRESS, MARCH 15, 1796.

*Gentlemen of the Senate and House of Representatives:*

By the ninth section of the act, entitled "An act to provide a naval armament," it is enacted "that, if a peace shall take place between the United States and the Regency of Algiers, that no further proceedings be had under this act."

The peace which is here contemplated having taken place, it is incumbent upon the Executive to suspend all orders respecting the building of the frigates, procuring materials for them, or preparing materials already obtained, which may be done without intrrenching upon contracts or agreements made and entered into before this event.

But, inasmuch as the loss which the public would incur might be considerable from the dissipation of workmen, from certain works or operations being suddenly dropped or left unfinished, and from the derangement in the whole system, consequent upon an immediate suspension of all proceedings under it, I have, therefore, thought it advisable, before taking such a step, to submit the subject to the Senate and House of Representatives, that such measures may be adopted in the premises as may best comport with the public interest.

G. WASHINGTON.

UNITED STATES, *March 15th, 1796.*

4th CONGRESS.]

No. 6.

[1st SESSION.]

THREE FRIGATES DIRECTED TO BE COMPLETED.

COMMUNICATED TO THE SENATE, MARCH 17, 1796.

Mr. BINGHAM, from the committee to whom was referred the message of the President of the United States, of the 15th instant, made the following report:

That it is the opinion of the committee it will be expedient to authorize the President of the United States to cause to be completed, with all convenient expedition, two of the said frigates of forty-four, and one of thirty-six guns.

That a discretionary power be committed to the President of the United States to cause the others to be finished, having a due regard to the existing price of labor and materials.

That so much of the sum of six hundred and eighty-eight thousand eight hundred and eighty-eight dollars and thirty-two cents, as, by the act of June, 1794, was appropriated to pay the expenses to be incurred by the act to provide a naval armament, remaining unexpended, as well as so much of the sum of eighty thousand dollars, appropriated for a provisional equipment of galleys, by the before recited act, be appropriated for carrying into effect the provisions of the aforesaid resolution.

4th CONGRESS.]

No. 7.

[2d SESSION.]

PROGRESS MADE IN BUILDING FRIGATES, THE ESTABLISHMENT OF A NAVY YARD, AND THE PURCHASE OF LIVE OAK PLANTATIONS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 25, 1797.

Mr. PARKER, from the committee appointed to inquire into the state of the naval equipments ordered by former acts of Congress, and whether any, and what, other naval force is necessary for the protection of the commerce of the United States, and support of their flag, reported:

That, in consequence of the act of the 20th of April, 1796, the President of the United States directed that the frigates building at Philadelphia, Boston, and Baltimore, should be completed; that the building of the frigates at

New York, Portsmouth in Virginia, and Portsmouth in New Hampshire, of course were discontinued. Upon inquiry, the committee find that the frigate building at Philadelphia, of 44 guns, and called the United States, is in such forwardness that she may possibly be launched in April, and that, in two months after, she may be made ready for sea; that it will require, to finish this frigate, so as to receive her crew and stores, fifty-five thousand nine hundred and fifty dollars.

The frigate building at Boston, called the Constitution, of 44 guns, is not in such forwardness as the United States; and, by the accounts from the proper office, it is not supposed she can be launched till July, and that it will be two months after before she can be put in a condition for sea: to complete her, exclusive of men and provisions, will require ninety-six thousand six hundred and seventy-one dollars and seventy-one cents.

The frigate Constellation, building at Baltimore, of 36 guns, it is supposed, by the officers of the Department, may be launched in May next, and that, in two months after, she may be so far finished as to be ready to receive her crew and stores: for this ship the sum of forty-seven thousand three hundred and seventy-five dollars is required.

The committee beg leave to observe, that the foregoing report is made from statements in their possession from the Department of War; but the committee do not believe that either of the ships can be ready to launch by the time mentioned, on account of the severity of the weather: but, admit they should, a further sum of money will be necessary, and must be speedily supplied; as it appears by the report of the Secretary of War, that all the money hitherto appropriated has been expended, except twenty-four thousand one hundred and thirty-three dollars and seventy-one cents. In order that the House may have the necessary information on this subject, the committee give the following statement:

Appropriated 9th of June, 1794, for the purpose of building six frigates,	-	-	-	-	-	-	-	-	\$688,888	82
For the purpose of building galleys, or other vessels, by the same act, and applied to this object,	-	-	-	-	-	-	-	-	80,000	00
Appropriated by act of June 1st, 1796, to pay captains,	-	-	-	-	-	-	-	-	5,000	00
Total of appropriations,	-	-	-	-	-	-	-	-	\$773,888	82
Required to finish the United States,	-	-	-	-	-	-	-	-	55,950	00
Do. do. Constitution,	-	-	-	-	-	-	-	-	96,571	71
Do. do. Constellation,	-	-	-	-	-	-	-	-	47,375	00
									973,385	53
Out of which deduct:										
So much unexpended,	-	-	-	-	-	-	-	-	\$24,133	71
Materials sold, per report,	-	-	-	-	-	-	-	-	4,214	05
									28,347	76
									\$945,437	77

Thus, it appears, by official statements, to your committee, that, to build the three frigates ordered by the act of Congress of April 20th, 1796, it will cost the United States, with the materials now on hand, the value of which they have no estimate, the sum of nine hundred and forty-five thousand four hundred and thirty-seven dollars and seventy-seven cents, exclusive of fitting, manning, and providing them with provisions and stores. That the House may have all the information as to the probable cost, and yearly expenditure, the committee have on this subject, they state it, as given in to them by the Secretary of War, which will accompany this report.

That each frigate, of 44 guns, will cost, for wages, per month, four thousand and ninety-six dollars, estimate twelve months' pay.

For two frigates of 44 guns,	-	-	-	-	-	-	-	-	\$98,304
For one do. of 36 guns, \$3,513 per month,	-	-	-	-	-	-	-	-	42,516
Twelve months' subsistence for three frigates, 400,770 rations, at 20 cents, is	-	-	-	-	-	-	-	-	80,154

Annual expense for two frigates of 44 guns, and one of 36 guns,	-	-	-	-	-	-	-	-	220,974
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In addition to this:

For the salary of two persons to take care of the naval yards at Portsmouth and New York,	-	-	-	-	-	-	-	-	1,000
Rent of the naval yards at Portsmouth in New Hampshire, and New York,	-	-	-	-	-	-	-	-	1,200
									\$323,174

The committee refer to the report from the War Department to show the timber on hand in the different yards, as well as what has been sold, the value of which they have no estimate, except as to what has been sold, nor have they been furnished with an estimate of the naval stores which are on hand; but, if the House should require those documents, they may be had at the proper office.

The committee beg leave to report, as their opinion, that the sum contemplated by the War Department, as necessary to man the ships, will be insufficient, under existing circumstances, as the rate of seamen's wages are estimated much lower than has been given by merchants, for their ships, within the last two years, and but little more than the usual wages in the most tranquil times; but, from all circumstances, especially from the forwardness of three of the ships, and most of the materials being ready, they think it would be proper to finish them as speedily as possible, as an aid to our commerce, and a support to its flag. Therefore,

*Resolved*, That — dollars be appropriated to finish, and equip for sea, the frigates United States, Constitution, and Constellation.

Your committee further report, as their opinion, that a sum of money should be appropriated for the purpose of purchasing and fitting up a naval yard; and, also, that it would be expedient for the United States to secure some of the lands in South Carolina and Georgia, well clothed with live oak and red cedar timber, for the purpose of building ships of war. Therefore,

*Resolved*, That — dollars ought to be appropriated for the purpose of buying, and fitting up for the United States, a proper site for a naval yard.

*Resolved*, That — dollars ought to be appropriated for the purpose of purchasing live oak and red cedar timber, or lands stored with it, for naval purposes.

WAR OFFICE, January 11th, 1797.

Sir:

In compliance with your letter of the 21st ultimo, I have the honor 'to submit the enclosed statements, which exhibit as particular a view of the material objects of your inquiries as could be obtained, without occasioning a delay that might have counteracted your intentions.

The measures that have been taken to prepare the rigging and sails, and to procure the necessary stores, and the advances made towards the final equipment of the frigates, render it probable that they may be got ready for sea in about two months after being launched.

While on this subject, permit me to observe that, if Congress perceive advantages in the extension of their marine, or think it expedient that early precautions should be taken to secure to the United States a lasting fund of live



oak for future use, it will be proper that authority should be given for the purpose, as well as to purchase a site for a navy yard.

The probability is, that an article so important to maritime nations as live oak will be sought after with much avidity, and that the land which is clothed with it may pass into hands that may make its attainment hereafter more expensive, if not impracticable.

But whether it is right that the United States should be the purchaser of such land, is a question which no doubt you have examined.

I am, sir, with great respect, your obedient servant,

JAMES McHENRY.

Hon. Mr. PARKER, *Chairman of the Committee  
for inquiring into the state of Naval Equipments, &c. &c.*

*Statement of the progress made in building a Frigate at Philadelphia, to carry forty-four guns.*

The hull is all planked, inside and out, and all the principal decks are laid and calked, excepting a part of the gun deck; the upper deck beams are in, and a part of them knee'd; about half of the bottom is dubbed off, and a considerable part calked; the braces and pintles for the other are all cast; the knee of the head, together with the figure, are nearly ready. All other parts of the hull are in such forwardness, that it is expected she may be launched by the beginning of April next, provided the winter does not prove severe. The rigging is all made, and nearly fitted; the yarns for the cables are spun; the anchors and iron ballast are on hand; and the blocks, dead eyes, water casks, boats, lanterns, and all the tin work, are provided. The other materials are in part procured, and the work in general progresses rapidly towards a completion.

*Statement of the progress made in building a Frigate at Boston, to carry forty-four guns.*

The whole of the frame is raised, and is ready for planking; the wales are prepared, and it is expected will be on and fastened this month; the keelsons are in their places and bolted off; the masts are now in hand, and the boats are building; all the dead eyes for lower and topmast shrouds are made and strapped; the knees for all the decks are procured, as well as the beams, carlings, ledgers, &c.; iron ballast sufficient is in store, and the necessary materials for completing the hull are procured and received.

The hemp for the cables, rigging, &c. and blocks, are in the hands of the respective tradesmen, manufacturing; and if the winter should prove favorable, there is no doubt but this frigate may be launched in July next.

*Statement of the progress made in building a Frigate at Baltimore, to carry thirty-six guns.*

The whole of the frame is raised; the wales, black strakes, flush, quarter and fore drifts on, and dressed off; the ceiling, clamps for guns, lower and orlop decks, are all in and dubbed off; the beams are prepared and ready to be put into their respective stations; the bottom is now planking, and the knees are getting ready for the decks; other parts of the hull are progressing as fast as the workmen can be employed to advantage; and from present appearances, this ship may be launched in May next. The lower topmast and topgallant shrouds, with all their respective stays, are fitted, and ready to go over the mast heads. The other rigging is also in great forwardness.

The boats are all built; water casks mostly made, together with the blocks, dead eyes, hearts, &c. The cannon for the gun deck are all in the navy yard, trimmed, and ready for mounting on the carriages, which are made.

*Estimate of the sums necessary to complete and equip the Frigates United States and Constitution, of forty-four guns, and Constellation, of thirty-six guns.*

To complete the frigate building at Philadelphia,	-	-	-	\$55,950 00	
To complete the frigate building at Boston,	-	-	-	96,571 71	
To complete the frigate building at Baltimore,	-	-	-	47,375 00	
					199,896 71
Salaries of two persons to have charge of the timber in the navy yards at New York and Norfolk,	-	-	-	-	1,000 00
Rent of navy yards at New York and Portsmouth, N. Hampshire,	-	-	-	-	1,200 00
					202,096 71
Balance of appropriation expended,	-	-	-	-	24,133 78
To be provided for to complete and equip the above frigates,	-	-	-	-	177,962 93

*Names of the Officers appointed.*

Captain John Barry, to command the frigate United States, building at Philadelphia.  
 Captain Samuel Nicholson, to command the frigate Constitution, building at Boston.  
 Captain Thomas Truxtun, to command the frigate Constellation, building at Baltimore.

*Materials that have been sold agreeably to the act of Congress, to which are added the prices and amount.*

White oak plank, of 3 inches, plank measure, 2,503 feet 9 inches, at \$90,	-	-	\$225 33½	
Do. 3½ inches, plank measure, 3,749 feet 10 inches, at \$105,	-	-	393 72	
Do. 4 inches, plank measure, 2,274 feet 5 inches, at \$120,	-	-	272 93	
Do. 4½ inches, plank measure, 24 feet 2 inches, at \$135,	-	-	3 26½	
				\$895 24½
Ceiling white oak plank, of 3 inches, plank measure, 806 feet 2 inches, at \$70,	-	-	56 43½	
Do. 3½ inches, plank measure, 852 feet 9 inches, at \$81 66½,	-	-	69 64	
Do. 4 inches, plank measure, 1,303 feet 3 inches, at \$93 33½,	-	-	121 64½	
				247 71½

Pitch pine plank, 3 inches, plank measure,	-	-	-	-	-	216 36
Long white oak timber, 161 tons 8 feet, at \$10 per ton,	-	-	-	-	-	1,612 00
Short do. 60 tons 23 feet, at \$6 per ton,	-	-	-	-	-	363 45
White oak knees, 1,547 inches, at 40 cents,	-	-	-	-	-	618 88
Pine timber, 10 tons 27 feet, at \$3 50,	-	-	-	-	-	37 36
						<hr/> 2,848 05
Spruce spars, 88 inches, at 8 cents,	-	-	-	-	-	7 08
Locust treenails, of 36 inches, 1,200 feet, at \$22 50 per thousand,	-	-	-	-	-	26 25
Do. 24 inches, 3,000 feet, at \$15 per thousand,	-	-	-	-	-	45 00
Do. 20 inches, 3,000 feet, at \$12 50 per thousand,	-	-	-	-	-	37 50
Do. 18 inches, 8,000 feet, at \$11 25 per thousand,	-	-	-	-	-	90 00
Do. 16 inches, 1,630 feet, at \$10 per thousand,	-	-	-	-	-	16 30
White oak treenails, 318 feet, at 60 cents per hundred,	-	-	-	-	-	1 90½
						<hr/> 215 95½
						<hr/> \$4,214 05

5th CONGRESS.]

No. 8.

[1st Session.]

## PROGRESS IN BUILDING AND EQUIPPING THREE FRIGATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JUNE 17, 1797.

WAR OFFICE, June 16th, 1797.

SIR:

I have the honor to communicate, herewith, the several statements and estimates annexed, viz: The present state of the frigates *United States*, *Constitution*, and *Constellation*; an estimate of the money which will be required to complete the said frigates; an estimate showing the further sum which will be wanted for the pay and provisioning their officers and crews for twelve months; an estimate of the probable value of the articles on hand, and a table exhibiting the articles and where deposited.

It may be proper to observe on the second estimate that, although it is not possible to attain to certainty in such calculations, especially where the vessels are built at so great a distance from each other, without incurring considerable delay, it is nevertheless expected, from the care that has been taken in forming it, that it will be found to approach pretty near the real amount which it may be necessary to expend for their completion. It may also be noticed, that the estimate of pay and subsistence, which is founded on the act of the 27th of May, 1794, may require to be varied from in some particulars.

Sir, I have the honor be, with great respect, your obedient servant,

JAMES M'HENRY.

Honorable JOSIAH PARKER.

*State of the Frigates United States and Constitution, of forty-four guns, and Constellation, of thirty-six guns.*

## UNITED STATES.

The hull of this ship was launched on the tenth of May last. The bottom is completely coppered; and the carpenter's work is nearly finished, and she will be soon in a situation to receive her masts and stores.

Several of the masts, yards, and caps, are finished, and the remainder are under way. The boats are in hand: all the rigging, blocks, dead-eyes, and one suit of sails, are prepared, all the principal, and most of the small stores are provided, and the captain reports that the ship may be rigged and completed for sea in one month after the guns and lower masts are on board.

## CONSTITUTION.

The bottom of this ship is squared off, and the calkers are at work. The various decks are laying; the breast-hooks, diagonal riders, and counter timbers, are all in and secured, and the mast makers are employed on the masts and yards. All the boats excepting the pinnace are built.

The riggers are at work on the rigging, which will be soon ready; the water-casks are in hand; sails are preparing, and the constructor reports the ship may be launched about the twentieth of August next—the Captain is of opinion she may be completely equipped in one month after.

## CONSTELLATION.

The latest report states that this ship is in great forwardness. The bottom is calked and finished; the lower deck is laid, and the other decks are in a forward state; the head, quarter-galleries, and stern, are partly done, and the bowsprit is almost ready to be put on board. The materials for the equipment and rigging are all procured; one suit of sails are made, and all the guns for the gun-deck are in the navy yard, and mounted on their carriages. The constructor states that this ship will be launched next month, and, from the forward state of the masts, yards, and rigging, together with the other equipments, there is reason to conclude she can be completely fitted for sea in one month after she is launched.

*Estimate of the further sums necessary to complete the frigates United States and Constitution, of forty-four guns, and Constellation, of thirty-six guns.*

## UNITED STATES, AT PHILADELPHIA.

Cost of guns and military stores,	-	-	-	-	38,820
Labor and tradesmen's bills,	-	-	-	-	26,000
					<hr/> \$64,820



## CONSTITUTION, AT BOSTON.

Cost of guns and military stores,	-	-	-	-	-	32,175
Labor and tradesmen's bills,	-	-	-	-	-	45,045
Fifty tons of hemp purchased to replace a like quantity destroyed by fire, (together with labor)	-	-	-	-	-	16,250
						<u>\$93,470</u>

## CONSTELLATION, AT BALTIMORE.

Cost of guns and military stores,	-	-	-	-	-	23,814
Labor and tradesmen's bills,	-	-	-	-	-	55,600
						<u>\$79,414</u>
						237,704
Balance unexpended of last appropriation,	-	-	-	-	-	40,068
To be provided,	-	-	-	-	-	<u>\$197,636</u>

Amount of materials sold,	-	-	-	-	-	Dollars.	Cts.
Value of timber and materials at Portsmouth,	-	-	-	-	-	6,839	96
Do. at New York,	-	-	-	-	-	17,761	86
Do. at Norfolk,	-	-	-	-	-	45,918	62
Do. at Mud Fort, Ossaba, and Philadelphia,	-	-	-	-	-	52,989	00
						<u>\$141,914</u>	<u>44</u>

*An estimate of the Pay and Subsistence of the Captains and crews of the Frigates United States and Constitution, of forty-four guns each, and the Constellation, of thirty-six guns.*

OFFICERS, SEAMEN, AND MARINES, OF TWO FRIGATES OF 44 GUNS EACH.						Pay per month.	Pay per year.	Total pay per year.
2 Captains,	-	-	-	-	-	\$75	\$1,800	
8 Lieutenants,	-	-	-	-	-	40	3,840	
2 Lieutenants of Marines,	-	-	-	-	-	26	624	
2 Chaplains,	-	-	-	-	-	40	960	
2 Sailingmasters,	-	-	-	-	-	40	960	
2 Surgeons,	-	-	-	-	-	50	1,200	
4 Surgeons' Mates,	-	-	-	-	-	30	1,440	
2 Purser,	-	-	-	-	-	40	960	
2 Boatswains,	-	-	-	-	-	14	336	
2 Gunners,	-	-	-	-	-	14	336	
2 Sail-makers,	-	-	-	-	-	14	336	
2 Carpenters,	-	-	-	-	-	14	336	
4 Boatswains' Mates,	-	-	-	-	-	13	624	
4 Gunners' Mates,	-	-	-	-	-	13	624	
2 Sail-makers' Mates,	-	-	-	-	-	13	312	
16 Midshipmen,	-	-	-	-	-	13	2,496	
4 Masters' Mates,	-	-	-	-	-	13	624	
2 Captains' Clerks,	-	-	-	-	-	13	312	
2 Cockswains,	-	-	-	-	-	13	312	
2 Yeomen of the Gun-room,	-	-	-	-	-	13	312	
22 Quarter-gunners,	-	-	-	-	-	13	3,432	
4 Carpenters' Mates,	-	-	-	-	-	13	624	
2 Armorers,	-	-	-	-	-	13	312	
2 Stewards,	-	-	-	-	-	13	312	
2 Coopers,	-	-	-	-	-	13	312	
2 Masters-at-Arms,	-	-	-	-	-	13	312	
2 Cooks,	-	-	-	-	-	13	312	
300 Able Seamen,	-	-	-	-	-	11	39,600	
206 Ordinary Seamen and Midshipmen,	-	-	-	-	-	9	22,248	
2 Sergeants of Marines,	-	-	-	-	-	10	240	
2 Corporals,	-	-	-	-	-	10	240	
2 Drummers,	-	-	-	-	-	9	216	
2 Fifers,	-	-	-	-	-	9	216	
100 Marines,	-	-	-	-	-	9	10,800	
Total per month for each frigate of 44 guns,						\$4,080		\$97,920

## ESTIMATE—Continued.

OFFICERS, SEAMEN, AND MARINES, FOR THE FRIGATE CONSTELLATION, OF 36 GUNS.						Pay per month.	Pay per year.	Total pay per year.
1	Captain,	-	-	-	-	\$75	\$900	
3	Lieutenants,	-	-	-	-	40	1,440	
1	Lieutenant of Marines,	-	-	-	-	26	312	
1	Surgeon,	-	-	-	-	50	600	
1	Surgeon's Mate,	-	-	-	-	30	360	
1	Sailingmaster,	-	-	-	-	40	480	
1	Purser,	-	-	-	-	40	480	
1	Boatswain,	-	-	-	-	14	168	
1	Gunner,	-	-	-	-	14	168	
1	Sailmaker,	-	-	-	-	14	168	
1	Carpenter,	-	-	-	-	14	168	
8	Midshipmen,	-	-	-	-	13	1,248	
2	Masters' Mates,	-	-	-	-	13	312	
1	Captain's Clerk,	-	-	-	-	13	156	
2	Boatswains' Mates,	-	-	-	-	13	312	
1	Cockswain,	-	-	-	-	13	156	
1	Sailmaker's Mate,	-	-	-	-	13	156	
2	Gunners' Mates,	-	-	-	-	13	312	
1	Yeoman of the Gun-room,	-	-	-	-	13	156	
9	Quartergunners,	-	-	-	-	13	1,404	
2	Carpenters' Mates,	-	-	-	-	13	312	
1	Armorer,	-	-	-	-	13	156	
1	Steward,	-	-	-	-	13	156	
1	Cooper,	-	-	-	-	13	156	
1	Master-at-Arms,	-	-	-	-	13	156	
1	Cook,	-	-	-	-	13	156	
130	Able Seamen and Midshipmen,	-	-	-	-	11	17,160	
90	Ordinary Seamen,	-	-	-	-	9	9,720	
1	Sergeant of Marines,	-	-	-	-	10	120	
2	Corporals,	-	-	-	-	10	240	
1	Drummer,	-	-	-	-	9	108	
1	Fifer,	-	-	-	-	9	108	
40	Marines,	-	-	-	-	9	4,320	
Total pay per month,						\$3,527		42,324
SUBSISTENCE.						Rations per day.	Rations per year.	Total per year.
3	Captains,	-	-	-	-	6	\$6,570	
11	Lieutenants,	-	-	-	-	3	12,045	
3	Lieutenants of Marines,	-	-	-	-	2	2,190	
2	Chaplains,	-	-	-	-	2	1,460	
2	Surgeons,	-	-	-	-	2	2,190	
5	Surgeons' Mates,	-	-	-	-	2	3,650	
3	Sailingmasters,	-	-	-	-	2	2,190	
3	Pursers,	-	-	-	-	2	2,190	
3	Boatswains,	-	-	-	-	2	2,190	
6	Boatswains' Mates,	-	-	-	-	1	2,190	
3	Gunners,	-	-	-	-	2	2,190	
6	Gunners' Mates,	-	-	-	-	1	2,190	
3	Sailmakers,	-	-	-	-	2	2,190	
3	Sailmakers' Mates,	-	-	-	-	1	1,095	
3	Carpenters,	-	-	-	-	2	2,190	
6	Carpenters' Mates,	-	-	-	-	1	2,190	
24	Midshipmen,	-	-	-	-	1	8,760	
6	Masters' Mates,	-	-	-	-	1	2,190	
3	Captains' Clerks,	-	-	-	-	1	1,095	
3	Cockswains,	-	-	-	-	1	1,095	
3	Yeomen of the Gun-rooms,	-	-	-	-	1	1,095	
31	Quarter-gunners,	-	-	-	-	1	11,315	
3	Armorsers,	-	-	-	-	1	1,095	
3	Stewards,	-	-	-	-	1	1,095	
3	Coopers,	-	-	-	-	1	1,095	
3	Masters-at-Arms,	-	-	-	-	1	1,095	
3	Cooks,	-	-	-	-	1	1,095	
726	Able Seamen, Midshipmen, and ordinary Seamen,	-	-	-	-	1	264,990	
3	Sergeants of Marines,	-	-	-	-	1	1,095	
4	Corporals,	-	-	-	-	1	1,460	
3	Drummers,	-	-	-	-	1	1,095	
3	Fifers,	-	-	-	-	1	1,095	
140	Marines,	-	-	-	-	1	51,100	
Total,						-	\$400,770	
400,770 rations, at twenty cents per ration, is -						-	-	80,154
Two hundred and twenty thousand three hundred and ninety-eight dollars,						-	-	\$220,398





5th CONGRESS.]

No. 9.

[2d Session.]

## ADDITIONAL NAVAL FORCE, AND THE ESTABLISHMENT OF A PUBLIC FOUNDRY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 16, 1798.

The committee to whom was referred that part of the President's speech which relates to the protection of commerce, and the public defence, submit the following report:

That further appropriations are necessary to enable the President of the United States to complete the three frigates, part of the naval armament finally authorized by the act of Congress of the 1st day of July last. The committee beg leave to refer to the documents from the Department of War, submitted herewith, for a view of the actual state of those vessels at the latest report, and for some details of the deficiencies which remain to be supplied for their respective finishing and equipment. With these statements, estimates are exhibited of the pay and subsistence of the complements of officers and men as allowed by law, and of the other current expenditures which will be unavoidable whenever the frigates shall be employed.

The committee also submit a letter addressed to them from the Secretary of the Treasury, relative to the execution of the authority given by the same act to the President of the United States, for increasing the force of the revenue cutters, as a defence of the sea coast. It appears that only two of the vessels of that description are found capable of this alteration and employment. Of these, one only, namely, the revenue cutter on the Virginia station, has been armed; the other, namely, the revenue cutter stationed at and near the Bay of Delaware, is not yet armed. It is observable that, in this instance, as well as in the equipment of the frigates, the United States experience the want of a foundry for the casting of cannon suitable for the public service.

With a view to fulfil the intentions of Congress, as expressed in the act aforesaid, and to continue the preparations for the public defence, under circumstances of apparently increasing dangers to our independence and welfare, the committee, for the further provisions necessary, in their opinion, to be made as soon as may be, suggest the following resolutions:

*Resolved*, That there be appropriated a further sum, not exceeding ——— dollars, to complete and equip for sea, with all convenient speed, the frigates, the United States, the Constitution, and the Constellation.

*Resolved*, That there be appropriated a further sum, not exceeding ——— dollars, for the pay and subsistence, for the term of one year, of the officers and crews which shall be engaged in the service of the United States on board the said frigates; and a sum not exceeding ——— dollars, to defray the wear, losses, expenditures of ammunition, and other current and contingent expenses of the naval armament.

*Resolved*, That the President of the United States be authorized by law to purchase, whenever, in his opinion, the public service shall require it, for account of the United States, not exceeding ——— vessels, suitable to be employed as public armed vessels, for the defence of our sea coast, and to cause the same, from time to time, as occasion may require, to be armed, equipped, manned, and employed, in the like manner, and on the same terms of pay, subsistence, and other proportionable allowances, as are directed for the naval armament already established; and that there be appropriated a further sum, not exceeding ——— dollars, towards defraying the expenses which may be incurred therein.

*Resolved*, That the President of the United States be authorized, by law, to establish, in some eligible station within the United States, a foundry, to be more especially employed in the casting of cannon for the use of the United States, and that there be appropriated a sum not exceeding ——— dollars, to purchase and provide the necessary buildings, implements, and materials, and defray the other expenses of such establishment.

WAR OFFICE, December 26, 1797.

SIR:

I have the honor to communicate herewith the present state of the frigates United States, Constitution, and Constellation, together with an estimate of the sums that are deemed necessary to complete, equip, and man the same, for twelve months. It may be proper to observe, that the greatest part of the amount required for arming and completing is to meet various bills remaining unpaid.

The great length of time that has elapsed since your communication was received has been occasioned by a desire to ascertain, as near as possible, the sums necessary for the Marine department for the ensuing year. I flatter myself that the one enclosed will prove competent to that purpose.

I have the honor to be, sir, with the greatest respect, your obedient servant,

JAMES M'HENRY.

HON. SAMUEL SEWALL, *Chairman of the Committee on the Protection of Commerce.*

*State of the Frigates United States, Constitution, and Constellation.*

## UNITED STATES.

The progress made in fitting the United States for sea during the summer led me to hope that she would have been complete for service some time in autumn; measures were therefore taken to equip her in the most expeditious manner that the nature of the service would admit. Several of the officers were appointed, and some part of the crew actually enlisted. The ballast and water casks were got on board and stowed, and the riggers had nearly completed the rigging, when unfortunately all further progress was impeded by the contagious fever attacking several of the officers and crew that were on board; several of the tradesmen employed in the equipment were, also, from the same cause, prevented from attending to their respective occupations, until the latter end of October, when it was found to be too late in the season to get the ship in complete order to meet a winter at sea.

## CONSTITUTION.

The Constitution was launched at Boston on the 21st of October last, since which time the various artificers have been employed in finishing the hull, and the store rooms, &c. in the interior of the vessel; all the lower masts are in their places, and the riggers employed in rigging them. This ship will be ready in a short time to receive her officers and crew, and consequently fit for service early in the ensuing spring.

## CONSTELLATION.

The Constellation was launched at Baltimore on the 7th of September, and has been so far completed as to be now ready to leave the Patapsco to receive on board her stores, officers, and crew; she may therefore be sent to sea at a very short notice.



*An estimate of the sums necessary to complete and equip the Frigates United States, Constitution, and Constellation, for sea; also, the pay and subsistence for their officers and crews for twelve months.*

To complete the United States,	-	-	-	\$23,557 00	
To complete the Constitution,	-	-	-	26,275 00	
To complete the Constellation,	-	-	-	22,319 00	
				\$73,151 00	
Balance of last appropriation, unexpended,	-	-	-	35,554 00	\$36,597 00
Military stores,	-	-	-	-	75,759 60
Arms, accoutrements, &c. for the marines,	-	-	-	-	3,377 00
To complete and equip the frigates for sea,	-	-	-	-	\$115,833 00
Pay of the officers and crews for twelve months,	-	-	-	200,100 00	
Subsistence for do. at 28 cents per ration,	-	-	-	113,545 00	
					313,645 00
Balance unexpended of last appropriation for pay, &c.	-	-	-	-	96,966 00
					216,679 00
Repairs,	-	-	-	-	30,000 00
Wood and coal, expenditure of powder and shot, pilotage, slops for the crews, surgeon's instruments, medicines, stores, and attendance on the sick, advertising and apprehending deserters, printing, purchasing books and maps, expresses, &c. &c.	-	-	-	-	30,000 00
One principal and one assistant clerk,	-	-	-	-	1,500 00
Salaries of persons having charge of the Navy Yards at Norfolk, New York, and Portsmouth,	-	-	-	-	
N. H.	-	-	-	-	1,200 00
Rents of Navy Yards at New York and Portsmouth, N. H.	-	-	-	-	1,000 00
					2,200 00
To be provided,	-	-	-	-	\$396,212 00

JAMES M'HENRY, *Secretary of War.*

TREASURY DEPARTMENT, *December 7, 1797.*

SIR:

I have the honor to inform you, in reply to your letter of the first instant, that the revenue cutter on the Virginia station is a new and complete vessel, and has been armed with six six pounders on the main deck, and four four pound howitzers in the cabin. The number of officers and men at present employed, do not exceed what are necessary for the ordinary service of protecting the revenue; but, if circumstances shall arise to render an increase of force expedient, an additional number of men will be engaged with reference to the emergency.

The cutter stationed at and near the Bay of Delaware is a new and complete vessel, sufficient to carry eight four pounders. This vessel will be armed as soon as suitable cannon can be procured.

It is believed that none of the other cutters can be armed with any prospect of advantage; some of them are worn out, others require extensive repairs. The fund originally allowed for building ten cutters was so moderate, that none but small light vessels could be procured within the terms prescribed by law. Measures are in train for procuring a sufficient number of cannon; when it shall be ascertained that these measures are effectual, of which there is at present but little doubt, other and more efficient vessels will be built or purchased in lieu of such as have become unfit for service.

In answer to the second point of inquiry, I have the honor to transmit a copy of a circular letter from the late Secretary of War to the Governors of the respective States, dated July 21st, 1794, also, a copy of a circular letter from this Department to the Collectors of the Customs, dated April 8th, 1797. These are the only orders within my knowledge which have ever been issued to restrain the sailing of armed merchant vessels from the ports of the United States. It may, however, be proper to mention, that the exception in favor of vessels, *bona fide* destined to the East Indies, has been extended to vessels bound to the coast of Africa.

I have the honor to be, with perfect respect, sir, your obedient servant,

OLIVER WOLCOTT, Jr.

The Hon. SAMUEL SEWALL,

*Chairman of the Committee to devise measures for the protection of Commerce.*

5th CONGRESS.]

No. 10.

[2d SESSION.

## COMMISSIONER OF MARINE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 8, 1798.

Mr. SEWALL, from the committee to whom was referred that part of the President's speech which relates to the protection of commerce and the defence of the country, further reported, in part:

That, considering the increasing dangers which threaten the peace and security of the United States, and to which their extensive sea-coast, and their domestic as well as foreign commerce are alarmingly exposed, the necessary provisions of a maritime defence ought to receive the earnest and immediate attention of Congress, and especially recommend a concurrence, without delay, in the resolutions now before the House of Representatives, reported to them on the twelfth day of January last.

The committee further report, that a considerable sum remains unexpended of the sums heretofore appropriated for fortifying the ports and harbors of the United States, as appears by the statement from the Department of War, exhibited herewith;\* and that, in the opinion of the committee, a further appropriation, and a more vigorous regard to this important object, has become immediately necessary.

They further report, that, in the view which, on several occasions, this committee have taken of the subject of providing a naval armament, they have not failed to observe the apparently enormous expenses and unaccountable delays which have attended every attempt of this kind. It has appeared to them that a better economy might be introduced in this branch of the public expenditure, by establishing in the War Department some officer who should be employed in the immediate superintendence of the naval concerns of the United States.

\* See Military Affairs, No. 32.

The Department of War, as at present established, is unsuitable to this purpose, especially considering its stationary situation, and how much it is occupied by numerous cares of a nature very different.

On these subjects, they recommend the following resolutions to be adopted, viz:

*Resolved*, That the sum of —, in addition to the sum of —, remaining unexpended of former appropriations, be appropriated to fortifying the ports and harbors of the United States.

*Resolved*, That there be established, in the Department of War, a Commissioner of Marine, who shall have charge of the construction, equipment, and supplies, of the public vessels of the United States, and all other matters relating to their naval concerns, which shall be entrusted to him according to law.

5th CONGRESS.]

No. 11.

[2d SESSION.]

## ADDITIONAL NAVAL FORCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 9, 1798.

WAR DEPARTMENT, 9th April, 1798.

What measures are necessary and proper to be adopted by Congress, in the present conjuncture, to preserve character abroad, esteem for the Government at home, safety to our sea property, and protection to our territory and sovereignty?

France derives several important advantages from the system she is pursuing towards the United States. Besides the sweets of plunder, obtained by her privateers, she keeps in them a nursery of seamen, to be drawn upon, in all conjunctures, by her navy. She unfits, by the same means, the United States for energetic measures, and thereby prepares us for the last degree of humiliation and subjection.

To forbear, under such circumstances, from taking naval and military measures to secure our trade, defend our territory, in case of invasion, and prevent or suppress domestic insurrection, would be to offer up the United States a certain prey to France, and exhibit to the world a sad spectacle of national degradation and imbecility.

The United States possess an extensive trade; heavy expenses must be submitted to for its protection. The United States border upon the provinces of great and powerful kingdoms; heavy expenses must be incurred, that we may be, at all times, in a situation to assert our rights to our own territory. The measures which appear indispensably necessary for Congress to take are as follows, viz:

1st. An increase of the naval force, to serve as convoys, protect our fisheries, coast, and harbors. 2d. An augmentation of the present military establishment. 3d. Arrangements which, in case of emergency, will give to the President the prompt command of a further and efficacious military force. 4th. The more complete defence of our principal forts by fortifications. 5th. A supply of ordnance, small arms, powder, salt petre, copper, and military stores. 6th. Additional revenue.

To answer the 1st, Congress ought to provide for the building or purchasing, equipping, &c. of two vessels of twenty-two guns, eight of twenty guns, and ten of sixteen guns, in addition to the three frigates.

Congress ought also to vest the President with authority, in case of open rupture, to provide, equip, and by such means as he may judge best, a number of ships of the line, not exceeding six, or an equivalent force in frigates.

The first may be either built or purchased in the United States. The latter may, perhaps, be obtained in Europe; for which purpose, the law should use general expressions, admitting this mode of procuring them.

To build the twenty vessels, equip, man, and provision them, for twelve months, will require, as per annexed estimate, \$1,941,181.

It may, under this head, be also advisable to make a provision for six galleys, carrying, each, one or two twenty-four pounders. This will require, for galleys carrying one twenty-four pounder, each, as per annexed estimate, \$68,826.

2d. An augmentation of the present military establishment. This ought to consist of one regiment of infantry, one regiment of artillery, and one regiment of cavalry. The artillery is considered as indispensable; and the cavalry may be highly useful in the Southern States. These will require, agreeably to the annexed estimate,\* \$517,998.

3d. An arrangement which, in case of emergency, will give to the President the prompt command of a further and efficacious military force. This ought to be a provisional army of twenty thousand men, and may be organized agreeably to the principles of a bill proposed in the Senate, during the late extraordinary session, to which I beg leave to refer.

4th. The more complete defence of our principal ports by fortifications. This may require one million of dollars, but, should the naval force be rendered respectable, much of this sum may be saved.

5th. A supply of cannon, small arms, salt petre, copper, &c. which severally will require,

For cannon, as per annexed estimate,	\$308,900
For small arms, say fifty thousand stands, at twelve dollars,	600,000
For powder, salt petre, copper, for sheathing, &c. &c.	200,000

In framing the law to furnish our magazines with ordnance, it will be proper to employ such expressions as will enable the President to procure brass cannon, mortars, &c. with the necessary quantities of ball, shells, &c. These have not been specified in the estimate, but the sum may, perhaps, be sufficient to comprehend them.

To render the regiment of infantry as useful as possible, it is proposed that the men should be enlisted to act in the double capacity of marines and infantry. By an arrangement of this kind, and having the men stationed at the principal sea ports, they will be always ready to be put on board such vessels as want them; and, when not so wanted, will serve to defend the coast, work upon the fortifications, or in dock yards, and guard the public property from thefts or embezzlement.

All which is respectfully submitted.

JAMES M'HENRY.

Honorable SAMUEL SEWALL, *Chairman of the Committee*

*for the protection of commerce, and the defence of the country.*

\*For this and the subsequent estimates, see *Military Affairs*, No. 33.



*Estimate of building, rigging, and equipping, three ships of war, to carry twenty-two, twenty, and sixteen guns, together with the cost of manning and victualling the same for twelve months.*

	Ship of 22 guns.	Ship of 20 guns.	Ship of 16 guns.
The ship of twenty-two guns may be built for thirty five dollars per ton; ship of twenty guns, at thirty-five dollars, and the ship of sixteen guns, at thirty dollars, }	\$17,010	\$14,910	\$9,210
Smiths' bill, iron and working, including hand work, &c.	6,000	5,000	3,000
Anchors,	997	840	640
Joiner and painter,	1,500	1,400	1,000
Boats,	400	400	300
Plumber's bill, and lead,	1,000	800	600
Carved work, (if any)	300	250	200
Cooper's bill,	800	600	430
Block-maker's bill,	1,000	750	550
Sail-maker's bill, and canvass,	4,200	3,500	2,730
Cables, rigging, and cordage,	9,000	7,875	4,800
Fixing rigging, and completely rigging the ship,	1,200	1,000	750
Ship chandlery,	2,000	2,000	1,500
Copper, sheathing, nails, and rudder braces,	6,000	5,500	3,000
Kentledge,	1,680	1,400	1,200
Caboose, and cooking utensils,	900	800	500
Medicines, surgeon's instruments, medicine chests, &c.	600	500	200
Boats, oars, masts, &c. ship's sweeps, capstan bars, spare masts and spars, &c.	200	200	100
Rigging and pump leather,	150	150	120
Turner's bill for wheel and sundries,	100	75	50
Rum,	200	180	160
Boards and planks for cabin, store rooms, &c.	400	300	200
Flannel for the sheathing,	200	180	150
Labor in putting on sheathing,	400	300	200
Wharfage and storage,	300	250	150
Watering, ballasting, and craft hire,	1,100	1,000	800
Carpenter's and boatswain's stores, &c.	200	180	100
Parcelling, twine, and lines,	100	90	80
Points, gaskets, and Robbins, &c.	1,000	900	750
Common day labor,	1,000	1,000	800
Transporting stores, &c.	3,600	3,000	1,800
Copper bolts, in addition to the price of iron, provided the ships are copper bolted,	622	600	500
Naval stores,			
Dollars,	64,359	56,110	36,670

## CONTINGENCIES.

Injuries to stores,	\$2,000	\$1,800	\$1,000
Expenditure of powder and shot,	500	450	300
Pilotage,	150	130	100
Advance for slops,	2,400	2,100	1,370
Bounty for seamen, &c.	322	295	189
Recruiting service,	700	600	400
Printing, purchasing books, charts, &c.	500	500	400
Tables, chairs, and cabin furniture,	200	200	100
Vinegar, sour-kraut, and other necessary refreshments for the crews,	300	300	200
Fishing lines, leads, nets, &c.	100	100	100
Superintending, commission, &c. and clerk hire,	2,000	1,800	1,000
Candles and lamp oil,	384	360	228
Dollars,	9,556	8,635	5,307

## MILITARY STORES.

Guns—nine pounders and six pounders,	\$2,660 00	\$2,391 00	\$1,330 00
Gun carriages,	792 00	720 00	480 00
Round shot,	494 57	482 14	257 12
Grape shot,	317 08	290 90	167 02
Cartridges,	204 00	192 00	140 00
Tubes,	100 00	90 00	40 00
Cartridge boxes,	15 00	15 00	10 00
Priming horns,	20 10	20 10	13 40
Slow match,	25 00	25 00	15 00
Port-fires, port-fire stocks, and lint stocks,	35 00	33 20	26 80
Powder,	2,640 00	2,400 00	1,280 00
Muskets and bayonets, complete,	656 50	656 50	333 25
Pistols,	250 00	250 00	120 00
Cutlasses,	400 00	400 00	240 00
Boarding pikes,	100 00	100 00	60 00
Cartridge boxes,	50 25	50 25	24 79
Brushes, wires, and screw drivers,	10 00	10 00	5 00
Flints,	30 00	30 00	15 00
Musket and pistol cartridges,	112 50	112 50	60 00
Cartridge paper,	25 00	25 00	15 00
Drums and fifes,	17 34	17 34	8 67
Sundries,	4 02	4 02	2 01
Dollars,	8,958 96	8,201 95	4,613 16
Marine clothing, &c. (omitted)	625 00	625 00	375 00
Dollars,	9,583 96	8,826 95	4,988 16

*Pay and Subsistence of the Officers and Crews of three Ships of War, to carry twenty-two, twenty, and sixteen guns, for twelve months.*

DESCRIPTION OF OFFICERS.	SHIP OF TWENTY-TWO GUNS.					SHIP OF TWENTY GUNS.					SHIP OF SIXTEEN GUNS.				
	No. of officers and crew.	Pay per month.	Rations per day.	Total pay per month.	Total rations per day.	No. of officers and crew.	Pay per month.	Rations per day.	Total pay per month.	Total rations per day.	No. of officers and crew.	Pay per month.	Rations per day.	Total pay per month.	Total rations per day.
Commander, -	1	75	6	75	6	1	75	6	75	6	1	60	6	60	6
Lieutenants, -	2	40	3	80	6	2	40	3	80	6	1	40	3	40	3
Lieutenant of Marines, -	1	30	2	30	2	1	30	2	30	2					
Surgeon, -	1	50	2	50	2	1	50	2	50	2					
Surgeon's Mate, -	1	30	2	30	2	1	30	2	30	2	1	30	2	30	2
Purser, -	1	40	2	40	2	1	40	2	40	2					
Sailing Master, -	1	40	2	40	2	1	40	2	40	2	1	40	2	40	2
Master's Mates, -	2	20	1	40	2	2	20	1	40	2	2	20	1	40	2
Captain's Clerk, -	1	25	1	25	1	1	25	1	25	1					
Midshipmen, -	2	19	1	38	2	2	19	1	38	2	2	19	1	38	2
Boatswain, -	1	20	1	20	1	1	20	1	20	1	1	20	1	20	1
Gunner, -	1	20	1	20	1	1	20	1	20	1	1	20	1	20	1
Carpenter, -	1	20	1	20	1	1	20	1	20	1	1	20	1	20	1
Cook, -	1	18	1	18	1	1	18	1	18	1	1	18	1	18	1
Steward, -	1	18	1	18	1	1	18	1	18	1	1	18	1	18	1
Cooper, -	1	18	1	18	1	1	18	1	18	1					
Boatswain's Mates, -	2	18	1	36	2	2	18	1	36	2	2	18	1	36	2
Gunner's Mate, -	1	18	1	18	1	1	18	1	18	1	1	18	1	18	1
Carpenter's Mate, -	1	18	1	18	1	1	18	1	18	1	1	18	1	18	1
Master-at-arms, -	1	18	1	18	1	1	18	1	18	1					
Master Corporal, -											1	17	1	17	1
Quarter Gunners, -	5	17	1	85	5	4	17	1	68	4	4	17	1	68	4
Armorer, -	1	18	1	18	1	1	18	1	18	1					
Able seamen, -	70	15	1	1,050	70	64	15	1	960	64	40	15	1	600	40
Ordinary seamen, -	35	10	1	350	35	32	10	1	320	32	18	10	1	180	18
Marines { Sergeant, -	1	9	1	9	1	1	9	1	9	1	1	9	1	9	1
{ Corporal, -	1	8	1	8	1	1	8	1	8	1	1	8	1	8	1
{ Musicians, -	2	7	1	14	2	2	7	1	14	2	2	7	1	14	2
Privates, -	21	6	1	126	21	21	6	1	126	21	11	6	1	66	1
Total pay per month,				\$2,453					\$2,175					\$1,378	
Rations per day, at twenty-eight cents,				177					167					107	

## RECAPITULATION.

	Ship of twenty-two guns.	Ship of twenty guns.	Ship of sixteen guns.
Ships will cost - -	\$64,359 00	\$56,110 00	\$36,670 00
Contingencies, - -	9,556 00	8,635 00	5,307 00
Military stores, - -	9,583 96	8,826 95	4,988 16
Pay and subsistence, - -	47,525 40	43,167 40	27,471 40
Total cost,	<u>\$131,024 36</u>	<u>\$116,739 35</u>	<u>\$74,436 56</u>

MARCH 27, 1798.

THOMAS THOMPSON,  
JOSIAH FOX.

*Pay and Subsistence for the Officers and Crew of a Galley, for twelve months.*

		Rations.	Total pay.
1 Commander,	40 dollars per month,	3	\$480 00
1 First officer,	30 do. do.	2	360 00
1 Second officer,	25 do. do.	2	300 00
1 Boatswain,	18 do. do.	1	216 00
26 Oarmen, &c.	12 do. do.	26	3,744 00
		34	\$5,100 00
12,410 rations, at twenty cents,		-	2,482 00
Total amount,	- - -	-	\$7,582 00
Cost of building,	- - -	-	1,545 50
Military stores, &c.	- - -	-	2,343 50
			<u>\$11,471 00</u>



## NAVAL EXPENDITURES, AND THE DISPOSITION OF MATERIALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 1, 1798.

WAR OFFICE, *March 22, 1798.*

SIR: I had the honor to receive your letter of the 15th of January, ultimo, enclosing the following resolution of the House of Representatives of the same date:

“Resolved, That a committee be appointed to inquire into the expenditure of the moneys heretofore appropriated for the naval armament, and also into the causes of the delay in completing the same, and that they report their opinion thereon to the House.”

In pursuance of this resolution, the committee request to be furnished, as soon as convenient, with such detailed accounts of the expenditures therein referred to, as will enable them to perform the duties of their appointment; and, also, with a statement of the leading causes that have retarded the completion of the naval armament, beyond the several periods mentioned in the estimates submitted to the House of Representatives.

I have also had communicated to me by the committee, on the 16th of March, instant, the annexed resolution of the House of Representatives.

“Resolved, That the committee appointed on the 15th of January last, to ‘inquire into the expenditures of the moneys heretofore appropriated for a naval armament; and also into the causes of the delay in completing the same,’ be instructed to report to this House what naval materials or apparatus may be left on hand after fitting out the frigates United States, Constitution, and Constellation; also what articles purchased for the six frigates directed to be built by the act of the twenty-seventh of March, one thousand seven hundred and ninety-four, have been disposed of, and how disposed of, except what may have been, or may be, used for the frigates United States, Constitution, and Constellation, designating at what places the remaining materials are, and what they consist of.”

The first request of the committee will be found, generally, anticipated by the report of the Secretary of the Treasury, made in conformity to a resolution of the House of Representatives, passed on the third of March 1797.\*

This report, to which I take the liberty to refer, exhibits, statement G, a summary view of the moneys advanced to the naval agents, and other persons employed in procuring supplies for the naval establishment, prior to the first day of January, 1797. Statement H, the sums accounted for prior to the first of January, 1797, of the moneys previously advanced on account of the naval establishment. Statement I, the balances which remained to be accounted for on the first of January, 1797, of the sums previously advanced on account of the naval establishment. Statement P, an account of moneys advanced for the naval establishment, to the first of January, 1797, the accounts for which remain unsettled with the Department of War. Statement Q, the ultimate application of moneys advanced by warrants of the Department of War, for the naval establishment, to the first of January, 1797, the accounts of which have been settled. Statement R, a summary view of the expenditures on account of the naval establishment, by the Department of War, to the first of January, 1797. Statement S, a continued view of the sums advanced from the treasury, on account of the naval establishment, during the year 1797, with a statement of the appropriations remaining unexpended at the close of the said year.

With a view to a more particular elucidation of this subject, and in conformity to the two resolutions of the House of Representatives, aforesaid, I have subjoined certain statements, arranged under the following heads:

Statement AA, a general abstract of the expenditures for the naval armament, comprising, 1st. The cost of the timber procured from Georgia. 2d. The cost of the freight of ditto, from ditto, to the several navy yards. 3d. The moneys expended in fixtures, implements, &c. at the several navy yards of Portsmouth, Boston, New York, Philadelphia, Baltimore, and Norfolk. 4th. The cost of the labor, materials, and freights, for the ships Constitution, United States, and Constellation, respectively. 5th. The cost of labor, materials, and freights, for the ships commenced at Portsmouth, New York, and Norfolk. 6th. The amount of expenditures that apply generally to the several ships and navy yards. To this general abstract is also subjoined—

Statement A, abstract of expenditures in procuring timber in Georgia.

Statement B, abstract of the freight money paid for the transportation of Georgia wood to the several navy yards.

Statement C, abstract of expenses of the several navy yards instituted at Portsmouth, Boston, New York, Philadelphia, Baltimore, and Norfolk.

Statement D, abstract of moneys paid for timber, (other than Georgia wood) iron, and other materials used in building the frigates.

Statement E, abstract of moneys paid by several agents to ship carpenters, mechanics, and laborers, employed at the several navy yards in building the frigates.

Statement F, abstract of moneys paid by several agents for freight, (other than Georgia wood) including the rafting of timber to the navy yards.

Statement G, abstract of moneys paid for copper and other articles imported; and for sail-cloth, and other articles of domestic manufacture.

Statement H, an estimate of the application of balances.

K. A letter of instructions to Josiah Fox, respecting the arranging and securing the timber, materials, &c. in the navy yards.

L. Exhibits statements of live oak timber, and other materials on hand in the navy yards at Portsmouth, N. H. and New York, arranged agreeably to the foregoing instructions.

M. A statement of live oak timber, and other materials deposited in the navy yard at Norfolk, in Virginia.

N. An estimate of the timber and materials on hand in the navy yards at Philadelphia, Boston, Baltimore, and in Georgia.

O. An account of the timber and materials sold, to whom, and its amount.

It may not, perhaps, be improper to remark, previous to any observations respecting these estimates, that, on the 27th of March, 1794, when the act passed to provide the naval armament, the public were without magazines of timber, materials, or system, which could, in any wise, give facility to the building and equipping of heavy ships of war, circumstances extremely unfavorable, but necessarily attendant on the commencement of the work.

This situation of things, and a certain portion of inexperience, common to all new undertakings, will no doubt be duly appreciated, in examining the causes that have rendered the expenditures, upon this occasion, “apparently enormous.”

The extraordinary expenditures may be considered as resulting from the following causes:

1st. The building of the ships in different places. 2d. The size of the ships. 3d. The quantity of live oak used in their construction. 4th. The rise in the price of materials and labor. 5th. Certain losses and contingencies.

1. *The building of the Ships in different places.*

Had it been determined to build the ships in one place, and in succession, instead of each in a different place, and all at the same time, it is certain that a considerable saving would have thereby accrued to the public. What

\* See Finance, No. 123.—G, page 526; H, page 527; I, page 529; P, Q, R, page 545; and S, page 546.

induced a more expensive arrangement? The law, which directed the armament, appears to have intended that the vessels to compose it were to be built and got ready for sea with as little delay as possible; consequently, it was incumbent upon the Executive to build and equip them nearly at the same time. Under such a construction of the law, the only remaining point to be determined was, whether they should be all built at the same place.

It would have been desirable, no doubt, on account of saving the expense of several establishments, to have built the vessels at one place, and wishes may now be entertained that this had been attempted. To this measure, however, several objections may have presented. Could Philadelphia, New York, Boston, Portsmouth, Baltimore, or Norfolk, or any other of our maritime towns, have furnished the necessary complement of workmen, to have carried on the building of six large frigates at the same time, without its putting a stop to, or sensibly interfering with, their merchant-ship building? Was not the arrangement to build in different towns more likely to keep the general price of wages and labor, in all of them, nearer to its customary level, and, in a less degree, to affect the merchant service? May it not, also, have been an object of some importance, at that moment, to have shown that the United States were in earnest, to resist aggressions, or meet hostilities? And was not the laying the foundation of the six ships, at the same time, calculated to favor this impression?

I find, besides, on referring to a report of a predecessor, in the year 1794,\* that it was thought the money to be expended on the armament would be more equally diffused by building the ships in different places, and that such an arrangement would produce greater efforts in the different constructors and workmen of each town, to get their respective vessels first into the water, whilst it would serve as a criterion to judge where, and by whom, such ships, on future occasions, could be best, cheapest, and most expeditiously built.

All these considerations, probably, had their influence in producing the different establishments.

## 2. *The size of the Ships.*

It appears that the first estimate rendered to Congress, was for frigates of the common size and dimensions, rated at thirty-six and forty-four guns; and that the first appropriations for the armament were founded upon this estimate. It appears, also, that, when their size and dimensions came to be more maturely considered, due reference being had to the ships they might have to contend with, it was deemed proper so to alter their dimensions, without changing their rates, as to extend their sphere of utility as much as possible. It was expected, from this alteration, that they would possess, in an eminent degree, the advantage of sailing; that, separately, they would be superior to any single European frigate, of the usual dimensions; that, if assailed by numbers, they would be always able to lead ahead; that they could never be obliged to go into action, but on their own terms, except in a calm; and that, in heavy weather, they would be capable of engaging double deck ships. These are the principal advantages contemplated from the change made in their dimensions. Should they be realized, they will more than compensate for having materially swelled the body of expenditures.

## 3. *The quantity of live oak used in the construction of the Ships.*

I find that the original estimate for the frigates was calculated upon the ground that their floor timbers, lower piece of stem, and fore and after dead woods, were to be of white oak. Had this plan been executed, or had no live oak been employed in their construction, the expenditures would have been considerably abridged. It was thought, however, advisable, that these pieces should be wholly of live oak, as being, in the end, more economical, though, in the first instance, more expensive. This opinion is well supported. Heavy ships of war, built of live oak and cedar, are, unquestionably, capable of sustaining much harder service, and ruder shocks, and will last much longer, than ships of the same size, constructed of white oak. The durability of ships built of live oak and cedar, compared with those built of the common white oak, may be estimated as five is to one.

Induced by such considerations, contracts were made in Georgia, for live oak, under the direction of the Treasury Department, and workmen sent thither to cut and mould it into the requisite pieces for the frigates. Numerous and successive difficulties, great and unexpected expenses, seem to have marked the commencement and progress of this undertaking. Trees suitable for the purpose were found to be greatly dispersed, and to grow, generally, in situations from whence the pieces, after being moulded, could not be removed but by extraordinary labor. The workmen employed to cut and fashion the wood could not bear up under the climate; some of them died, and others deserted; those were to be replaced with fresh hands. Oxen were also to be sent from hence, to assist in hauling it to landing places convenient for shipping it. Many, too, of the largest live oak trees, cut down for the floor timbers, proved to be defective, after much labor had been consumed in preparing them for the places they were designed to occupy in the frigates.

The effect of these, and similar circumstances, was to increase the expense of the wood vastly beyond its original value, or estimated cost. But will not the public be always, more or less, exposed to like expenses, if, when ships are ordered to be built, the timber and other materials necessary for their construction and equipment are to be sought for and purchased? When every thing is thus to be suddenly procured, will there not be found, in every community, too many persons ready to profit by the occasion? And who, under such circumstances, can estimate, with precision, what an article will finally cost, or say, with certainty, when a work can be finished?

## 4. *The rise in the price of labor and materials.*

There can be no doubt entertained but that the rise of the price of most, if not all the materials and labor employed in building and equipping the frigates, has added considerably to the expenditures. The rise of wages alone, between the date of the first estimate, and the time the frigates were launched, taking Philadelphia for the example, was from nine shillings to fifteen shillings per day; the rise in wrought iron and hemp, about forty per cent; and on freight, one hundred per cent.

But changes in the price of articles, which almost every person has experienced, either as an inconvenience or advantage, in his private transactions, must be too well understood to stand in need of illustration. It may, however, be satisfactory to the committee to learn, from the annexed document, (P) that, if the hull of the frigate United States had been built by contract, the labor must have cost the contractor as much as it has the public.

## 5. *Certain losses and contingencies.*

Under this head may be comprehended the loss of two loads of live oak in its passage from Georgia; the loss of about fifty tons of hemp, by fire, in Boston; the cost of an additional wharf, to ensure the safe launching of the frigate United States; the expense of heaving down the United States to repair an injury done to her false keel and rudder braces, by striking the ground in launching; the expense occasioned by repeated trials to launch the frigate Constitution, and the additional means necessary to procure for her a safe descent into the water; the expense of double freight, in removing some of the live oak, and other timber, from one yard to another, to complete the three frigates; the expense incurred from some of the live oak being transported from Georgia in unsuitable vessels for such service; and from a great proportion of the timber being shipped from twenty to forty per cent. larger than the models prescribed, upon which excess freight was to be paid.

I have now concluded a brief enumeration of those causes that appear to have been most instrumental in producing the difference between the estimated and real cost of the armament. The sum composing this difference is certainly much greater than was foreseen, and proportionably enhances the expenditures.

Perhaps it may not be judged irrelevant to this subject, or improper in this place, to endeavor to distinguish how much or what proportion of the expenditures upon the armament is fairly chargeable to the frigates that have been built.

To do this, or to form a reasonable estimate of the real cost of the three frigates, it will be necessary to deduct from the actual expenditures the amount of the following items.

\*See No. 2.



1st. All sums laid out in the formation and establishment of the three navy yards that have been disused. 2d. All sums expended on the superintendence and safe keeping of the materials and property remaining in these yards, since that period down to the present. 3d. The amount of the pay of the captains, constructors, &c. of the ships, the building of which has been suspended. 4th. The actual cost, as well of those articles that have been sold, as of those remaining on hand, after the completion of the three frigates. 5th. The expenses of every kind attending the procuring and transportation of all timber and articles not used in their construction. 6th. The money expended for workmanship upon the frigates, the construction of which has been suspended.

In addition to these deductions, would it be unreasonable to admit a proportional credit to the frigates which have been built, for the use that may be made of their ways, wharves, boilers, &c. in constructing and launching other ships of the same kind? it not being customary to lay upon the first articles of a new manufactory, all the expenses of the buildings and machinery employed in carrying it on. The estimates already presented and subjoined will exhibit most of these particulars, in as perfect a form as it was practicable to arrange and obtain them. It would indeed have been desirable, for the sake of a literal compliance with the resolution of the House of Representatives of the 16th of March, to have added to these an estimate of the value of the wood and materials on hand. This, however, it was thought best to omit, inasmuch as it was only in my power to have rendered a conjectural valuation.

As connected with this inquiry, it may be proper to refer to the course that has been pursued, to procure the materials and supplies for the armament, and the regulations under which the business was commenced and has been conducted. This will appear from the following documents:

QQ. A letter from the Secretary of War to the Secretary of the Treasury, dated April the 21st, 1794, relative to the timber and materials required for the six frigates, and the appointment of the agents necessary, &c.

\*R. A letter from Tench Coxe, Commissioner of the Revenue, 22d December, 1794, respecting the arrangements made, and contracts entered into, for the naval armament.

\*S. A report of the Secretary of War, made to Congress, December 24, 1794, relative to the naval armament.

\*T. Letter of instructions to the agents appointed for building the frigates.

\*U. Instructions to the superintendents.

\*W. Instructions to the constructors.

\*X. Instructions to the clerks of the yards.

Y. Letter from the Secretary of War to the Secretary of the Treasury, dated the 6th of May, 1794, specifying the conditions for a contract for cannon; with a copy of the contract.

Z. A letter from the present Secretary of War to the Secretary of the Treasury, dated the 13th of September, 1796, respecting the conditions for a contract for cannon; with a copy of the contract.

There remains to be stated "the leading causes that have retarded the completion of the naval armament beyond the several periods mentioned in the estimates submitted to the House of Representatives."

The law to provide the naval armament passed the 21st of April, 1794. It has been observed, that the United States were at that time wholly unprepared to execute with rapidity such a measure. Every thing was to be purchased and prepared. It appears, that the person chosen to superintend the cutting of the live oak in Georgia, left Philadelphia upon that business in June 1794. That the first season was nearly spent in making preparations for commencing to cut, and the land where the trees grew so inundated during two other seasons, as to leave but little time for the workmen to operate. In short, that almost every kind of obstruction, of an expensive and procrastinating nature, attached itself to this undertaking.

The last load of live oak necessary to complete the frame of the frigate United States did not arrive at the port of Philadelphia until the last of July, 1796; several pieces for other parts of the ship, not for a considerable time after; and the masts in particular, from failures in contracts, were not received before the middle of June, 1797. The yellow fever soon after making its appearance, suspended her final completion.

The frame of the frigate Constellation did not get into the yard at Baltimore until the latter end of October, 1796. In November following, the weather setting in extremely severe, little work could be done before the month of March, 1797. In September, after she was launched, the yellow fever discovered itself, and interrupted the work until the middle of October, when the closing up of the river by the ice, prevented her leaving the Patapsco, to be equipped for sea.

Similar delays were experienced in obtaining the live oak for the construction of the frigate Constitution; the last load of which did not arrive at Boston, before some time in December, 1796. But besides the want of wood, another circumstance intervened, as explained in the annexed letter Ab. which prevented her being launched before the 21st of October, 1797.

Further, it may be proper to mention, that anchors, and a number of other articles, which have been contracted for as long since as the year 1794, or directed to be procured, have not yet been obtained or delivered.

That, of three contracts for cannon, two of which were concluded in the year 1794, and the other in 1797, one only has been complied with.

That some of the cannon, furnished under one of the contracts made in 1794, and appropriated for the ship United States, have been brought to Philadelphia, and found not to correspond with the conditions of the contract, notwithstanding they had been proved, examined, and passed, by an experienced agent.

It is, sir, to these various causes that we are to ascribe the delays which have attracted the attention of Congress, and retarded to this time the completion of the frigates.

The frigates are now nearly finished, and from the best judgment that can be formed respecting them, promise to prove the most complete of their kind that have appeared on the ocean; and such as would do credit to the most skilful workmen, of countries more experienced in naval architecture than ours. In offering this remark it is not meant to insinuate, either that they are without defects, or that the arrangements under which they have been built are the best that could have been contrived. In all human plans or superstructures, after wisdom can always discover something to be corrected, or something that might have been executed better.

Before closing this letter, permit me to use the opportunity it presents, to suggest a few observations connected with its subject.

The great delay that has occurred in the present undertaking must always be more or less experienced, when heavy ships of war are required to be suddenly built, and the Government not previously possessed of the necessary timber and materials. It is certainly an unfit time to look for these, and prepare a navy yard, when the ships are required for actual service. It is not to be expected that the large pieces of heavy timber suitable for ships of war will be found at market, or accumulated in private magazines for sale, when wanted on pressing occasions. Do not these circumstances point to the expediency of a legislative provision, commensurate to so important an object?

There is combined with a measure of this kind, another, essential to its due execution, and therefore deserving of consideration.

If the United States contemplate an arrangement for gradually providing a naval protection to their commerce, suitable to the resources of the country, and its relative situation with foreign Powers, the marine business, in such a case, ought to be separated from the Department of War, or the Department of War enabled, by proper institutions, to conduct it in a manner more conformable to the practice of other nations.

The statements and documents necessary to this communication have kept it from the committee much longer than was intended. Should these be still incomplete, or other statements or documents wanted, to satisfy the inquiry, I solicit information, that they may be furnished as soon as possible.

I have the honor to be, with the greatest respect, sir, your obedient servant,

JAMES M'HENRY.

The Honorable EDWARD LIVINGSTON, Esq.  
Chairman of the Committee.

## A A.

*General abstract of Expenditures for the Naval Armament.*

	Cost of Timber procured in Georgia.	Freight of Timber from Georgia to the several Navy Yards.	Moneys expended in Fixtures, Implements, &c. at the Navy Yards.					
			Portsmouth.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.
	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.	Dolls. Cts.
Am't of abstract A.	124,418 37							
Ditto of B.	-	96,403 23						
Ditto of C.	-	-	1,684 82	16,155 26	3,751 99	13,414 50	13,782 40	6,275 31
Ditto of D.	-	-						
Ditto of E.	-	-						
Ditto of F.	-	-						
Ditto of G.	500 00	17,609 89	381 86	853 38	1,321 17	1,474 87	2,181 70	561 02
Ditto of H.	-	-						
Total,	124,918 37	114,013 12	2,066 68	17,008 64	5,073 16	14,889 37	15,964 10	6,836 33

## GENERAL ABSTRACT, &amp;c.—Continued.

	SHIPS BUILT.								
	CONSTITUTION.			UNITED STATES.			CONSTELLATION.		
	Labor.	Materials.	Freight.	Labor.	Materials.	Freight.	Labor.	Materials.	Freight.
	Dolls. Cts.	Dolls. Cts.	Dollars.	Dolls. Cts.	Dolls. Cts.	Dollars.	Dolls. Cts.	Dolls. Cts.	Dolls. cts.
Am't of abstract A.									
Ditto of B.									
Ditto of C.									
Ditto of D.		51,128 76	-		55,497 15	-		66,266 48	
Ditto of E.	89,809 36	-	-	63,701 55	-	-	74,668 58	-	-
Ditto of F.	-	-	4,020	-	-	2,372	-	-	6,095 63
Ditto of G.									
Ditto of H.	20,950 58	24,157 92	-	20,000 00	22,000 00	-	38,108 66	19,721 26	592 12
Total,	110,759 94	75,286 68	4,020	83,701 55	77,497 15	2,372	112,777 24	85,987 74	6,754 75

## GENERAL ABSTRACT, &amp;c.—Continued.

	SHIPS COMMENCED, AT								
	PORTSMOUTH.			NEW YORK.			NORFOLK.		
	Labor.	Materials.	Freight.	Labor.	Materials.	Freight.	Labor.	Materials.	Freight.
	Dolls. Cts.	Dolls. Cts.	Dolls. cts.	Dolls. Cts.	Dolls. Cts.	Dolls. cts.	Dolls. Cts.	Dolls. Cts.	Dolls. cts.
Am't of abstract A.									
Ditto of B.									
Ditto of C.									
Ditto of D.		12,570 54	-		14,063 77	-		9,210 27	
Ditto of E.	9,603 18	-	-	11,197 12	-	-	9,095 16	-	-
Ditto of F.	-	-	155 88	-	-	3,748 58	-	-	668 24
Ditto of G.	-	-	-	2,000 00	2,000 00	-	800 00	800 00	-
Ditto of H.	-	-	-	-	-	-	-	-	-
Total,	9,603 18	12,570 54	155 88	13,197 12	16,063 77	3,748 58	9,895 16	10,010 27	668 24

Expenses that apply generally, - - - - - \$178,340 18  
 Total expenditures, - - - - - 1,114,179 74



## RECAPITULATION.

Cost of timber procured in Georgia,	-	-	-	-	-	-	\$124,918	37
Freight of timber from Georgia for the navy yards,	-	-	-	-	-	-	114,013	12
Moneys expended in fixtures, implements, &c. at the several navy yards.								
Portsmouth,	-	-	-	-	-	\$2,066	68	
Boston,	-	-	-	-	-	17,008	64	
New York,	-	-	-	-	-	5,073	16	
Philadelphia,	-	-	-	-	-	14,889	37	
Baltimore,	-	-	-	-	-	15,964	10	
Norfolk,	-	-	-	-	-	6,836	33	
							61,838	28
		Labor.	Materials.	Freight.				
Ships built.								
Constitution,	-	\$110,759	94	\$75,266	68	\$4,020	00	(b.) 190,066 62
United States,	-	83,701	55	77,497	15	2,372	00	163,570 70
Constellation,	-	112,777	24	85,987	74	6,754	75	205,519 73
		\$307,238	73	\$238,771	57	\$13,146	75	
Ships commenced, at								
Portsmouth,	-	\$9,603	18	\$12,570	54	\$155	88	22,329 60
New York,	-	13,197	13	16,063	77	3,748	58	33,009 47
Norfolk,	-	9,895	16	10,010	27	668	24	20,573 67
		\$33,695	46	\$38,644	58	\$4,572	70	
Expenses that apply generally,	-	-	-	-	-	-	-	(a.) 178,340 18
								\$1,114,179 74
To which add so much accounted for in the War Department, being payments made by the Treasurer of the United States, to officers of the navy,	-	-	-	-	-	-	-	33,500 00
								Total, \$1,147,679 74
The total amount of moneys paid by the Treasurer of the United States, from the institution of the navy, to the 31st December, 1797,	-	-	-	-	-	-	-	\$1,130,667 99
Transferred from the War Department,	-	-	-	-	-	-	-	17,011 75
								\$1,147,679 74
(a.) Expenses that apply generally, stated at	-	-	-	-	-	-	-	\$178,340 18
Deduct this amount, included in abstract G, for seventy-five tons of hemp, ship ballast, which forms an addition to the expense for materials of the ship Constitution,	-	-	-	-	-	-	-	21,800 32
								Leaves only, \$156,539 86
(b.) Labor, materials, and freight of the ship Constitution, exclusive of Georgia wood, freight.	-	-	-	-	-	-	-	\$190,066 62
Add hemp, &c. as above,	-	-	-	-	-	-	-	21,800 32
								\$211,866 94

TREASURY DEPARTMENT, Register's Office, March 6th, 1798.

The foregoing statement, with the documents therein referred to, marked from A to H, have been prepared at the request of the Secretary of the Treasury, from an examination of the accounts remaining in this office, or depending in the other offices of the Treasury Department. In respect to the sums for which no accounts have been rendered, the application to particular heads is made by estimate.

JOSEPH NOURSE, Register.

## A.

*Abstract of Expenditures in procuring Timber in Georgia.*

Henry Jackson, Naval Agent, Boston,	For this amount paid by him for provisions and other articles,	\$1,100	49
Jedediah Huntington, Agent for procuring axemen and carpenters,	Wages paid by him to the carpenters and axemen,	\$20,091	72
	Sundry articles purchased for their use,	3,671	90
Nicholas Fish, Agent at New York,	For provisions shipped for the use of the wood cutters,	23,763	62
Tench Francis, Purveyor of Public Supplies,	Tools purchased, provisions shipped, and other expenses for the wood cutters,	16,614	86
John F. Morgan, Superintendent of the wood cutters,	He received, on account of his superintendence,	8,698	50
Joseph Copperthwaite, Agent for procuring timber in Georgia,	He received on account of his agency,	\$18,556	69
	Paid to him for this purpose, by T. Francis, purveyor, &c.	48,160	84
John Habersham, Agent at Savannah; in Georgia,	For this amount paid by him, for provisions and other supplies to the wood cutters,	66,717	53
		4,522	55
		\$124,418	37

## B.

*Abstract of the freight money paid for the transportation of Georgia wood, to the several Navy Yards.*

Jacob Sheafe, Naval Agent at Portsmouth,	Freight of Georgia timber, for the frigate at Portsmouth,	\$13,297 50
Henry Jackson, Naval Agent at Boston,	Do. do. do. at Boston, -	10,020 84
Tench Francis, Purveyor of Public Supplies,	Do. do. at Norfolk, \$6,661 33 at Baltimore, 6,047 99 at New York, 8,991 88 at Philadelphia, 19,996 00	41,697 20
	Freight and expenses of storing Georgia wood at Mud Island, - - - - 9,168 80	50,866 00
Gurney and Smith, Naval Agents at Philadelphia,	Freight of Georgia timber, for the frigate at Philadelphia,	10,954 76
Samuel & Joseph Sterett, Agents at Baltimore,	Do. do. do. at Baltimore, -	9,184 13
William Pennock, Agent at Norfolk, Virginia,	Do. do. do. at Norfolk, -	2,080 00
		\$96,403 23

## C.

*Abstract of expenses of the several Navy Yards instituted at Portsmouth, (New Hampshire) New York, Philadelphia, Baltimore, and Norfolk, respectively.*

NAVY YARDS.	AGENTS.	Dolls. Cts.
Portsmouth, - - - -	Jacob Sheafe, - - - -	1,684 82
Boston, - - - -	Henry Jackson, - - - -	16,155 26
New York, - - - -	John Blagge, - - - -	3,751 99
Philadelphia, - - - -	Gurney and Smith, - - - - \$1,360 69	
	Tench Francis, - - - - 12,053 81	13,414 50
Baltimore, - - - -	Samuel and Joseph Sterett, - - - -	13,782 40
Norfolk, - - - -	William Pennock, - - - -	6,275 31
		55,064 28

The foregoing sums expended in materials for fixtures and implements in the Navy Yards, including rent, clerk hire, and the commissions of the several agents.

## D.

*Abstract of moneys paid for timber, (other than Georgia wood) iron, and other materials used in building the Frigates.*

NAVY YARDS.	AGENTS.	Dolls. Cts.
Portsmouth, - - - -	Jacob Sheafe, - - - -	12,570 54
Boston, - - - -	Henry Jackson, - - - - \$36,521 96	
	Tench Francis, for the <i>Constitution</i> , - 14,606 00	51,128 76
New York, - - - -	John Blagge, - - - -	14,063 77
Philadelphia, - - - -	Gurney and Smith, - - - - \$12,184 97	
	Tench Francis, - - - - 43,312 18	55,497 15
Baltimore, - - - -	Samuel and Joseph Sterett, - - - -	66,266 48
Norfolk, - - - -	William Pennock, - - - -	9,210 27
		208,736 97

## E.

*Abstract of moneys paid by several agents, to ship carpenters, mechanics, and laborers, employed at the several Navy Yards, in building the Frigates.*

NAVY YARDS.	AGENTS.	Dolls. Cts.
Portsmouth, - - - -	Jacob Sheafe, - - - -	9,603 18
Boston, - - - -	Henry Jackson, - - - -	89,809 36
New York, - - - -	John Blagge, - - - -	11,197 12
Philadelphia, - - - -	Gurney and Smith, - - - - \$4,114 28	
	Tench Francis, - - - - 59,587 27	63,701 55
Baltimore, - - - -	Samuel and Joseph Sterett, - - - -	74,668 58
Norfolk, - - - -	William Pennock, - - - -	9,095 16
		258,074 95



## F.

*Abstract of moneys paid by several agents, for freight (other than of Georgia Wood) including the rafting of timber to the Navy Yards.*

NAVY YARDS.	AGENTS.	Dolls. Cts.
Portsmouth, - - - -	Jacob Sheafe, - - - -	155 88
Boston, - - - -	Henry Jackson, - - - -	4,020 00
New York, - - - -	John Blagge, - - - -	3,748 58
Philadelphia, - - - -	Tench Francis, - - - -	2,372 00
Baltimore, - - - -	Samuel and Joseph Sterett, - - - -	6,095 63
Norfolk, - - - -	William Pennock, - - - -	668 24
		17,060 33

## G.

*Abstract of moneys paid for copper, and other articles imported, and for sail cloth and other articles of domestic manufacture.*

	Dolls. Cts.
Thomas Pinckney, Esq. late Minister Plenipotentiary at the Court of Great Britain.	
Amount of sundry remittances to London, for the purchase of copper, and other articles for the frigates, Henry Jackson.	112,586 66
For cost of seventy-five tons of hemp, - - - -	21,000 00
For ship ballast, - - - -	800 32
	21,800 32
Proprietors of sail cloth manufactory, Boston.	
For 1,545 pieces containing 61,375½ yards, - - - -	22,354 07
Solomon Townshend, contractor for supplying anchors, - - - -	4,252 12
Francis, Brown, & Co. proprietors of the Hope furnace, for cannon delivered, - - - -	16,910 95
Tench Francis, agent expenses, - - - -	100 80
John Blagge, for ship ballast, - - - -	66 36
Gardner and Olden, for a quantity of kentledge, - - - -	268 90
	178,340 18

## H.

*An estimate of the application of balances.*

	Dolls. Cts.
Portsmouth, Jacob Sheafe; it is supposed this balance may be applied in the expense of the navy yards, - - - -	381 86
Boston, Henry Jackson; his accounts have been rendered to 31st December, 1797; the following is an abstract:	
Expenditures in materials, - - - -	18,185 00
Labor, - - - -	15,950 58
Navy Yard, - - - -	853 38
On suspended vouchers; freight of Georgia wood, - - - -	17,609 89
Other expenses, estimate; materials, - - - -	5,972 92
Labor, - - - -	5,000 00
	63,571 77
New York, John Blagge; balance due by him, 5,272 dollars.	
Estimate, Navy yard, - - - -	1,272 00
Materials, - - - -	2,000 00
Labor, - - - -	2,000 00
	5,272 00
Philadelphia, Nicholas Fish; balance due by him, - - - -	49 17
Tench Francis; estimate, navy yard, - - - -	1,474 87
Materials, - - - -	22,000 00
Labor, - - - -	20,000 00
	43,474 87
Baltimore, Samuel and Joseph Sterett; their accounts have been rendered to 31st December, 1797; the following is an abstract:	
Freight, other than Georgia wood, - - - -	659 12
Materials, - - - -	14,721 26
Labor, - - - -	30,108 66
Navy yard, - - - -	1,061 78
Other expenditures, estimate, materials, - - - -	5,000 00
Labor, - - - -	8,000 00
Navy yard, - - - -	1,119 92
	14,119 92
	60,670 74
Norfolk, William Pennock; estimate, navy yard, - - - -	561 02
Materials, - - - -	800 00
Labor, - - - -	800 00
	2,161 02
Daniel Stevens, South Carolina, Georgia wood, - - - -	500 00
	176,081 43

## K.

SIR:

You will be pleased, forthwith, to proceed to New York, Portsmouth, in New Hampshire, and Boston.

The general objects of your journey to these towns, are—

1st. To examine, assort, and arrange into distinct parcels, the ship timbers and planks, the property of the United States, in the different yards in New York, Portsmouth, and Boston.

2d. To examine into the state of the naval stores at those places; and procure for them greater protection and security, where wanted.

3d. To obtain from the principal ship-builders of New York, Portsmouth, and Boston, upon what terms, and within what time, they will agree to build a thirty-six gun frigate of the dimensions described in sketch A.

You will arrange the ship timbers and planks according to the following classes:

Class No. 1 will comprehend the number of pieces of live oak at the respective yards, fit for the frigates whose building have been suspended, and exclusive of the pieces requisite for those under construction.

In this class, as well as in all the other classes, you will assort the timbers or planks agreeably to their names and uses, viz: floors, futtocks, knees, &c. specifying the exact number of each.

Class No. 2 will comprehend the number of pieces of live oak suitable for the frigates building or suspended, but which may be used in the construction of the frigate, sketch A.

Class No. 3 will comprehend the number of pieces of live oak unsuitable for any of the frigates, including sketch A, by reason of defects or other causes—noting those causes.

Class No. 4 will exhibit—1st. The number of pieces of white oak suitable and wanted for frigate, sketch A. 2d. The number of pieces unsuitable, and not wanted for the frigates under construction, or for frigate, sketch A.

Class No. 5 will exhibit a statement of the plank in each yard, arranged according to their thickness, lengths, and kinds, viz: The kind and quantity wanted for frigate, sketch A, exclusive of the quantity necessary to complete the frigate at Boston. 2d. The surplus, divided into its kinds.

Class No. 6 will exhibit the number, sizes, and kinds of masts and spars.

It being contemplated to dispose of the timber assorted under class No. 3, those under 2d class, No. 4, and the plank under 2d class, No. 5, and such of the masts and spars as may not be wanted, or would be injured by keeping; you will, therefore, endeavor to form an opinion of what these would probably sell for, at the places where deposited, and report the same.

The timbers ordered from New York, for the frigates building at Philadelphia and Baltimore, are to be excluded from your estimates.

You are to see the timbers, destined for future use, carefully piled up, as well as the timbers assorted for frigate, sketch A, and the whole protected against the weather by proper sheds; and against thefts, by enclosures.

In piling it, care must be taken so to dispose of that suitable for frigate, sketch A, that it may be removed at any time without disturbing the other.

It will be proper, also, that you should visit the warehouses where naval materials are stored; examine the state in which they are, and whether they are well secured; and take an exact inventory of the different kinds and quantity of each kind.

In ascertaining the terms on which the ship-builders, at the towns you are to visit, will contract to build a thirty-six gun frigate, conformably to sketch A, you will require—1st. Their terms for such a frigate; they finding the timber and other materials. 2d. Their terms, the United States finding timber and plank. 3d. Their terms, they taking the timber and plank, fit for the purpose, at a valuation. 4th. That their proposals be in writing, and the time they will finish her in, expressed.

But to obviate delay as much as possible, you will, on your arrival at New York, obtain, from one or more of the principal ship builders, upon what terms, and in what time, they will engage to complete a ship of the dimensions of sketch A, and forward the same to the Secretary of War.

You will also write to Portsmouth and Boston, to the same purpose; stating the size and dimensions, and requesting them to forward to the Secretary of War their terms, and the time when they will engage to deliver such a vessel of well seasoned timber. Their terms, the United States finding the timber, or they taking it at a valuation, may be obtained afterwards.

As it is necessary that there should be responsible persons appointed, to take charge of the timber and naval materials, you will inquire for such, report their names, and what they would consider as a reasonable compensation.

You will also examine into, and report, the progress made in the frigate building at Boston, and the probable time when she may be launched.

I have directed a warrant to be made out in your favor, for three hundred dollars, to cover the expenses attending your mission. It will be proper that you should take vouchers or receipts for your disbursements to enable you to settle for this advance with the Accountant of the War Department.

Given at the War Office, this 12th day of July, 1796.

JAMES M'HENRY.

Mr. JOSIAH FOX.

## L.

*Statement of Materials, &c. on hand in the Navy Yard at Portsmouth, New Hampshire, arranged agreeably to the foregoing instructions.*

## CLASS No. 1.

Names of Live Oak Timbers.						Moulded and dressed.	Remaining in a rough state.	Total number.
Floors,	-	-	-	-	-	18	10	28
1st Futtocks,	-	-	-	-	-	101	5	106
2d Futtocks,	-	-	-	-	-	94	20	114
3d Futtocks,	-	-	-	-	-	46	5	51
Top Timbers,	-	-	-	-	-	105	27	132
Pieces of Partners,	-	-	-	-	-	-	17	17
Fashion Pieces,	-	-	-	-	-	4	-	4
Transoms,	-	-	-	-	-	5	-	5
Knight Heads,	-	-	-	-	-	-	7	7
Fore { Upper Cants,	-	-	-	-	-	4	-	4
{ Lower Cants,	-	-	-	-	-	9	4	13
Half Top Timbers,	-	-	-	-	-	10	-	10
Stern Post and inner Post,	-	-	-	-	-	2	-	2
Upper piece of Apron,	-	-	-	-	-	1	-	1
Stern (complete)	-	-	-	-	-	2	-	2
Stanchions,	-	-	-	-	-	-	3	3
Spare pieces,	-	-	-	-	-	-	42	42
						401	140	541

N. B. Eighteen pairs of frames are completed, bolted, and ready for raising.



## CLASS No. 2.

There is no live oak suitable for frigate, sketch A.

## CLASS No. 3.

Three pieces only of live oak comes under this description, and those are serviceable for chocks, viz:

One floor,	} rotten in part.
One third futtock,	
One upper cant,	

## CLASS No. 4.

One hundred and forty-seven pieces of white oak timber, suitable and wanted for frigate, sketch A, and which have been delivered to Mr. James Hacket. 2d. Forty-eight pieces of white oak timber remains in the yard, that are not wanted for frigate, sketch A, nor for those under construction. Twenty-three of the aforesaid pieces were provided for gun-deck beams, and are dressed to the moulds. The remaining twenty-five pieces are in a rough state, being intended for beams and keelsons; the contents of those pieces cannot be correctly ascertained, as they are nearly covered with mud. One hundred and sixty-four white oak knees have been delivered to Mr. James Hacket, for frigate, sketch A.

Two hundred knees of white oak remain in the yard, averaging about eight inches diameter, each.

## CLASS No. 5.

Number.	Feet.
8 inch wale pieces, 56	containing 2,345 as plank measure.
7 inch water ways, 16	" 847 ditto.
6 inch thickstuff, 46	" 2,220 ditto.
5½ inch ditto, 20	" 880 ditto.
5 inch ditto, 70	" 3,210 ditto.
4½ inch ditto, 34	" 1,431 ditto.
4 inch plank, 215	" 11,627 ditto.

Exclusive of the above, there are 7,931 feet of plank in the dock, that were received as two-inch plank; some part of which is mill-sawed, the other part hand-sawed.

Oak plank suitable for frigate, sketch A, and which have been delivered to Mr. James Hacket.

1 of 4½ inches,	containing	24 feet.
86 of 4 inches,	"	3,577 feet.
124 of 3½ inches,	"	4,602 feet.
80 of 3 inches,	"	3,316 feet.

Pitch pine plank suitable for frigate, sketch A, and which have been delivered to Mr. James Hacket, viz:

66 plank, containing 7,212 feet.

361 pitch pine plank remains in the navy yard, of 4 inches in thickness, containing 38,250 feet.

N. B. There are none of the aforesaid pine plank wanted for the frigate building at Boston.

## CLASS No. 6.

There is, in the great dock, a complete set of masts and yards, together with the smaller spars, proper for a 36 gun frigate, consisting of 29 pieces.

## ARTICLES NOT CLASSED.

155 pieces of carlings,	24 pieces of small elm timber,
377 pieces of ledges,	1 ship cabouse, complete,
53 gun carriage sides,	83 cwt. 1 qr. 15 lbs. of iron hoops,
58 pieces of maple timber,	54 white oak butt shooks and heads,
10 harping pieces,	15 do. hogsheds, do.
4 pieces of coamings,	1 large anchor, weight 44 cwt. 2 qrs. 14 lbs.
8 ditto, ditto.	3 bales of bunting,
4 trussel trees,	4 pieces of half thick,
3 cross trees,	2 pieces of kersey,
2 caps,	1 complete set of mast blocks.

A large quantity of articles are in the stores, necessary toward ship building, consisting of ropes, blocks, iron of various descriptions, tools, and other implements for the workmen, &c.

A complete set of moulds, bevelling boards, and staffs, are deposited in the mould loft; and which had been provided for building a 36 gun frigate.

N. B. All the aforesaid materials are properly secured.

*White and Live Oak Timber selected out of the navy yard, Portsmouth, N. H. for the frigate building at Boston, viz:*

WHITE OAK.	LIVE OAK.—Continued.
123 white oak knees,	2 3d futtocks,
1 large ditto, for cable bits,	4 top timbers,
7 beams.	2 counter timbers,
	2 knight heads,
	1 breast hook.
	<hr/> 182 pieces. <hr/>

All of the above pieces are marked and numbered with a rasing knife, and also with red paint.

The keel, of white oak, is blocked and protected from the weather; but it may be proper to remark that, in three years, it will be in such a state as to be unfit for the service it was intended for.

PORTSMOUTH, November 4th, 1796.

JOSIAH FOX, Navy Constructor.

## IMPLEMENTS, &amp;c.

2 cross-cut saws,	1 cant dog,
6 whip saws,	3 broken hauling dogs,
2 tenon saws,	30 pounds of staples,
2 capstans,	3 spades,
1 large tool chest,	4 shovels,
4 pit dogs,	8 augers,

2 grindstones and cranks,  
 4 saw files,  
 2 mauls,  
 2 scrapers,  
 2 gouges,  
 1 saw box and three saw sets,  
 1 iron pitch pot,  
 1 iron pitch kettle,  
 1 large beam and scales, with a set of iron weights,  
 1 small ditto,  
 35 pounds of chalk,  
 8 barrels of tar,  
 4 oars, measuring 68 feet,  
 1 moses boat, in bad order,  
 1 yawl, 18 feet long, with oars and sails complete,  
 1 wherry and oars, in complete order,  
 1 tar bucket,  
 3 iron crows,  
 1 pick axe,

20,000 treenail punches, of oak,  
 1 double and 1 single tackle blocks,  
 24 rough handspikes,  
 17 pine boards, measuring 695 feet,  
 12 bolsters, with feathers,  
 14 blankets,  
 34 tow and linen sheets,  
 13 bed sacks,  
 1 feather bed,  
 1 bedstead, with canvass bottom,  
 5 large pine bedsteads,  
 2 small ditto,  
 1 set of double and single blocks,  
 3 sets of three-fold blocks, consisting of 3 double and 3 single blocks,  
 2 capstans,  
 2 cwt. 1 qr. 9 lbs. rope,  
 2 cwt. 1 qr. 2 lbs. rope, nearly worn out.

A complete set of moulds suitable for a 28 gun frigate, with staffs, bevelling boards, &c. complete, which were provided for building the Crescent frigate.

N. B. Since the aforesaid account was taken, some part of the timber and plank have been appropriated towards the completion of the Constitution, the exact account of which has not been received.

*Statement of materials applied towards completing the Constitution, which have been drawn from the Navy Yard at Portsmouth, N. H., since the foregoing account was taken.*

79 pieces live oak, of various descriptions,  
 2 live oak knees,  
 36 white oak knees,  
 20 beams,  
 22 pieces white oak timber,  
 4 white oak plank, of 8 inches,  
 9 do. do. of 7½ do.

38 white oak plank, of 7 inches,  
 51 do. do. of 6 do.  
 31 do. do. of 5½ do.  
 61 do. do. of 5 do.  
 36 pieces maple timber,  
 36 pitch pine plank, of 4 inches.

*Statement of materials, &c. on hand in the Navy Yard at New York.*

#### CLASS No. 1.

Three hundred and sixteen pieces of live oak, of various descriptions, remain in the yard, exclusive of what have been selected out for the frigates under construction. Those timbers, being mostly in a rough state, may be appropriated to various purposes. It may be proper to note that the stem intended for the 44 gun frigate, which was to have been built here, is complete. The stern post is in a similar situation, and several of the transoms are on it.

#### CLASS No. 2.

There is no live oak suitable for frigate, sketch A.

#### CLASS No. 3.

Two pieces only come under this description, and those pieces of live oak are serviceable for chock, viz:  
 2 Floor timbers: shaken by sun and wind.

N. B. No pieces of live oak in a decayed state.

#### CLASS No. 4.

White oak and pine timber, in logs, 105,864 feet.  
 Ditto do. of various descriptions, 24,444 feet.  
 Carlings and ledges, 18,130 feet.

N. B. None of the above timber is wanted, or suitable for frigate, sketch A.

#### CLASS No. 5.

White oak plank of 7 inches,	13,223 feet, superficial.
Ditto of 6½ do.	4,387
Ditto of 6 do.	35,172
Ditto of 5½ do.	5,599
Ditto of 5 do.	16,305
Ditto of 4½ do.	760
Ditto of 4 do.	92,232
Ditto of 3½ do.	2,670

171,348

White oak plank and scantling, of various sizes,	42,371
Georgia pitch pine plank,	85,930
Yellow pine plank of 2½ inches,	5,764
Yellow pine plank of 2 inches,	17,116
Yellow pine plank of various sizes,	12,889

336,328 feet.

N. B. None of the above plank wanted for frigate, sketch A.

#### CLASS No. 6.

There are in the navy yard, 17 large spars of various sizes and lengths, which were provided for masts and yards; they are all in a rough state, and may be converted to various purposes.



*Articles not classed.*

	Tons.	cwt.	qrs.	lbs.
Copper, viz: Sheets for sheathing, -	10	17	0	24
Sheathing nails, -	1	5	3	23
Bars for bolts, -	11	9	3	1
Butt bolts, -	0	5	3	9
Spikes and rings, -	0	14	0	14

Tons, 24 12 3 15

	Tons.	cwt.	qrs.	lbs.
Iron—Kentledge, -	34	4	2	0
Twenty-four pound shot, -	25	13	2	21
Two small anchors, -	0	3	2	14
Iron of various descriptions, -	1	11	3	6

Tons, 61 15 2 13

A ship's caboose complete, with cooking utensils, armorer's forge, &c.

A set of large scales and weights, with triangles.

A large cistern for boiling plank, 70 feet long, 6 feet wide.

A complete set of moulds, bevelling boards, and staffs, are deposited in the mould loft, and which had been provided for building a 44 gun frigate.

Keel complete for a 44 gun frigate.

Treenails of locu st, suitable and wanted for frigate, sketch A, viz:

Of 36 inches, -	-	-	-	1,200
Of 24 do. -	-	-	-	3,320
Of 20 do. -	-	-	-	3,480
Of 18 do. -	-	-	-	8,390
Of 16 do. -	-	-	-	1,630

Total number, 18,020

*Live oak timber selected out for the Frigate building at Philadelphia, viz:*

29 Pieces of various descriptions, containing 428 cubic feet.

10 Do. do. do. 191 do.

13 Knees, - do. 166 do.

2 Counter timbers, - do. 29 do.

54 Pieces. 814 feet.

*Live oak timber selected out for the Frigate building at Baltimore, viz.*

17 Pieces of various descriptions, containing 321 cubic feet.

*Live oak timber selected out for the Frigate building at Boston, viz:*

125 Pieces of various descriptions, containing 2,711 feet.

1 White oak log, for keelson, - 118 feet.

126 Pieces. 2,829 cubic feet.

NEW YORK, November, 1796.

JOSIAH FOX, *Navy Constructor.*

## IMPLEMENTS, &amp;c.

2 Cross cut saws,	1 Seven pound do.
9 Pair of iron hinges,	10 Pounds lead weights,
1 Iron pot,	1 Pair of shovel and tongs,
4 Shovels,	1 Pair of andirons,
7 Iron plates for boilers,	1 Iron cover for fire place,
651 lbs. of iron spikes,	1 Scale and beam,
676 lbs. of nails, of all sorts,	1 Four wheel truck,
15 Dozen of augers,	4 Chairs,
9 Locks,	2 Wheel barrows,
1 Yard bell,	2 Wooden buckets,
13 Cwt. 0 qrs. 6 lbs. of cordage,	14 lbs. of spun yarn,
1 Barrel of turpentine,	4 Blocks,
2 Barrels of tar,	14 Sheaves,
15 Gallons of train oil,	12½ yards of flannel,
67 lbs. of tallow,	25 Yards of ravens duck,
10 Fifty-six pound weights,	2 Grindstones,
1 Twenty-eight pound weight,	1 Hogshhead of lime.
1 Fourteen pound do.	

## M.

*Statement of Materials, &c. on hand in the Navy Yard at Norfolk.*

Names of Live Oak Timbers.										Moulded and dressed.	Remaining in a rough state.	Total number.
Floors,	-	-	-	-	-	-	-	-	-	4	-	4
First futtocks,	-	-	-	-	-	-	-	-	-	64	-	64
Second futtocks,	-	-	-	-	-	-	-	-	-	53	-	53
Third futtocks,	-	-	-	-	-	-	-	-	-	13	-	13
Top timbers,	-	-	-	-	-	-	-	-	-	65	76	141
Pieces of partners,	-	-	-	-	-	-	-	-	-	-	24	24
Fashion pieces,	-	-	-	-	-	-	-	-	-	4	-	4
Transoms,	-	-	-	-	-	-	-	-	-	7	3	10
Knight heads,	-	-	-	-	-	-	-	-	-	-	5	5
Fore { Upper cants,	-	-	-	-	-	-	-	-	-	6	2	8
{ Lower cants,	-	-	-	-	-	-	-	-	-	3	-	3
Stern post and inner post,	-	-	-	-	-	-	-	-	-	2	-	2
Harping piece,	-	-	-	-	-	-	-	-	-	-	1	1
Stem, (upper piece)	-	-	-	-	-	-	-	-	-	-	1	1
Spare pieces,	-	-	-	-	-	-	-	-	-	-	60	60
Half timbers,	-	-	-	-	-	-	-	-	-	-	3	3
Stanchions,	-	-	-	-	-	-	-	-	-	-	6	6
										221	181	402

N. B. The stern frame is put together complete, and ready for raising.

20 frames are complete.

21 Do. completed in part.

Keel, of white oak, complete, 166 feet in length,

Midship dead woods, do. 100 do.

69 gun and lower deck beams, dressed and painted.

Number of feet, superficial, of white oak timber received into the yard, some part of which have been used for blocking and other purposes,	}	Feet.
White oak timber converted into keelsons, &c.		48,052
White oak rising timbers, lower piece of stem, stern post, knee, &c.		57,948
	}	8,064

Superficial feet, 114,064

<i>Copper.</i> —31 cases of sheet copper for sheathing,	Tons.	cwt.	qrs.	lbs.
4 casks of sheathing nails,	9	12	3	10
4 boxes of composition butt bolts,	1	15	3	23
1 case of do. not weighed,	0	8	0	19
3 casks of spikes and rings,	-	-	-	-
294 bars for bolts,	}	14	8	3 24
		25	15	3 20

*Iron.*—120 bars of various sizes for bolts,

33,524 lbs. of iron have been received, some part of which has been applied to bolting the frames.

A caboose complete, with iron boilers and armorer's forge.

## OAK PLANK.

Of seven inches thick,	-	-	-	-	1,127 feet.
Of six do.	-	-	-	-	612
Of five and one-half do.	-	-	-	-	286
Of five do.	-	-	-	-	2,060
Of four and one-half do.	-	-	-	-	459
Of four do.	-	-	-	-	10,428
Of three and one-half do.	-	-	-	-	399
Of three do.	-	-	-	-	474
Of various sizes,	-	-	-	-	2,032

Yellow pine plank, of three inches thick,	-	-	-	-	17,877
					28,877

Total quantity, 46,754 feet.

A large cistern for boiling plank, seventy feet long, six feet wide.

A complete set of moulds for a forty-four gun frigate are deposited in the stores.

## IMPLEMENTS, &amp;c.

1 dozen of augers,	2 grubbing hoes,
1 pair of copper scales and weights,	6 large spades,
3 large ox chains,	30 bushels of lime,
4 small draw chains,	5½ dozen of files,
2 large sledges,	3 small tackle falls,
3 cant bars,	1 4½ do. measuring sixty fathoms,
1 pair of iron wedges,	1 keg of red ochre,
1 grindstone,	2 large pieces of cast iron,
6 large water cans,	334 pounds of riband nails,
1 half barrel of turpentine,	16 composition plates,
3 whip saws,	17 small copper bolts,
2 cross-cut saws,	Several wheel barrows,
6 crow bars,	2 large crabs,



## COOKING UTENSILS.

2 large iron pots,	6 large pewter dishes,
2 Dutch ovens, with iron covers,	16 tin cups,
2 tea kettles,	2 pewter plates,
2 pots, racks, and runners,	3 dozen of knives and forks,
2 coffee pots and one frying pan,	2 provision kids.
8 pewter basins,	

## N.

*Estimate of Materials, Apparatus, &c. that will remain on hand in the Navy Yard, Boston, after the frigate Constitution is fitted for sea, agreeably to application from the War Office, March 20, 1798, viz:*

- 152 pieces of live oak timber, containing 1,054 cubic feet, of various sizes,
- 2,508 feet of white oak ship timber,
- 6,354 feet of white oak, of various descriptions,
- 654 feet of white pine plank,
- 13,391 feet of Georgia pine plank, for decks.
- 5,370 locust treenails,
- 1 spare foremast,
- 1 do. mainmast,
- 1 do. mizzenmast,
- 1 do. bowsprit, besides some small spars,
- 1,237 pounds of old copper,
- 8 cases of sheet copper, containing each from 77 to 80 sheets, 48 inches by 14,
- 2 casks of copper rings, weighing 951 pounds,
- 5 boxes of small copper bolts, weighing 1,128 pounds,
- 22,661 pounds of copper bolts, mostly one and three-eighth inches,
- 5 copper dove-tails, plates, and a saucer, as received from Portsmouth,
- 6 iron plates for bottoms of boilers,
- Scale beam, twenty-three 56 pound weights, one of 112 do. and small weights,
- 1 iron stove,
- 1 yard bell,
- Grindstones,
- 9 yard saws,
- 1 brand stamp,
- A blacksmith's shop, with two pair of bellows,
- 2 anvils,
- 1 beak iron,
- 1 vice,
- Sledges and
- Hammers for ship work, with other tools, for two fires,
- 2 large anchors, received from New York, being disproportioned, and otherwise badly made. Captain Nicholson declines taking either of them on board the Constitution, although he is destitute of one large anchor of his complement.
- 8 kedge anchors, from six to seventeen hundred weight each,
- 957 twenty-four pound shot, found too large for the guns,
- A quantity of refuse, broken, and cut to pieces, of live oak, white oak, and pine timber, oak and pine plank, spruce poles, &c. &c.
- Foundation on which the frigate was built, launching and bilgeways, complete, containing large quantities of timber, of oak, hard wood, and pine.
- A platform, to make masts upon, made of pine, and can be taken up,
- A large store in the navy yard, three stories high, fifty-five by thirty-six feet.
- Sheds, saw pits, &c. &c.
- Tools and utensils of wood and iron, say—capstans, hand-trucks, sleds, &c. &c.
- Sundry blocks, falls, &c.
- A float stage, a complete set of frigate and boat moulds.

HENRY JACKSON, *Naval Agent.*

Boston, April 3, 1798.

## MEMORANDUM.

- 2 cases of sheet copper, } are deducted from the quantity on hand, will be taken on board the ship.
- 300 pounds of copper bolts, }
- 2,000 pounds of the old copper is also deducted for the carronades for the tops, which are in hand at the foundry.

*Statement showing the articles on hand, belonging to the United States, at the Navy Yard at Philadelphia, on the 10th of April, 1798.*

7,646 feet of 1½ inch pine boards,	1 frame work shop,
266 do. 3 inch oak plank,	1 do. counting house,
167 do. 4 do.	55 red cedar posts,
31 do. 5 do.	1 white oak bit knee,
250 do. 3 and 4 inch do. short,	10 live oak top timbers,
4,728 do. 3 inch pine plank,	1 do. (condemned)
835 do. 4 do.	9 half top timbers, of live oak,
279 do. 2 do.	1 do. (condemned) do.
104 do. pine scantling,	4 third futtocks, do.
4 small pine beams, containing forty cubic feet, (condemned)	3 small second futtocks, do.
142 shores,	4 do. (condemned) do.
46 blocks,	1 stanchion, do.
53 pine standards,	1 do. (condemned) do.
Bilge ways, launching ways, and checks,	1 ranging piece, do.
1 rafting boat,	2 brigs' transoms, do.
3 crabs,	1 lower stem piece, do.
1 large boiler for boiling plank,	1 first futtock, (condemned) do.
2 small frame stores,	1 knee, do.

*An Inventory of all the Timber, Plank, and other Materials, of every sort, remaining in the Navy Yard at Baltimore, after the completion of the frigate Constellation, December 7th, 1797.*

1 set of double launching ways, including sliding ways, cant pieces, shores, blocking, and wedges, with iron work, all complete, and well calculated to launch any ship, from 74 guns down to a frigate.	1 machine for driving bolts.
1 excellent pine mast, 73 feet long, and 30 inches diameter.	3 gins, with benches.
2 excellent pine masts, 76 feet long, and 25 inches diameter, used as sheers.	3 machines for sliding timber.
53 live oak knees, from 3 to 10 feet long.	4 treenail moots and horses.
52 do. top timbers, about 14 do.	1 stove for heating plank, with 1 copper boiler of 90 gallons.
30 do. futtocks, of various kinds, about 14 do.	4 iron plates for boiler.
2 do. floors, . . . about 19 do.	2 ten plate stoves.
1 do. counter . . . 18 do.	1 six do.
1 do. log sent as spar, 21 ft. long and 15 in. thick.	1 frame guard house, 12 feet by 12 feet.
1 do. do. 19 do. 15 do.	1 boat-builder's shed, 40 do. 22 do.
3 do. do. 20 do. 12 do.	1 mast shed, 90 do. 25 do.
1 do. do. 16 do. 16 do.	1 work house, 66 do. 22 do. with a shed.
4 do. do. 11 do. 11 do.	1 joiner's shop, 50 do. 25 do.
6 do. do. 12 do. 10 do.	1 blacksmith's shop, 50 do. 28 do.
165 oak plank, of 3 inch, from 32 to 42 feet long.	1 clerk's office, 16 do. 12 do.
193 do. do. 4 do. 35 41 do.	1 batteau.
42 do. do. 4 $\frac{5}{8}$ do. 33 40 do.	1 cart.
3 do. do. 5 $\frac{1}{2}$ do. — 30 do.	2 ladders.
63 do. do. 6 do. 23 40 do.	1 pair trucks.
16 do. do. 7 do. — 44 do.	3 crabs.
96 pine boards, 1 do. 12 20 do.	4 grindstones.
154 do. do. 1 $\frac{1}{2}$ do. 15 24 do.	2 boat sheds.
38 pine plank, 1 $\frac{1}{2}$ do. — 24 do.	1 do. do. for caboose.
58 do. do. 2 do. 20 24 do.	3 temples.
481 do. do. 2 $\frac{1}{2}$ do. 30 40 do.	1,302 lbs. copper bolts.
102 do. do. 3 do. 24 45 do.	3 cross-cut saws.
101 do. do. 3 $\frac{1}{2}$ do. 45 54 do.	5 whip saws.
102 do. do. 4 do. — 54 do.	5 small anchors.
1 white oak log, 26 feet long, about 18 inches.	800 feet iron chains for rafting timber
1 do. do. 13 do. 12 do.	4 saw benches.
1 do. do. 16 do. 14 do.	74 ring bolts.
1 do. do. 13 do. 12 do.	247 sets do.
12 do. do. 14 do. 8 do.	11 cant hooks.
7 do. do. 8 to 40 do. 12 do.	34 rafting clamps.
9 rising timbers, 20 feet by 12 inches.	54 do. staples.
144 white oak knees, from 5 to 14 feet long, and from 5 to 13 inches.	15 treenail pinches.
152 short pieces of oak plank, from 4 to 12 feet long.	4 iron wedges.
89 oak slabs, about 20 feet long.	6 small claws.
34 do. standards, 45 and 50 feet in length.	6 dogs.
230 do. shores, about 15 feet long.	1 bull do.
5 pine standards, 45 and 50 feet in length.	8 slice irons.
1 do. carling, 27 feet long, and 12 by 6 inches.	113 augers.
1 do. do. 18 do. 12 6 do.	105 lbs. iron hoops.
2 do. beams, 33 do. by 12 inches.	17 mauls.
1 do. do. 29 do. 9 do.	5 pair bellows, with 4 complete sets smiths' tools, with 2 vices.
29 do. pieces timber, from 2 to 6 feet long.	12 copper riveting plates.
268 white oak do. do.	1,190 do. do. rings.
308 live oak, do. do.	22 six inch copper spikes.
1 brow complete, 104 feet long, 11 $\frac{1}{2}$ feet broad, made of 3 inch pine plank.	12 twelve do. bolts.
1 set of moulds, as received from Philadelphia.	4 four do. do.
	5,000 locust treenails.
	A large quantity of spikes and bolts, in various pieces of timber about the yard, which it would be proper to have drawn in the spring.
	2 pine spars, 45 feet long by 10 inches.
	1 horse, saddle and bridle.

DAVID STODDER,  
THOMAS TRUXTUN,  
ISAAC GARRETSON,  
HENRY SMYTH.

For Samuel and Joseph Sterett,

P. S. The materials per the above list are all in good order, except a few pieces of timber and plank that are sun shaken, owing to their being exposed without any covering; the solid contents may be calculated nearly, by any clerk in the office. It would have cost an immense labor, had men been employed, particularly at this season, to have turned over every piece separately, to measure the same every way; we, therefore, considered the mode we took to be the cheapest, and that it would answer every purpose you could wish or desire, especially as we have been very minute in ascertaining every particular on hand.

We also think it proper to inform you, lest hidden logs, or unknown shelves of sand, of greater extent than we are aware of, should injure the ship, that she only floats at high water, on spring tides; a situation by no means proper or desirable for such a ship as the *Constellation* to lay in.

The iron that remains on hand, after the several jobs in hand are complete, will be returned in the clerk's monthly report.

DAVID STODDER,  
THOMAS TRUXTUN,  
ISAAC GARRETSON,  
HENRY SMYTH.

For Samuel and Joseph Sterett,

The Hon. JAMES M'HENRY, *Secretary of War.*



Live Oak Timber deposited at Mud Fort (Philadelphia) and Georgia.

AT PHILADELPHIA AND MUD FORT.

	37 Floors,	
	97 1st Futtocks,	
	51 2d Futtocks,	
	78 3d Futtocks,	
	128 Top timbers,	
	72 Cant timbers.	
	32 Riders,	
	129 Knees,	
	6 Pieces of partners,	
	4 Counter timbers,	
	3 Crutches,	
	26 Hawse pieces,	
	4 Half timbers,	
	22 Stanchions,	
	689 pieces, containing 14,761 cubic feet.	
At Ossaba, in Georgia,	-	9,110 ditto.
Total,	-	<u>23,871 feet.</u>

O.

An account of Materials sold from the under mentioned Navy Yards, and to whom.

Materials sold from Portsmouth, N. H.

To Mr. James Hacket, viz:

		Féet.	Inches.	Dolls.				
White oak plank,	of 3 inches,	259	9 at 90	per M.	-	-	\$225	33.4
Ditto,	of 3½ do.	3,749	10 at 105	do.	-	-	393	72
Ditto,	of 4 do.	2,274	5 at 120	do.	-	-	272	93
Ditto,	of 4½ do.	24	2 at 135	do.	-	-	3	66.2
White oak ceiling plank,	of 3 do.	806	2 at 70	do.	-	-	56	43.4
Ditto,	of 3½ do.	852	5 at 81,66½	do.	-	-	69	64
Ditto,	of 4 do.	1,303	3 at 93,33½	do.	-	-	121	64.2
Pitch pine plank,	of 3 do.	2,404	0 at 90	do.	-	-	216	36
Long W. O. timber, 161 tons, 8 feet, at \$10 per ton,		-	-	-	-	-	1612	00
Short ditto, do. 60 tons, 23 feet, at \$6 per ton,		-	-	-	-	-	363	45
White oak knees, 1,547½ inches, at 40 cents per inch,		-	-	-	-	-	618	88
Pine timber, 10 tons, 27 feet, at \$3.50 per ton,		-	-	-	-	-	37	36
Spruce spars, 88½ inches, at 8 cents per inch,		-	-	-	-	-	7	08
White oak treenails, 318, at 60 cents per hundred,		-	-	-	-	-	1	90.8

From the Navy Yard, New York.

		Feet.	Dolls.					
Locust treenails,	of 36 inches,	1,230	at 22 50 per M.	-	-	-	\$27	00
Ditto,	of 24 do.	3,320	at 15 00 do.	-	-	-	49	80
Ditto,	of 20 do.	3,480	at 12 50 do.	-	-	-	43	50
Ditto,	of 18 do.	8,390	at 11 25 do.	-	-	-	94	38
Ditto,	of 16 do.	1,630	at 10 00 do.	-	-	-	16	30

From the Navy Yard, Portsmouth.

To Tench Francis, Esq. Purveyor.

		Feet.	Dolls.					
White oak plank,	of 2½ inches,	39	at 75 per M.	-	-	-	\$2	92
Ditto,	of 3 do.	1,231	at 90 do.	-	-	-	110	79
Ditto,	of 4 do.	1,892	at 120 do.	-	-	-	226	80
Ditto,	of 6 do.	52½	at 180 do.	-	-	-	9	45
White oak timber, 657 feet, at \$10 per ton,		-	-	-	-	-	164	25
Pieces of bunting, 47 feet, at \$6 66 per piece,		-	-	-	-	-	313	02

From the Navy Yard, Boston.

Sheet copper, 12,600 pounds, at 40 cents per lb.	-	-	-	-	-	4,840	00
Copper nails, 1,672 ditto, at 50 cents per lb.	-	-	-	-	-	836	00

From the Navy Yard, Portsmouth.

To Elisha and James Hill.

Iron, - 5 tons, 19 cwt. 2 qrs. 14 lbs. at \$120 per ton,	-	-	-	-	-	717	22
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From the Navy Yard, New York.

To Messrs. M'Keige and Sylvester.

White oak timber, 4,884 feet, }	-	-	-	-	-	1,281	06
Pine timber, 1,122 do. }	-	-	-	-	-		
Dollars,	-	-	-	-	-	<u>12,732</u>	<u>49</u>

P.

NAVY YARD, January 22, 1798.

Sir: Enclosed you have a statement of the pay rolls for the different tradesmen's bills, employed in building and finishing the frigate United States, by the day, up to the 19th instant. You will observe that the amount of the carpenter's, laborers', and calkers' wages, amount to \$46,161 63. The frigate measures 1,444 tons, and cost \$31 89

per ton, according to the old mode of tonnage merchant ships, in this port. You will also observe that merchant ships, tonnage by this rule, have only two decks, the depth never taken into consideration; the frigates have twice the number of decks, and ought to have an augmentation of price, or a mode of increasing the number of tons, according to the difference in workmanship. The mode by which the above tonnage is found, is by multiplying the length of keel, for straight rabbet, by the moulded breadth of beam; and that product by half the breadth, (which is taken for the depth, let it be what it may, and without regard to the number of decks) the last product divided by ninety-five, which gives the number of tons required.

Price per ton for building and finishing the carpenters', laborers', and calkers' work, of live oak and red cedar vessels, (floors and first futtocks of white oak) including head, galleries, patent windlass, &c. according to the custom of the port, in the year 1794, when wages was at 6s. 6d. to 7s. per day, was \$20.

Price of labor for carpenters, laborers, and calkers, per ton, at that time, exclusive of wood,	\$10 00
Difference in the labor between building a frigate, with four decks, and a common merchant ship, with two decks,	3 00
Difference in framing and bolting every timber together, as the frigate was done, and with four decks, and the common mode of building merchantmen with two,	1 00
Extra expense it would have cost, at that time, to prepare the foundation, the yard, boiler, &c.	1 00
Difference in workmanship,	1 00
For preparing the bottom and coppering,	50

Price per ton the frigate would have cost, for carpenters', laborers', and calkers' work, in the year 1774, wages as above stated, \$16 50

Wages on the frigate, as by the rolls will appear, was from 11s. 3d. to 15s. per day; which is nearly double, and may, for cogent reasons, hereafter expressed, be quite so; which will bring the cost of the frigate, for the workmanship, by fair comparative calculation, to \$33 per ton.

It is a known fact that the higher the price of any article, the more indifferently you are served, and the more you are curtailed in weight and measure: this applies to workmen; the higher the wages, the less they will do in a day.

I am convinced that it would have been impossible for any person to have contracted for the labor of the frigate United States for a less sum than what it cost, for so complete a ship, without being a sufferer.

I am, very respectfully,

JOSHUA HUMPHREYS,  
*Constructor of the United States' Navy.*

The Honorable SECRETARY OF WAR.

QQ.

WAR DEPARTMENT, April 21, 1794.

SIR:

I have the honor to transmit you an estimate of the quantity and quality of timber, plank, scantling, and copper, &c. which will be required for each of the four largest frigates contemplated by the act, entitled "An act to provide a naval armament;" nearly the same quantity will, also, be wanted for each of the thirty-six gun ships mentioned in the said act.

It has been decided by the President of the United States, that the said frigates be built in the following ports, to wit:

Boston,	one 44 gun ship.
New York,	one 44 do.
Philadelphia,	one 44 do.
Baltimore,	one 36 do.
Portsmouth, Virginia,	one 44 do.
Charleston, South Carolina,	one 36 do.

It appears to be of indispensable necessity, that immediate arrangements should be made to obtain the articles contained in the estimate, and to have them transported to the ports before mentioned; excepting such articles of the timber as may be obtained at, or in the neighborhood of, the said places.

The live oak and red cedar must principally be obtained from the islands on the coast of Georgia; some parts, however, may be obtained in North Carolina; although it is alleged that the further south the live oak, the better.

Different opinions are entertained as to the most certain and the most economical mode of obtaining the live oak and cedar, from Georgia, and transporting the same to the ports where the ships are to be built.

Some persons recommend that one or more persons, in whom due confidence may be placed, should repair to the islands of Georgia, and contract with the proprietors of the timber, as it stands, for such parts as will serve the moulds; and that a sufficient number of axe-men, with their provision, be sent from the northward, in order to cut the same, and transport it to the places where it is to be used. These persons assert that any contract made in Georgia, or other parts to the southward, will be executed by negroes; whose indolence and carelessness will inevitably produce disappointment or loss.

The moulds for the timbers, of both sized ships, are preparing, and nearly finished. These must be transported to the places where the timber is to be cut, otherwise mistakes would arise, and disappointment of course ensue.

Besides the mode before mentioned, there are persons who recommend a contract with some persons, if such could be found, which is said to be the case, to procure the timber in Georgia, and transport it to the respective ports or places.

You will please to judge which of these two modes will be preferable. I have understood that, in 1776, or 1777, the frames of two seventy-four gun ships were cut, under the authority of the United States, part at Sunbury, and part at a place called Kilkenny, near the mouth of the Savannah river, and that, as the said timber was very large, part of it yet remains; it may, therefore, be proper to look it up, and if it should answer for the frames of the proposed frigates, as probable, it would be excellent from its long seasoning.

I have the honor to submit to you a letter from Mr. Wreath, of Georgia, upon this subject, the purport of which is confirmed by Brigadier General Gunn, of the same State.

The manner in which these vessels ought to be built has been under consideration; that is, whether the hull, and other parts susceptible of the measure, should be built by a contract, or by a capable agent or agents appointed for the purpose of procuring the labor and materials. Upon inquiry, however, it appears improbable that a contract could be formed with the ship-builders in this place, for the one directed to be built here. They allege, that, if a contract was offered and accepted, by two or more, it would excite the ill will and envy of those who had no part in it; and, as the frigate would require many hands, the price of that sort of labor would rise, and that therefore it would be in the power of those not employed to raise the wages of the journeymen a shilling or two per day; which would occasion great embarrassment, if not ruin, to the undertakers. Hence it would appear to follow, as a consequence, that, if the ship-builders of Philadelphia, some of whom have considerable capitals, would decline a contract, that it would be almost or quite impracticable to obtain the building, by contract, elsewhere. If this should be so, then agents respectable for their intelligence, activity, and integrity, must be sought in the places in which the said frigates are directed to be built.

The President of the United States has approved of the said vessels being built under the directions of some agent or agents, which I presume will be in your department to nominate to him.



I suppose, however, if you should find it practicable to build them by contract, that the subject will still be considered by him; and, as for myself, I should find great satisfaction in a contract, if one upon solid principles could be obtained.

THE SECRETARY OF THE TREASURY.

HENRY KNOX.

Y.

*Copy of a letter from the Secretary of War to the Secretary of the Treasury, dated*

MAY 6th, 1794.

SIR: I have the honor to transmit you the general dimensions of the heavy cannon which are required for the fortifications and for the frigates; the proof which will be required of each piece, by persons who shall be appointed by me for that purpose, and the time within which they ought to be delivered.

*The Cannon for the Fortifications.*

THIRTY-TWO POUNDS.

			100th
			Feet. In. parts.
The length from the hind part of the base ring to the extremity of the muzzle,	-	-	- 9 6 00
Diameter of the caliber,	-	-	- 0 6 42
External diameters of the breech at the vent or touch hole,	-	-	- 1 9 8
At the first reinforced ring,	-	-	- 1 7 26
At the trunnions,	-	-	- 1 5 45
Behind and before the muzzle ring, and at the extremity of the muzzle mouldings,	-	-	- 1 1 24
Thickness of the metal, in the direction of the vent or touch hole, and also from the rear of the caliber, and in the direction thereof to the extremity of the base ring,	-	-	- 0 7 33
At the first reinforced ring,	-	-	- 0 6 42
At the trunnions,	-	-	- 0 5 51
Behind and before the muzzle rings, and at the extremity of the muzzle mouldings,	-	-	- 0 3 42
The total weight of this cannon estimated at fifty-five hundred.			

TWENTY-FOUR POUNDS.

The length from the hind part of the base ring to the extremity of the muzzle,	-	-	- 9 0 00
Diameter of the caliber,	-	-	- 0 5 83
External diameters of the breech at the vent or touch hole,	-	-	- 1 7 35
At the extremity of the second reinforce before the trunnions,	-	-	- 1 4 12
Behind and before the muzzle ring, and at the extremity of the muzzle mouldings,	-	-	- 1 0 12
Thickness of the metal, in the direction of the vent or touch hole, and also from the rear of the caliber, and in the direction thereof to the extremity of the base ring,	-	-	- 0 6 66
At the extremity of the second reinforce, two inches before the trunnions,	-	-	- 0 5 15
Behind and before the muzzle rings, and at the extremity of the muzzle mouldings,	-	-	- 0 3 15
The total weight of the cannon estimated at five thousand.			

*Cannon for the Frigates.*

TWENTY-FOUR POUNDS.

The length from the hind part of the base ring to the extremity of the muzzle, - - - 8 0 00  
 Excepting in the length, all the other parts to be precisely of the same dimensions as the twenty-four pounds, which are nine feet in length, weight forty-five hundred.

These general dimensions will be sufficient, in the first instance, to enable the owners of furnaces to decide whether to undertake the business or not.

It is to be observed, that the thickness of the metal specified in the dimensions is greater than the thickness contained in the eighteen pounds cast in Maryland during the late war; the metal of which was only the diameter of one caliber, and one-eighth thickness at the vent—whereas, I now propose, it shall be the thickness of one caliber and one-seventh at the same place. This is the greatest thickness used at present, either in France or England.

But, in order that no mistakes be committed, it will be necessary that plans and profiles of each size of cannon be drawn at full length for each founder, or undertaker; in which all the mouldings and proportions shall be exactly delineated. Each cannon to be cast solid, with a spruce head of metal, of at least five hundred weight, and afterwards to be bored out by machinery. The proof which will be required for each piece will be as follows:

THIRTY-TWO POUNDS.

1st Proof, 18 pounds of powder,	}	with two wads and two shot.
2d do. 21 do. do.		
3d do. 24 do. 12 oz. do.		

TWENTY-FOUR POUNDS.

1st Proof, 13 pounds 8 oz. of powder,	}	with two wads and two shot.
2d do. 15 do. 12 do.		
3d do. 18 do. 8 do.		

The deliveries of the cannon for the fortifications to commence on the first of August, or as much sooner as possible; and afterwards in such proportions, monthly, that the whole shall be delivered on or before the 1st of December next, or at furthest, the 1st of January, on any of the rivers or waters of the United States, navigable for sea vessels, so that the cannon may be easily transported to the places where they shall be required.

The cannon for the frigates all ought to be delivered by the first of December.

*Articles of agreement, made and executed on the eighth day of August, one thousand seven hundred and ninety-four, between the Commissioner of the Revenue, in the Department of the Treasury of the United States, in their behalf, on the one part; and John Brown, John Francis, and Rufus Hopkins, Nicholas Power, Obadiah Brown, Brown, Benson, and Jves, and Jabez Bowen, being the company of owners of the furnace Hope, of the other part.*

1st. The United States agree to purchase of the said company, and the said company agree to sell and deliver to the United States, thirty-four iron cannon, to carry iron ball of thirty-two pounds; and thirty-four like cannon, to carry iron ball of twenty-four pounds; being, together, sixty-eight iron cannon, suitable for fortifications, of the dimensions and descriptions contained in the printed note hereto annexed.

2d. The parties to this agreement respectively contract in like manner for the sale, delivery, receipt of, and payment for, sixty iron cannon, to carry twenty-four pound ball of the like metal, suitable for frigates or ships of war, agreeably to the dimensions and descriptions in the said annexed printed note.

3d. The United States agree to pay to the said John Brown, John Francis, and Rufus Hopkins, Nicholas Power, Obadiah Brown, Brown, Benson, and Ives, and Jabez Bowen, the price of one hundred and six dollars and two-thirds for every ton weight of said cannon, as the same shall weigh when bored, and finished agreeably to contract; and the said John Brown, John Francis, and Rufus Hopkins, Nicholas Power, Obadiah Brown, Brown, Benson, and Ives, and Jabez Bowen, agree to accept and receive that price for the same.

4th. The said cannon are to be delivered to the United States, at a wharf on the bank of some river, creek, or water, in the State of Rhode Island, Connecticut, or Massachusetts, at which a decked vessel of sixty tons burthen can lie.

5th. The cannon are to be cast solidly, with a spruce head of metal, of at least five hundred weight, and to be bored out with machinery. An allowance of the extra expense of such boring out, over and above that which would arise from casting with a cavity nearly of the size of the intended caliber, shall be made by the United States, if on a consideration of the said expenses, and all advantages and disadvantages attending the operation, it shall appear that any thing ought to be paid on that score to the contractors by the United States. It is further agreed that if, on experiment, it shall be found impracticable to make the cannon upon the plan of casting them solidly, they shall then be cast in the usual manner, but with a spruce head as before specified.

6th. Two-third parts of the said one hundred and twenty-eight pieces of cannon are to be delivered on or before the first day of January next, 1795, and the remaining one-third part are to be delivered on or before the first day of May next, 1795.

7th. Drawings, plans, or profiles, are to be furnished by the Secretary of War.

A payment in advance, of five thousand four hundred dollars, is to be made to the said John Brown, John Francis, Rufus Hopkins, Nicholas Power, Obadiah Brown, Brown, Benson, & Ives, and Jabez Bowen, and they are to be entitled to such proportion of advance, throughout the term of the contract, satisfactory security being given therefor, other than their own obligations.

Payments are to be made, from time to time, as deliveries of the cannon shall be effected.

For the due and faithful performance of this contract, the said John Brown, John Francis, and Rufus Hopkins, Nicholas Power, Obadiah Brown, Brown, Benson, & Ives, and Jabez Bowen, hereby bind themselves and the Furnace Hope Company, their, and each of their heirs, executors, and administrators, in the penalty of seven thousand dollars.

In witness of the premises, the Commissioner of the Revenue hath hereunto put his signature, and the said John Brown, John Francis, and Rufus Hopkins, Nicholas Power, Obadiah Brown, Brown, Benson, & Ives, and Jabez Bowen, for themselves, and in behalf of the aforesaid Furnace Hope Company, have hereunto set their hands and seals, the day and year first before mentioned.

#### ADDITIONAL.

The cannon to be proved at the expense of the United States, and by a person to be appointed by the Secretary of War.

Signed, sealed, and delivered, in the presence of us,

PETER FOOTMAN,  
JOHN MEASE,  
JOHN S. DEXTER,  
NATHANIEL CUSHING.

For Brown  
and Francis.

TENCH COXE, *Commissioner of the Revenue.*

JOHN FRANCIS.

RUFUS HOPKINS,  
OBADIAH BROWN,  
BROWN, BENSON, & IVES,  
JABEZ BOWEN,  
NICHOLAS POWER.

Prior to the completion of the foregoing contract, to which this paper is annexed, it is agreed, on the part of the United States, that one-fourth of the whole amount of the cannon shall be paid on the demand of Brown and Francis on closing the contract; that another fourth part shall be paid when one-third of the cannon shall be completed; that another fourth shall be paid when two-thirds of the cannon shall be finished; and that the remainder of the money shall be paid when the whole of the cannon shall be finished.

TENCH COXE, *Commissioner of the Revenue.*

Witness, EZ. FORMAN.

Z.

WAR OFFICE, *September 13th, 1796.*

SIR:

There will be wanted for the frigate, destined for the Mediterranean, twenty-four nine pounders, and twelve six pounders; and for the three frigates, now under construction, forty twelve pounders; it is requested, therefore, that a contract may be entered into for the delivery of this number of cannon, on or before the first of April ensuing.

To obviate as much as possible dispute with the person who may engage to furnish them, it may be proper that the contract should comprise the following conditions:

1. That the guns be cast in the solid, and bored.

2. That the twenty-four nine pounders, and twelve six pounders, conform exactly in weight, bore, caliber, and length, to British ship guns of the same dimensions now in use.

3. That the forty twelve pounders be formed agreeably to the dimensions laid down in the annexed draught.

4. That the guns, after having been bored, and before undergoing any proof, shall be examined by one or two persons, to be appointed by the President of the United States, in the presence of such other persons as shall be named by the owner of the works. That this examination shall commence by a verification of the diameters of the different parts, and ascertainment whether there are more internal and external cavities or defects than are specified in the annexed table, exhibiting the defects which are to be tolerated.

That in all cases where the bore or caliber is found to be less than the diameter prescribed, and the defects not greater than those tolerated, the cannon shall be returned to the boring machine to be enlarged before being proved; and in all cases where the defects are greater than those tolerated, the examination shall cease, and the cannon be rejected.

5. That the instruments commonly employed to ascertain dimensions and discover cavities or holes, in the external and internal parts of guns, shall be used on such occasions.

6. That the touch hole must end in the cannon, at the middle of the rounding of the angle at the bottom of the bore. That should any holes be found in the touch hole, deeper than the twentieth of an inch, the cannon cannot be admitted to proof till the same shall have been filled up with beaten iron.

7. That the trunnions must be perpendicular to the vertical plane, which is supposed to pass through the touch hole, and to cut the bore into two equal parts. That the upper part of the trunnion shall be level with the centre of the caliber, or bore, and that the usual relative weight be preserved between the breech and chase.

That the proof by powder shall be as follows: viz. Each cannon shall be proved by two successive discharges. The weight of the powder, for the first discharge, shall be equal to two-thirds of the weight of the ball; and for the second equal to half the weight of the ball. The cartridge shall be well rammed down, with a wad over it; two balls shall be placed over that, with a wad of hay between them, and a wad over, which shall be well rammed down, the



balls to be measured, so as to allow a sufficient windage, and approved of by the officers who shall make the experiment, and the owner of the works, or any person whom he may appoint for that purpose.

9. That, to ascertain the strength of the trunnions the cannon must be placed on two pieces of wood, having indentions large enough to receive two-thirds of the trunnions, and with the hinder part at a sufficient distance from where the trunnions lodge so that the breech may be inclined in any direction, but never so as to rest on the ground. The proof by powder must be made on these pieces of wood.

10. That the cannon which shall have stood the proof by powder shall be raised from off the temporary carriage and placed upon a supporter, so that they may be filled with water. That should the water, on being compressed, filter through any part of the cannon, it cannot be received, though it has stood proof.

11. That the cannon which shall have stood the aforesaid examination and proofs shall be subject, nevertheless, to be re-examined; and should new holes be detected, or the ones tolerated found to have been enlarged by the firing, all such cannon must undergo a second proof, but of one discharge only; when, if the holes exhibit no further enlargement, they shall be admitted, and receipted for, after being weighed.

12. That the weight of each cannon received shall be marked on the left trunnion.

As cannon which have not undergone the above examination and proofs cannot be used by the United States without putting the success of those military undertakings in which they may be engaged, at risk, and as the principles and regulations here laid down, have been the result of much experience, and long adopted for the verification of cannon, by the principal nations in Europe, they may be considered as guides that ought not to be departed from. It is requested, therefore, that the contract shall be so formed as to ensure a strict and punctual compliance with each and all of the above-mentioned conditions.

JAMES M'HENRY.

P. S. The draught for the twelve pounders, which is in hand, will be furnished in a few days.

*Defects to be tolerated in Cannon, for the use of the Marine of the United States.*

		Tenth of an inch.
Bore.	{ More than the prescribed diameter, - - - - -	1
	{ Less than ditto, - - - - -	$\frac{1}{2}$
Interior holes.	{ Depth of the interior holes, - - - - -	$2\frac{1}{2}$
	{ A succession of little holes, one of which will be, - - - - -	$1\frac{1}{2}$
	{ Upon the reinforcement. { In a direction towards the muzzle, - - - - -	$2\frac{1}{2}$
	{ A direction parallel with the surface, - - - - -	4
Exterior holes.	{ A succession of little holes, one of which will be, - - - - -	2
	{ Upon the reinforcement. { Directed towards the muzzle, - - - - -	$2\frac{1}{2}$
	{ In a direction parallel with the surface, - - - - -	$4\frac{1}{2}$
	{ volu or chase. { A continuation of little holes, one of which will be, - - - - -	2
	{ Upon the hind and under part of the trunnions, - - - - -	4
	{ A tenth of an inch more will be tolerated upon the front and upper part of the trunnions, - - - - -	
Holes at the edge of the muzzle.	{ If they are in a direction towards the muzzle, and if they are eight-tenths of an inch deep, the cannon cannot be received.	
	{ It shall also be refused if the holes are six-tenths of an inch deep, and are directed towards the muzzle.	
	{ Upon the diameter. { More than - - - - -	$\frac{1}{2}$
Touch hole.	{ Less than - - - - -	$\frac{1}{4}$
	{ Upon the exterior position of the orifice, - - - - -	$1\frac{1}{2}$
	{ Upon that inter- { In front of the point where it ought to be, - - - - -	$2\frac{1}{2}$
	{ rior orifice. { Behind the same, - - - - -	$1\frac{1}{2}$
	The holes in the interior part of the touch hole, those one half-tenth of an inch deep.	

JAMES M'HENRY.

SECRETARY OF THE TREASURY.

*Articles of agreement made on the twenty-fifth day of October, one thousand seven hundred and ninety-six, between Oliver Wolcott, junior, Secretary of the Treasury of the United States of America, for and on behalf of the said States, of the one part; and Samuel Hughes, of Harford county, in the State of Maryland, on behalf of the Cecil Company, he being fully authorized to do so, of the other part.*

This indenture witnesseth, That the said Oliver Wolcott, junior, for and on behalf of the United States of America, and the said Samuel Hughes, for and on behalf of the said Cecil Company, and by virtue of the powers to him granted, have mutually covenanted and agreed, and by these presents do mutually covenant and agree, as follows:

*First.* That the said Samuel Hughes, on behalf of the Cecil Company, shall, on or before the first day of May, now next ensuing, deliver, for the use of the United States, to such person as may be designated by the Secretary of War, twenty-four iron cannon, to carry iron ball of nine pounds weight; twelve iron cannon, to carry ball of like metal, of six pounds weight; and forty iron cannon, to carry ball of like metal, of twelve pounds weight.

*Secondly.* That the said cannon shall be cast in the solid, and bored.

*Thirdly.* That the twenty-four nine pounders and twelve six pounders shall conform exactly, in weight, bore, caliber, and length, to British ship guns of the same description now in use.

*Fourthly.* That the forty twelve pounders, shall be formed agreeably to the dimensions laid down in the draught furnished by the Secretary of War.

*Fifthly.* That the said cannon, after having been bored, and before undergoing any proof, shall be examined by one or two persons, to be appointed by the President of the United States, in the presence of such other person as may be named by the said Samuel Hughes, on behalf of the Cecil Company; which examination shall commence by a verification of the diameter of the different parts, location of the trunnions, and ascertainment whether there are more internal and external cavities or defects than are specified in the table annexed to this instrument, exhibiting the defects which are to be tolerated; and in all cases, where the bore or caliber is found to be less than the diameter prescribed, the cannon shall be returned to the boring machine, to be enlarged before being proved; and in all cases where the defects are greater than those tolerated in the said table, or trunnions misplaced, the examination shall cease, and the cannon be rejected.

*Sixthly.* That the instruments commonly employed to ascertain dimensions and discover cavities or holes in the external and internal parts of guns, shall be used on such occasions.

*Seventhly.* That the touch hole shall end in the cannon at the middle of the rounding of the angle at the bottom of the bore; and if any holes shall be found in the touch hole deeper than the twentieth part of an inch, the cannon are not to be admitted to proof until the same shall have been filled up with beaten iron.

*Eighthly.* That the trunnions shall be perpendicular to the vertical plane, which is supposed to pass through the touch hole, and to cut the bore into two equal parts. The upper part of the trunnions shall be level with the centre of the caliber or bore; and the usual relative weight shall be preserved between the breech and chase.

*Ninthly.* That the proof by powder shall be as follows, viz. Each cannon shall be proved by two successive discharges: The weight of the powder for the first discharge shall be equal to two-thirds of the weight of the ball; and for the second, equal to half the weight of the ball. The cartridge to be well rammed down, with a wad over

it. Two balls to be placed over the cartridge, with a wad between them and a wad above; which also shall be well rammed down. The balls to be measured so as to allow a sufficient windage, and approved of by the officers who shall make the experiments, and the said Samuel Hughes, on behalf of the Cecil Company, or any person he may appoint for that purpose.

*Tenthly.* That, to ascertain the strength of the trunnions, the cannon shall be placed on two pieces of wood, having indentions large enough to receive two-thirds of the trunnions, and with the hinder part at a sufficient distance from where the trunnions lodge, so that the breech of the cannon may be inclined in any direction; but never so as to rest on the ground. The proof, by powder, to be made on the said pieces of wood.

*Eleventhly.* That the cannon, which shall have stood the proof by powder, shall be raised from off the temporary carriage and placed upon a supporter, and filled with water; and, should the water, on being compressed, filter through any part of the cannon, the same shall not be received by the United States, although they have stood proof by powder.

*Twelfthly.* That the cannon which shall have stood the aforesaid examination and proofs shall be subject, nevertheless, to be re-examined; and, if new holes are detected, or the ones tolerated found to have been enlarged by the firing, all such cannon shall undergo a second proof, but of one discharge only, with two-thirds powder and two balls, as before specified; when, if the holes exhibit no further enlargement, the said cannon shall be admitted and receipted for, after being weighed.

*Thirteenthly.* That the weight of each cannon received shall be marked on the left trunnion.

*Fourteenthly.* That the said cannon, after being approved and receipted for, shall be delivered by the said Samuel Hughes, at his own proper cost and expense, at a wharf on the bank of some river, creek, or water of the Chesapeake, where a decked vessel of sixty tons burthen can load and unload.

*Fifteenthly.* That the United States shall be at the expense of proving the said cannon, and shall, when required, send a person to prove such of them as are ready, provided the number is not less than twelve; but the first proof may be made on any lesser number.

*Sixteenthly.* That, when one half of the number of the said cannon are finished and receipted for, payment shall be made therefor, at the price hereafter mentioned, including, however, in the said payment, any advances which may have been made to the said Samuel Hughes, on account of this contract.

*Seventeenthly.* That the said Oliver Wolcott, Jr. shall pay, or cause to be paid, to the said Samuel Hughes, on behalf of the Cecil Company, the price of one hundred and thirty-three dollars and one-fourth of a dollar, for every ton weight which the said cannon shall weigh, after being proved and receipted for.

In witness thereof, the said Secretary of the Treasury, on behalf of the United States, hath hereunto subscribed his hand, and affixed the seal of the Treasury; and the said Samuel Hughes, on behalf of the Cecil Company, hath hereunto set his hand and seal, the day and year above written.

[L. S. T. U. S.]

Ab.

NAVY YARD, BOSTON, *September 24, 1797.*

SIR:

Having before stated to you my intention of launching the frigate *Constitution* on the 20th instant, the necessary preparations were made to that end; and, at the time appointed, all the blocks and shores were removed, with full expectation of her moving gently into the water.

She, however, did not start until screws and other machinery had been applied; and then she moved only about twenty-seven feet. Concluding that some hidden cause had impeded her progress, and the tide ebbing fast, I decided it to be most prudent to block and shore her up, and examine carefully into the cause of her stopping. I found that the part of the ways which had not before received any of the weight, had settled about half an inch, which, added to some other cause, of no great importance in itself, had occasioned the obstruction.

The next day, after due preparation, the ship was raised two inches, in fifty minutes, by means of wedges; her bilgeways were then taken out, and the apparent defects removed. All things being in order, a second attempt was made on the 22d instant; and, upon the removal of her supports, she moved freely for about thirty-one feet, and then stopped. On this unexpected event, as she was somewhat advanced on the new wharf, which was built for her to pass over only, and not to rest upon, I judged it advisable to suspend any further operations, although it might have been possible, with the machinery previously prepared, to have pressed her into the water; but if she had been constrained twenty or thirty feet further, and then have stopped, her situation would have been critical, on a foundation by no means solid: accordingly, she was perfectly secured in her new situation.

On examining the ways erected on the new wharf, I find they have both settled abaft about one and five-eighths of an inch; which circumstance, as it could not have been foreseen, the descent of the ways was not calculated to overcome, and which solely occasioned her to stop.

I had formed the inclined plane upon the smallest angle that I conceived would convey the ship into the water, in order that she might make her plunge with the least violence, and thereby prevent any strain or injury; I must now give the ways more descent, which will remedy the defect occasioned by the settling of the new wharf; and I am fully confident that the next trial, at the high tides in October, will be attended with success: in the mean time, I shall proceed in completing the ship on the stocks.

Your favor of the 10th came to hand on the 17th instant.

I am, very respectfully, your humble servant,

GEORGE CLAGHORNE.

HON. JAMES M'HENRY, *Secretary of War.*

5th CONGRESS.]

No. 13.

1st 2d 3d 4th 5th 6th 7th 8th 9th 10th 11th 12th 13th 14th 15th 16th 17th 18th 19th 20th 21st 22nd 23rd 24th 25th 26th 27th 28th 29th 30th 31st 32nd 33rd 34th 35th 36th 37th 38th 39th 40th 41st 42nd 43rd 44th 45th 46th 47th 48th 49th 50th 51st 52nd 53rd 54th 55th 56th 57th 58th 59th 60th 61st 62nd 63rd 64th 65th 66th 67th 68th 69th 70th 71st 72nd 73rd 74th 75th 76th 77th 78th 79th 80th 81st 82nd 83rd 84th 85th 86th 87th 88th 89th 90th 91st 92nd 93rd 94th 95th 96th 97th 98th 99th 100th [2d SESSION.]

## MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 22, 1798.

Mr. SEWALL, from the committee on that part of the speech of the President of the United States which regards the protection of commerce, and the defence of the country, reported:

That, in their opinion, important advantages would be obtained, by an arrangement in one corps, of the marines who are, or shall be, engaged in the service of the United States, and by annexing them to the existing military establishment; particularly, as it would afford the means of order and economy, in which a number of minute detachments are liable to be very deficient; and as thereby the detachments, which will be occasionally on shore, will be kept in proper discipline, and may be rendered useful in the fortifications, or elsewhere, as the public service may require. The committee therefore recommend the following resolution to be adopted:

*Resolved,* That, in addition to the present military establishment, there shall be raised a battalion, to be called the marine corps, to consist of a major, and suitable commissioned and non-commissioned officers, five hundred privates, and the necessary musicians, including the marines now in service; and the marines which shall be employed in the armed vessels and galleys of the United States shall be detachments from this corps.



5th CONGRESS.]

No. 14.

[3d Session.]

## NAVAL FORCE AND EXPENDITURES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 26, 1798.

NAVY DEPARTMENT, December 24, 1798.

SIR:

In compliance with the order of the House of Representatives, of the 18th instant, I have the honor to submit, in paper A, a view of all the vessels of war employed in, and preparing for, the service of the United States, the names of the commanders, where commanders have been appointed; the places where they were built, or are building; their size, and number of men and guns; and the sum necessary for the annual support of each, as detailed in the estimates, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, and 10.

Paper B shows the sums given for some of the vessels; the prices, per ton, at which others have been built, or are building; and what vessels have been built, or are building, under the direction of public agents, without particular contracts.

I have also the honor of submitting estimates, Nos. 11, 12, and 13, of the expense of building and equipping the vessels now building under public authority. The order of the House extends to the expense of equipment of every vessel, as well those in service as those preparing; but, with respect to the former description, the expense having been incurred, the estimate or statement should exhibit the exact cost of the equipment, which cannot at this time be ascertained, the whole accounts of the agents for these vessels not having been received, and some few of those which have been received not being accompanied with the necessary vouchers. Nor, indeed, has the accountant of the navy, who only entered upon the duties of his office in September, and then at Trenton, under disadvantages, had sufficient time to arrange his books and accounts, so as to be able to show, in every instance, to what vessel every expense incurred belongs.

It is hoped and expected that these impediments to a compliance with every part of the order of the House will very shortly be removed.

I have not added estimates of the expense of equipping the vessels building for the public by the citizens. Some of these vessels will probably be entirely equipped by the citizens; others only partially. In the Report of the Secretary of the Treasury, to which I beg leave to refer, an estimate is made of the expense of providing all the vessels now building by the public, and by the citizens for the public, with military stores. In some cases the citizens will furnish the military stores; in others, they will require aid from the public, even to rig the vessels. But, upon an average, it is not expected that the public will contribute more towards these vessels than a sum sufficient to procure the military stores.

I have the honor to be, with great respect, sir, your most obedient servant,

BEN. STODDERT.

The Hon. the SPEAKER of the House of  
Representatives of the United States.

## A.

[illegible]

It is presumed that the Naval Establishment will be chargeable with the whole expense of the Marine Corps. estimates laid before Congress by the Secretary of the Treasury will fully explain. It may be proper to observe



## B.

*Vessels built and building by the public, under direction of Agents.*

Frigate United States, at Philadelphia.	Frigate —, at New York.
Frigate Constitution, at Boston.	Frigate —, at Norfolk.
Frigate Constellation, at Baltimore.	Cutter General Greene, at Philadelphia.
Brig Norfolk, built at Norfolk; the cost not yet ascertained.	Cutter Virginia, at Norfolk.
Ship General Greene, building at Warren, Rhode Island.	Cutter Eagle, at Philadelphia.
Frigate —, at Portsmouth.	Cutter Diligence, at Philadelphia.

*Vessels built and building by the public, under Contracts.*

	Per Ton.
Brig Pinckney, at Charleston, South Carolina,	\$30 00
Ship Portsmouth, Portsmouth, New Hampshire,	30 00
Ship Connecticut, Middletown, Connecticut,	30 50
Ship Adams,	34 50
Cutter Governor Jay, New York,	26 31
Cutter Pickering, Boston,	28 54
Cutter South Carolina, Charleston,	28 50
Cutter Scammel, Portsmouth, New Hampshire,	30 00

*Vessels purchased by the Public.*

Ship Ganges, of Willings and Francis, at Philadelphia, with some guns and military stores, for	\$58,000
Ship Delaware, of Nicklin and Griffith, at Philadelphia, with some guns and military stores, for	45,000
Ship Montezuma, Baltimore, without military stores,	28,000
Ship Baltimore, Baltimore,	27,000
Ship Herald, Boston,	21,000
Ship George Washington, purchased of John Brown, of Providence, Rhode Island, with masts, spars, sails, &c. nearly prepared to receive her guns and military stores, for \$10,400 cash,	
30,000 six per cent. stock, }	40,400

## No. 1.

*Estimate of the pay and rations of the officers and crew of a frigate of forty-four guns and four hundred men, for twelve months.*

	Per month.	Dollars.	Rations.
Commander,	\$75	900	6 per day.
4 Lieutenants,	40	1,920	12
2 Lieuts. of Marines,	30	720	4
1 Sailing Master,	40	480	2
2 Master's Mates,	20	480	2
8 Midshipmen,	19	1,824	8
1 Purser,	40	480	2
1 Surgeon,	50	600	2
2 Surgeon's Mates,	30	720	4
1 Clerk,	25	300	1
1 Carpenter,	20	240	2
2 Carpenter's Mates,	19	456	2
1 Boatswain,	20	240	2
2 Boatswain's Mates,	19	456	2
1 Yeoman of gun room,	18	216	1
1 Gunner,	20	240	2
11 Quarter Gunners,	18	2,376	1
1 Coxswain,	—	216	1
1 Sail maker,	20	240	2
1 Cooper,	18	216	1
1 Steward,	—	216	1
1 Armorer,	—	216	1
1 Master of arms,	—	216	1
1 Cook,	—	216	1
1 Chaplain,	40	480	2
50		14,664	75
120 Able seamen,	17 24,480		
150 Ordinary seamen,	12 21,600		
30 Boys,	8 2,880		
50 Marines, including sergeants and corporals,	3,720		
		52,680	
		67,344	
Total pay,			\$67,344
75 rations per day, amount to 27,375 per twelve months, at twenty-eight cents,			7,665
			\$75,009

*Estimate of provisions for four hundred men, for twelve months.*

310 barrels of beef	at \$13 00	\$4,030 00
310 barrels of pork,	17 00	5,270 00
1,220 gallons of molasses,	75	915 00
144 cwt. of rice,	4 00	576 00
1,930 pounds of butter,	15	289 50
15,000 pounds of cheese,	12	1,800 00
1,220 pounds of candles,	20	244 00
1,730 gallons of vinegar,	30	519 00
240 bushels of beans,	80	192 00
8,650 gallons of rum,	1 00	8,650 00
1,444 pounds of soap,	13	187 72
53 barrels of flour,	8 00	424 00
49 barrels of Indian meal,	4 00	196 00
1,022 cwt. of bread,	3 33	3,406 67
145 gallons of lamp oil,	1 00	145 00
730 bushels of potatoes,	50	365 00
177 cwt. of salt fish,	6 00	1,062 00
Dollars,		28,271 89
RECAPITULATION.		
Pay and rations,		\$75,009 00
Provisions,		28,271 89
Medicines, hospital stores, &c.		2,500 00
Contingencies,		20,000 00
Total,		\$125,780 89

## No. 2.

*Estimate of the pay and rations of the officers and crew of a frigate of thirty-six guns and three hundred and forty men, for twelve months.*

	Per month.	Dollars.	Rations.
Commander,	\$75	900	6 per day.
3 Lieutenants,	40	1,440	9
1 Lieut. of Marines,	30	360	2
1 Sailing Master,	40	480	2
2 Master's Mates,	20	480	2
8 Midshipmen,	19	1,824	8
1 Purser,	40	480	2
1 Surgeon,	50	600	2
1 Surgeon's Mate,	30	360	2
1 Clerk,	25	300	1
1 Carpenter,	20	240	2
2 Carpenter's Mates,	19	456	2
1 Boatswain,	20	240	2
2 Boatswain's Mates,	19	456	2
1 Yeoman of gun room,	18	216	1
1 Gunner,	20	240	2
9 Quarter Gunners,	18	1,944	9
1 Coxswain,	—	216	1
1 Sail maker,	20	240	2
1 Cooper,	18	216	1
1 Steward,	—	216	1
1 Armorer,	—	216	1
1 Master-at-arms,	—	216	1
1 Cook,	—	216	1
1 Chaplain,	40	480	2
45		13,032	66
100 Able seamen,	17 20,400		
115 Ordinary seamen,	12 16,560		
30 Boys,	8 2,880		
50 Marines, including ser- geants and corporals,	3,720		
		43,560	
		56,592	
Total pay,		\$56,592 00	
66 rations per day amount to 24,090 rations per annum, at twenty-eight cents,		6,745 20	
		\$63,337 20	

*Estimate of provisions for three hundred and forty men, for twelve months.*

265 barrels of beef,	-	at \$13 00	\$3,445 00
265 barrels of pork,	-	17 00	4,505 00
1,040 gallons of molasses,	-	75	780 00
123 cwt. of rice,	-	4 00	492 00
1,640 pounds of butter,	-	15	246 00
12,750 pounds of cheese,	-	12	1,530 00
1,040 pounds of candles,	-	20	208 00
1,470 gallons of vinegar,	-	30	441 00
204 bushels of beans,	-	80	163 20
7,750 gallons of rum,	-	1 00	7,750 00
1,228 pounds of soap,	-	13	159 64
45 barrels of flour,	-	8 00	360 00
42 barrels of Indian meal,	-	4 00	168 00
870 cwt. of bread,	-	3 33	2,900 00
620 bushels of potatoes,	-	50	310 00
124 cwt. of salt fish,	-	6 00	744 00
145 gallons of lamp oil,	-	1 00	145 00
Dollars,	-		24,346 84

## RECAPITULATION.

Pay and rations,	-	\$63,337 20
Provisions,	-	24,346 84
Medicines, hospital stores, &c.	-	2,300 00
Contingencies,	-	16,000 00
Total,		\$105,984 04

## No. 3.

*Estimate of the pay and rations of the officers and crew of a frigate of thirty-two guns and two hundred and sixty men.*

	Per month.	Dollars.	Rations.
Commander,	\$75	900	6 per day.
2 Lieutenants,	-	40	960 6
1 Lieutenant of Marines,	-	30	360 2
1 Sailing Master,	-	40	480 2
2 Master's Mates,	-	20	480 2
6 Midshipmen,	-	19	1,368 6
1 Purser,	-	40	480 2
1 Surgeon,	-	50	600 2
1 Surgeon's Mate,	-	30	360 2
1 Clerk,	-	25	300 1
1 Carpenter,	-	20	240 2
2 Carpenter's Mates,	-	19	456 2
1 Boatswain,	-	20	240 2
2 Boatswain's Mates,	-	19	456 2
1 Yeoman of gun room,	-	18	216 1
1 Gunner,	-	20	240 2
8 Quarter Gunners,	-	18	1,728 8
1 Coxswain,	-	18	216 1
1 Sail maker,	-	20	240 2
1 Cooper,	-	18	216 1
1 Steward,	-	—	216 1
1 Armorer,	-	—	216 1
1 Master-at-arms,	-	—	216 1
1 Chaplain,	-	40	480 2
1 Cook,	-	18	216 1
41		11,880	60
60 Able seamen,	-	17	12,240
79 Ordinary seamen,	-	13	12,324
30 Boys,	-	8	2,880
50 Marines,	-	-	3,720
		43,044	
Total pay,	-	-	\$43,044
60 rations per day, amount to 21,900 rations per annum, at twenty-eight cents,			6,132
			\$49,176

*Estimate of provisions for two hundred and sixty men, for twelve months.*

204 barrels of beef,	-	at \$13 00	\$2,652 00
204 barrels of pork,	-	17 00	3,468 00
800 gallons of molasses,	-	75	600 00
96 cwt. of rice,	-	4 00	384 00
1,270 pounds of butter,	-	15	190 50
9,800 pounds of cheese,	-	12	1,176 00
800 pounds of candles,	-	20	160 00
1,140 gallons of vinegar,	-	30	342 00
150 bushels of beans,	-	80	120 00
5,930 gallons of rum,	-	1 00	5,930 00
948 pounds of soap,	-	13	123 24
35 barrels of flour,	-	8 00	280 00
32 barrels of Indian meal,	-	4 00	128 00
674 cwt. of bread,	-	3 33	2,246 67
96 gallons of lamp oil,	-	1 00	96 00
480 bushels of potatoes,	-	50	240 00
115 cwt. salt fish,	-	6 00	690 00
Dollars,	-		18,826 41

## RECAPITULATION.

Total pay and rations,	-	\$49,176 00
Provisions,	-	18,826 41
Contingencies,	-	14,000 00
Medicines, hospital stores, &c.	-	2,000 00
		\$84,002 41



## No. 4.

*Estimate of the pay and rations of a ship of twenty-four guns on the gun deck, with six or eight guns on the quarter deck; two hundred and twenty men.*

Per month.	Dollars.	Rations.
Commander \$75	900	6 per day.
3 Lieutenants 40	1,440	9
1 Lieut. of Marines 30	360	2
1 Sailing Master 40	480	2
2 Master's Mates 20	480	2
2 Midshipmen 19	1,368	6
1 Purser 40	480	2
1 Surgeon 50	600	2
1 Surgeon's Mate 30	360	2
1 Clerk 25	300	1
1 Carpenter 20	240	2
1 Carpenter's Mate 19	228	1
1 Boatswain 20	240	2
2 Boatswain's Mates 19	456	2
1 Yeoman of gun room 18	216	1
1 Gunner 20	240	2
6 Quarter Gunners 18	1,296	6
1 Coxswain 18	216	1
1 Sailmaker 20	240	2
1 Cooper 18	216	1
1 Steward 18	216	1
1 Armorer —	216	1
1 Master at Arms —	216	1
1 Cook —	216	1
60 able seamen, at \$17, -	11,220	58
62 ordinary do. 12, -		
30 marines - - -		
30 boys - - -		
	26,376	
	37,596	

Total pay, - - - 37,596 00  
 Fifty-eight rations per day amount to 31,170  
 rations per annum, at 28 cents, - - 5,927 60  
\$43,523 60

*Estimate of provisions for two hundred and twenty men for twelve months.*

170 barrels of beef, at - -	\$13 00	\$2,210 00
170 barrels of pork, - - -	17 00	2,890 00
670 gallons molasses, - - -	75	502 50
80 cwt. rice, - - -	4 00	320 00
1,060 lbs. butter, - - -	15	159 00
8,250 lbs. cheese, - - -	12	990 00
670 lbs. candles, - - -	20	134 00
950 gallons vinegar, - - -	30	285 00
132 bushels beans, - - -	80	105 60
4,757 gallons rum, - - -	1 00	4,757 00
790 lbs. soap, - - -	13	102 70
29 barrels flour, - - -	8 00	232 00
27 barrels Indian meal, - -	4 00	108 00
563 cwt. of bread, - - -	3 33	1,873 33
80 gallons lamp oil, - - -	1 00	80 00
400 bushels potatoes, - - -	50	200 00
96 cwt. salt fish, - - -	6 00	576 00
		\$15,525 13

## RECAPITULATION.

Pay and rations, - - -	43,523 60
Provisions, - - -	15,525 13
Medicines, hospital stores, &c. -	1,600 00
Contingencies, - - -	12,000 00
	<u>\$63,809 73</u>

## No. 5.

*Estimate of the pay and rations of the officers and crew of a ship of twenty-four guns, for twelve months; complement one hundred and eighty men.*

Per month.	Dollars.	Rations.
Commander \$75	900	6 per day.
2 Lieutenants 40	960	6
1 Lieut. of Marines 30	360	2
1 Sailing Master 40	480	2
2 Master's Mates 20	480	2
4 Midshipmen 19	912	4
1 Purser 40	480	2
1 Surgeon 50	600	2
1 Surgeon's Mate 30	360	2
1 Clerk 25	300	1
1 Carpenter 20	240	2
1 Carpenter's Mate 19	228	1
1 Boatswain 20	240	2
2 Boatswain's Mates 19	456	2
1 Yeoman of gun room 18	216	1
1 Gunner 20	240	2
6 Quarter Gunners 18	1,296	6
1 Coxswain —	216	1
1 Sailmaker 20	240	2
1 Cooper 18	216	1
1 Steward —	216	1
1 Armorer —	216	1
1 Master at Arms —	216	1
1 Cook —	216	1
60 able seamen, at \$17, -	\$12,240	
36 ordinary do. 12, -	5,184	
25 marines, with sergeant and corporals -	2,004	
34 boys, at \$8, - - -	2,304	
	21,732	

Total pay, - - - 32,016 00  
 Fifty-three rations per day amount to 19,345  
 rations per annum, at 28 cents, - - 5,416 60

Total expenses of pay and rations, \$37,432 60

*Estimate of provisions for one hundred and eighty men for twelve months.*

140 barrels of beef, at - -	\$13 00	\$1,820 00
140 do. pork, - - -	17 00	2,380 00
550 gallons molasses, - - -	75	412 50
65 cwt. rice, - - -	4 00	260 00
870 lbs. of butter, - - -	15	130 50
6,900 lbs. cheese, - - -	12	828 00
550 lbs. candles, - - -	20	110 00
780 gallons of vinegar, - - -	30	234 00
110 bushels of beans, - - -	80	88 00
4,106 gallons rum, - - -	1 00	4,106 00
650 lbs. of soap, - - -	13	84 50
24 barrels flour, - - -	8 00	192 00
22 do. Indian meal, - - -	4 00	88 00
460 cwt. of bread, - - -	3 33	1,533 33
65 gallons lamp oil, - - -	1 00	65 00
330 bushels potatoes, - - -	50	165 00
80 cwt. salt fish, - - -	6 00	480 00
		\$12,976 83

## RECAPITULATION.

Pay and rations, - - -	37,432 60
Provisions, - - -	12,976 83
Contingencies, - - -	12,000 00
Medicines, hospital stores, &c. -	1,400 00
	<u>Total \$63,809 43</u>

## No. 6.

*Estimate of the pay and rations of the officers and crew of a vessel of eighteen guns, and one hundred and forty men.*

	Per month.	Dollars.	Rations.
Commander,	\$75	900	6 per day.
2 Lieutenants,	40	960	6
1 Lieut. of Marines,	30	360	2
1 Sailing Master,	40	480	2
4 Midshipmen,	19	912	4
1 Purser,	40	480	2
1 Surgeon,	50	600	2
1 Surgeon's Mate,	30	360	2
2 Master's Mates,	20	480	2
1 Clerk,	25	300	1
1 Boatswain,	20	240	2
1 Gunner,	20	240	2
1 Carpenter,	20	240	2
1 Cook,	18	216	1
1 Sailmaker,	20	240	2
1 Steward,	18	216	1
1 Cooper,	18	216	1
2 Boatswain's Mates,	19	456	2
1 Carpenter's Mate,	19	228	1
1 Master-at-Arms,	18	216	1
5 Quarter Gunners,	18	1,080	5
1 Armorer,	18	216	1

32			9,636	50
46 Able Seamen,	at 17	9,180		
30 Ordinary Seamen,	12	4,320		
21 Marines,		1,512		
12 Boys,	8	1,152		
			16,164	

Total, - 25,790

Officers' pay,	-	-	-	\$9,636
Men's pay,	-	-	-	16,164
50 rations per day amount to 18,250 rations per annum, at 28 cents,	-	-	-	5,110

Total pay and rations, - \$30,910

*Estimate of Provisions for 140 Men for twelve months.*

108 barrels of beef,	- at \$13 00	\$1,404 00
108 barrels of pork,	- 17 00	1,836 00
430 gallons of molasses,	- 75	322 50
50 cwt. of rice,	- 4 00	200 00
675 pounds of butter,	- 15	101 00
5,250 pounds of cheese,	- 12	630 00
430 pounds of candles,	- 20	86 00
605 gallons of vinegar,	- 30	181 50
84 bushels of beans,	- 80	67 20
3,030 gallons of rum,	- 1 00	3,030 00
505 pounds of soap,	- 13	65 65
19 barrels of flour,	- 8 00	152 00
17 barrels of Indian meal,	- 4 00	68 00
360 cwt. of bread,	- 3 33	1,200 00
50 gallons of lamp oil,	- 1 00	50 00
250 bushels of potatoes,	- 50	125 00
60 cwt. of salt fish,	- 6 00	360 00

Dollars, 9,879 10

RECAPITULATION.

Pay and rations,	-	-	\$30,910 00
Provisions,	-	-	9,879 10
Medicines, hospital stores, &c.	-	-	1,200 00
Contingencies,	-	-	10,000 00
Total,	-	-	\$51,989 10

## No. 7.

*Estimate of the pay and rations for the officers and crew of the schooner Retaliation, consisting of seventy men.*

	Per month.	Dollars.	Rations.
Lieut. and Commander,	\$50	600	3 per day.
Lieutenants,	40	480	3
Midshipman, to act also as clerk,	25	300	1
1 Surgeon's Mate,	30	360	2
1 Gunner's Mate,	19	228	1
1 Boatswain's Mate,	19	228	1
2 Master's Mates,	20	480	2
1 Steward, to act as Purser,	25	300	1
1 Cook,	18	216	1
20 Seamen,	at 17	4,080	
15 Ordinary Seamen,	12	2,160	
10 Boys,	8	960	
15 Marines,		1,080	
		8,280	
		11,472	15

Total pay,	-	-	11,472
15 rations per day amount to 5,475 rations per annum, at 28 cents,	-	-	1,533
Total,	-	-	\$13,005

*Estimate of provisions for seventy men for twelve months.*

54 barrels of beef,	- at \$13 00	702 00
54 barrels of pork,	- 17 00	918 00
215 gallons of molasses,	- 75	161 25
25 cwt. of rice,	- 4 00	100 00
338 pounds of butter,	- 15	50 70
2,625 pounds of cheese,	- 12	315 00
215 pounds of candles,	- 20	43 00
300 gallons of vinegar,	- 30	90 00
42 bushels of beans,	- 80	33 60
1,515 gallons of rum,	- 1 00	1,515 00
250 pounds of soap,	- 13	32 50
9 barrels of flour,	- 8 00	72 00
8 barrels of Indian meal,	- 4 00	32 00
180 cwt. of bread,	- 3 33	600 00
25 gallons of lamp oil,	- 1 00	25 00
125 bushels of potatoes,	- 50	62 50
30 cwt. of salt fish,	- 6 00	180 00
	Dollars,	4,932 55

RECAPITULATION.

Total pay and rations,	-	-	\$13,005 00
Provisions,	-	-	4,932 55
Medicines, hospital stores, &c.	-	-	900 00
Contingencies,	-	-	6,000 00
Total,	-	-	\$24,837 55



## No. 8.

*Estimate of the pay and subsistence of the crew of a Galley, consisting of three officers and twenty-five privates, for twelve months.*

	Permonth.	Dollars.	Rations.
1 Master and commander,	\$40 00	480	3 per day.
1 Lieutenant, -	30 00	360	2
1 Boatswain, -	20 00	240	2
25 Privates, -	6 00	1,800	25
	Dollars,	2,880	32
Pay, -	-	\$2,880 00	
Thirty-two rations per day will amount to			
11,680 rations per annum, at 28 cents, -		3,270 40	
		<u>\$6,150 40</u>	

*Estimate of provisions for the crew of a galley, consisting of three officers and twenty-five privates, for twelve months.*

92 barrels of beef, at	\$13 00	\$286 00
92 barrels pork, -	17 00	374 00
86 gallons molasses, -	75	64 50
10 cwt. rice, -	4 00	40 00
135 pounds butter, -	15	20 25
1,050 pounds cheese, -	12	126 00
86 pounds candles, -	20	17 20
120 gallons vinegar, -	30	36 00
16 bushels beans, -	80	12 80
606 gallons rum, -	1 00	606 00
100 pounds soap, -	13	13 00
4 barrels flour, -	8 00	32 00
3 barrels Indian meal, -	4 00	12 00
70 cwt. of bread, -	3 33	233 33
10 gallons lamp oil, -	1 00	10 00
50 bushels potatoes, -	50	25 00
12 cwt. salt fish, -	6 00	72 00
	Dollars,	1,980 08

## RECAPITULATION.

Pay and rations, -	\$6,150 40
Provisions, -	1,980 08
Contingencies, -	1,200 00
	<u>\$9,330 48</u>

## No. 9.

*Estimate of the pay of a cutter of fourteen guns and seventy men.*

Captain, -	\$50 per month,	\$600 00
1st Mate, -	35	420 00
2d Mate, -	30	360 00
3d Mate, -	25	300 00
1 Boatswain, -	20	240 00
1 Carpenter, -	20	240 00
1 Gunner, -	20	240 00
1 Cook, -	18	216 00
30 Able seamen, -	17	6,120 00
10 Ordinary seamen, -	12	1,440 00
14 Marines, -	-	1,008 00
8 Boys, -	8	768 00
	Dollars,	11,952 00

*Estimate of provisions for a cutter of fourteen guns and seventy men, for twelve months.*

54 barrels of beef, at	\$13 00	\$702 00
54 barrels pork, -	17 00	918 00
215 gallons molasses, -	75	161 25

## No. 9—continued.

25 cwt. rice, -	\$4 00	100 00
338 pounds butter, -	15	50 70
3,625 pounds cheese, -	12	315 00
210 pounds candles, -	20	43 00
300 gallons vinegar, -	30	90 00
42 bushels beans, -	80	33 60
1,515 gallons rum, -	1 00	1,515 00
250 pounds soap, -	13	32 50
9 barrels flour, -	8 00	72 00
8 barrels Indian meal, -	4 00	32 00
180 cwt. of bread, -	3 33	600 00
25 gallons lamp oil, -	1 00	25 00
125 bushels potatoes, -	50	62 50
30 cwt. salt fish, -	6 00	180 00

Dollars, - 4,932 55

## RECAPITULATION.

Pay, -	\$11,952 00
Provisions, -	4,932 55
Contingencies, -	1,500 00
Medicines, -	600 00
	<u>\$18,984 55</u>

## No. 10.

*Estimate of the Pay of the Officers and Crew of a Cutter of ten Guns, and thirty-four men.*

	Per month.	Dollars.
Captain, -	50	600
1st Mate, -	35	420
2d ditto, -	30	360
3d ditto, -	25	300
15 Able seamen, -	17	1,680
7 Boys, -	8	3,060
8 Marines, -	-	672
		576
		<u>5,988</u>

*Estimate of Provisions for thirty-four men, for twelve months, for a Cutter of ten guns, for twelve months.*

	Dolls. Cts.	Dolls. Cts.
26 barrels of beef, -	at 13 00	338 00
26 barrels of pork, -	17 00	442 00
100 gallons of molasses, -	75	75 00
12 cwt. rice, -	4 00	48 00
160 lbs. butter, -	15	24 00
1,300 lbs. cheese, -	12	156 00
100 lbs. candles, -	20	20 00
150 gallons vinegar, -	30	45 00
20 bushels beans, -	80	16 00
770 gallons rum, -	1 00	770 00
120 lbs. soap, -	13	15 60
6 barrels flour, -	8 00	48 00
5 barrels Indian meal, -	4 00	20 00
82 cwt. of bread, -	3 33	273 33
15 gallons lamp oil, -	1 00	15 00
60 bushels potatoes, -	50	30 00
15 cwt. salt fish, -	6 00	90 00
		<u>2,425 93</u>

## RECAPITULATION.

Total pay, -	\$5,988 00
Provisions, -	2,425 93
Contingencies, -	1,500 00
Medicines, -	500 00
	<u>\$10,413 93</u>

## No. 11.

*Estimate of the expense of building and equipping a forty-four gun frigate.*

	Dolls. Cts.
Timber and every article of wood, except masts, - - - - -	50,000 00
Labor for building and fitting the hull, and rigging the ship, - - - - -	80,000 00
Smith's work, including iron, - - - - -	21,000 00
Ditto, anchors, - - - - -	2,788 80
Masting, - - - - -	5,776 00
Sailmaker's bill, - - - - -	12,000 00
Carver's bill, - - - - -	800 00
Tanner's bill, - - - - -	500 00
Painter's bill, - - - - -	1,444 00
Cooper's do. - - - - -	3,419 74
Blockmaker's do. - - - - -	2,160 00
Boatbuilders, - - - - -	1,000 00
Cordage, - - - - -	37,000 00
Plumbers, - - - - -	1,444 00
Ship chandlery, - - - - -	5,776 00
Turners, - - - - -	577 60
Woollens for sheathing, - - - - -	600 00
Making thirty-six gun carriages for twenty-four pounders, - - - - -	612 00
Ditto twenty ditto, for twelve ditto, - - - - -	300 00
Military stores, - - - - -	28,880 00
Contingencies, kentledge, caboose, &c. - - - - -	18,921 86
	275,000 00

## No. 12.

*Estimate of expense of building and equipping a thirty-six Gun Frigate.*

	Dollars.
Timber and every article of wood, except masts, - - - - -	\$39,760
Labor for building and fitting the hull, and rigging the ship, - - - - -	63,400
Smith's work, - - - - -	17,000
Anchors, - - - - -	2,290
Masting, - - - - -	4,580
Sailmakers, - - - - -	8,000
Carver's bill, - - - - -	750
Tanner's do. - - - - -	382
Painter's do. - - - - -	1,145
Cooper's do. - - - - -	2,700
Blockmaker's do. - - - - -	1,717
Boatbuilders, - - - - -	1,000
Cordage, - - - - -	29,350
Plumbers, - - - - -	1,145
Chandlers, - - - - -	5,152
Turners, - - - - -	458
Woollen for sheathing, - - - - -	480
Making thirty-four carriages, twenty-four pounders, - - - - -	578
Ditto eighteen ditto, twelve ditto, - - - - -	270
Cannon and military stores, - - - - -	22,900
Contingencies, - - - - -	15,000
	\$218,057

## No. 13.

*Estimate of the expense of building and equipping a ship of four hundred and eighty-six tons, to carry twenty-four guns.*

Different Tradesmen's Bills.	Price per ton.	
	Dolls. Cts.	Dolls. Cts.
Shipwright's bills, - - - - -	38 00	21,384 00
Cables, rigging, and cordage, - - - - -	18 00	8,748 00
Smith's bill, - - - - -	12 00	5,832 00
Anchors, - - - - -	2 00	972 00
Masting, - - - - -	3 00	1,458 00
Sailmakers and canvass, two suits, - - - - -	8 25	4,009 50
Joiner's bill, including stuff, - - - - -	2 25	1,093 50
Carvers, - - - - -	1 00	486 00
Rigger's bill, - - - - -	2 00	972 00
Tanners, - - - - -	33	160 38
Painters, - - - - -	1 00	486 00
Coopers, - - - - -	1 75	850 50
Blockmakers, - - - - -	1 50	729 00
Boatbuilder, - - - - -	67	325 62
Plumber, - - - - -	1 00	486 00
Ship Chandlery, - - - - -	4 50	2,187 00
Turner's bill, - - - - -	40	194 40
Sheathing copper, nails and rudder braces, - - - - -	12 00	5,832 00
Woollen for sheathing, - - - - -	75	364 50
Contingencies, such as ballast, stores, &c. - - - - -	26 00	12,636 00
Military stores, - - - - -	20 00	9,720 00
		78,926 40



5th CONGRESS.]

No. 15.

[3d Session.]

## THE BUILDING OF TWELVE SEVENTY-FOURS, AND ESTIMATES OF EXPENSE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 2, 1799.

NAVY DEPARTMENT, 29th December, 1798.

SIR:

I have given to the inquiries you have done me the honor, as Chairman of a Committee of the House of Representatives, to make of me, all the consideration my desire to comply promptly with the wishes of the committee would permit, and now proceed with great diffidence to submit the result.

The protection of our coast; the security of our extensive country from invasion in some of its weaker parts; the safety of our important commerce; and our future peace, when the maritime nations of Europe war with each other, all seem to demand that our naval force should be augmented; so much augmented, indeed, as to make the most powerful nations desire our friendship—the most unprincipled, respect our neutrality. The peaceful character of America will afford to the world sufficient security, that we shall not be easily provoked to carry the war into the country of an enemy; and it will become the wisdom of America to provide a cheap defence to keep it from our own.

Twelve ships of seventy-four guns, as many frigates, and twenty or thirty smaller vessels, would probably be found (our geographical situation and our means of annoying the trade of the maritime Powers considered) a force sufficient to ensure our future peace with the nations of Europe. It would not, perhaps, be hazarding too much to say, that, had we possessed this force a few years ago, we should not have lost, by depredations on our trade, four times the sum necessary to have created and maintained it, during the whole time the war has existed in Europe. If we do not profit by experience, and put ourselves in a situation to resent insult, and punish aggression, nothing is more likely than that, in less than half a dozen years, another occasion may be presented for a repetition of the same mortifying observation. In another and still more interesting view of this subject, mutual safety was a leading motive, and must ever remain a strong cement of our Union. Whether this security can be afforded, unless we are able to command our own coast, and whether the union of all the States can long be preserved without it, are questions which merit the most serious and attentive consideration of American legislators. I forbear to dwell on this fruitful, perhaps delicate topic.

However, to attend more to our pressing concerns, we cannot feel entirely secure that we are not to be exposed to great calamities from the ambition or animosity of France, until a considerable addition be made to our naval force. If twelve ships of seventy-four guns are added to our navy, an invasion of any part of our country would be rendered so difficult, that it would scarcely be attempted: for it is not possible to conceive that France could promise herself any advantage by an invasion of this country, equal to the enormous expense, and still more enormous risk, if we should be so prepared to resist her. She would be obliged to employ more than double the number of ships of equal force, to convoy her armies, provisions, and stores, and to keep the communication open between her armies and her own country. France can calculate, and will calculate the loss and probable gain of her enterprises—Insolent and unfounded expectation!—that she cannot arm our citizens to carry on her work of subjugation to put ourselves in a proper posture of defence; even France, with all her pride, and all her heroism, will consult her interest and avoid war with America; and, like other nations, she will discover, that it will not only be just, but politic, to indulge us in our favorite wish of preserving peace with all the world.

Thus, then, in whatever view the subject is considered, whether our object be to prevent invasion; to protect our commerce; to obtain a speedy and a proper peace; to maintain peace hereafter; or, by affording security to every part of our country, to guard against the long train of ills which must result from disunion; the wisest, cheapest, and most peaceable means of obtaining the end we aim at, will be prompt and vigorous measures for the creation of a navy sufficient for defence but not for conquest.

The United States are doubtless able to bear any expense necessary for their present safety and their future tranquillity. No country increases so fast in population and resources, and no country can incur a debt with such an absolute certainty of discharging it, without laying new burthens on the people. Our revenue, arising from the impost and other sources, must increase in proportion to the increase of population; and as the increase of the latter is certain, no country ever had less to fear from the consequences of incurring any debt, necessary for defence and safety.

On the subject of procuring ships of seventy-four guns, we probably have it in our option to buy them or to build them. The former will be the most expeditious mode of procuring them, but the latter, if the pressure of our affairs will admit, will be the most honorable, and the most advantageous for our country. If we buy them from a foreign nation, it is not to be expected that we shall be able to obtain those of the best quality; and the sum given for them will not be kept at home, and distributed among our own citizens, but will operate against us, like an unfavorable balance of trade. My own idea is, that we certainly ought to build the vessels, in preference to purchasing them; that immediate measures should be taken to secure all the necessary timber; but that the President should be authorized to obtain, as the exigency of our affairs may require, twelve ships of seventy-four guns, by purchase or otherwise. If it should be found necessary to procure them sooner than they can be built, the timber may be preserved by docking, until those purchased decay, or for a century, if it should not be sooner wanted.

The estimates herewith will show the expense of building and equipping twelve ships of seventy-four guns, and six brigs or schooners, to mount not exceeding eighteen guns. The latter would be highly useful in scouring the West Indies, and we have not a sufficient proportion of vessels of this size. Three of the largest of the twenty-four gun ships might be converted into frigates of thirty-two guns. The whole annual expense of maintaining the navy would then be,

The annual expense of the existing navy, is,	\$8,383,540 06
	2,434,261 10

The difference would be the annual expense of the proposed addition,	\$2,949,278 96
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In times of peace, a small proportion of this sum would be sufficient to keep the ships in a state of preservation. Every material article for the building and equipment of ships of war, copper excepted, and probably copper also, may be procured, the growth or manufacture of our own country. It is true that we have heretofore used cordage made of hemp of foreign growth, and imported canvass, and these articles constitute, if wear and tear be included, one-third of the expense of building, equipping, and refitting our vessels of war. But manufactories of canvass have been heretofore established in the Eastern States, and, with proper encouragement, may be revived, and made to supply at least the public demand; and it is most certain that any quantity of hemp can be raised on the Ohio and Mississippi, the Susquehanna, the Potomac, James river, and other parts of the United States, if the growers of it are assured of a ready market, and at a price less than that given for imported hemp; though, if the prices of cordage and canvass, the entire growth and manufacture of the country, should be found at first a little dearer than the imported, the good policy of paying the difference to our own citizens, to render ourselves independent of foreign countries, for articles so essential to our defence, cannot for a moment be doubted.

Timber can at present be had in almost every part of the United States, but in the greatest abundance, and of the best quality, on the Chesapeake Bay, and the waters which empty into it, and in the Southern States. The live oak of Georgia is thought to be almost indispensable in the construction of our largest ships, to be used in those parts



most subject to decay, but the white oak of the Chesapeake is not greatly inferior. It is, however, highly desirable to use the live oak of Georgia as long as it can be obtained, more especially in the ships built eastward of the Chesapeake; and, by a proper mixture of this timber with that of the growth of the country, good vessels may be built in every part of our country.

The islands on the coast of Georgia, on which the live oak is found, are supposed to be more healthy than the main land near the coast; they are also thought to be very important for the production of cotton; hence this valuable timber is becoming scarce every where convenient to water transportation. Two methods suggest themselves for obtaining supplies beyond the immediate demand. To buy one or two of the most valuable islands, and cause the timber to be preserved for the future uses of the navy, or to purchase the timber as the islands are cleared by the owners, and have it transported to the places fixed on for building our ships, and docked until it be wanted. With respect to a purchase, the lands are held at prices greatly beyond what was the supposed value of them a few years ago; and it is believed they have become less valuable for public purposes, in consequence of the efforts which have been made, and are daily making, to clear them for cultivation.

On the subject of other kinds of timber, possibly, when it is seen by the citizens, that it is worth preserving, it may be sufficient to trust, in a great degree, to their attention to private interest, for the preservation of a quantity equal to the public demand. It would, however, be but provident to expend one hundred thousand dollars, in a way to secure enough of the white oak and yellow pine, both of which are indispensable in the construction of good vessels, to last the public, in aid of supplies from individuals, for ages; 100,000 dollars could be so laid out, and I believe the expenditure would be judicious.

No extraordinary means are necessary to be used for procuring naval and military stores, except the articles of hemp, canvass, and copper. Cannon can be made in many of the States, equal to any that could be obtained from foreign countries, also muskets and bayonets, pistols, swords, boarding pikes, and indeed every other article necessary for ships of war.

Although copper mines are found in many parts of the country, yet the most certain means of procuring present supplies will be by importation. The enterprising spirit of the merchants has heretofore furnished enough for the public demand, and may be trusted for future supplies, so far as may be necessary for the ships now contemplated to be added to our navy. It is to be presumed that, before more ships are wanted, and possibly before any, that may now be authorized, are in a state to require the copper, means may be devised for obtaining it in the United States.

Docks will be highly necessary in repairing our ships, to avoid the tedious, expensive, and sometimes dangerous operation of heaving down. They can undoubtedly be made in the Eastern States, where the tides rise very considerably; probably in New Hampshire, Massachusetts, or Rhode Island. Whether they can be made with equal advantage, or to answer valuable purposes, to the southward of Rhode Island, or New York, I cannot form any accurate judgment, from any information I possess; though it would unquestionably be a great public advantage to have a dock near the entrance into the Chesapeake Bay, and another still further south, if circumstances will admit. Docks for repairing ships ought to be convenient to the sea, and yet not easily accessible to an enemy. Yards for building the ships, where large quantities of materials would be deposited (the destruction of which would always be an object with an enemy) should be, according to the opinion of Mr. Humphreys, a gentleman of considerable science and experience in naval architecture, "in the vicinity of a commercial city, for the convenience of procuring able workmen; within the reach of good white oak timber; in fresh water, where timber may be deposited without danger from the worm; on a river running east and west, or nearly so, with a high bank, and where the harbor is secure from freshets and stormy weather, out of the reach of an enemy, and near a good stream of water, eighteen or twenty feet higher than the surface of the river, for the convenience of making lock docks, sawing timber, and for many other valuable uses."

Perhaps the most expeditious mode of building ships, immediately wanted, will be to set them up in several different places, and by such means avail ourselves of the resources of different parts of the country. I am by no means certain that this method will not, also, be the most economical, under present circumstances, and with little seasoned timber in the country; and it will certainly distribute more equally, among all the States, the advantages which may arise from supplying the materials and the labor. But, the subject being new, I am not possessed of sufficient information to state, with precision, where these places ought to be. At a future time, when the pressure may be less, and our experience greater, two or three places, uniting the greatest number of advantages, may be fixed on for building all the large ships of the United States.

The mode heretofore pursued for obtaining naval stores, for the ships in public service, has been, to get such supplies, on the spot, as could be procured on moderate terms, by the agent, for building or equipping the ship; sending, from Philadelphia, or elsewhere, such articles only as could not be so supplied. Until it can be ascertained what places should be selected for permanent building yards, no great inconvenience will result from pursuing the mode already adopted, for supplying the naval stores. Deposites of masts, to supply, quickly, vessels which may come in dismantled, will be made at Boston and Norfolk; measures indeed have already been taken for this purpose; and like deposits must be made at New York or Rhode Island; other articles, required by vessels in distress, can generally be had in these places, and in our other commercial cities.

The business of naval armament being new in this country, and complicated, it is impossible, in this early stage, to devise a perfect system on the subject. Every day's experience will add to the stock of knowledge possessed by the country; and, it may be best for the public interest that the Congress, at their present session, should rely a little more on Executive discretion than may hereafter be necessary. At the present session, it may be expedient and sufficient that the President be authorized to procure, by purchase or otherwise, twelve ships of seventy-four guns, and six brigs or schooners, to mount not exceeding eighteen guns; to take measures for procuring, and depositing in docks of fresh water, and in places of safety, such quantity of live oak timber, proper for ships of seventy-four guns, and frigates, not exceeding, in the whole, such parts of the frames of twelve seventy-four gun ships, and as many frigates, as may be deemed essential to be of this species of timber; to cause to be laid out, in securing other kinds of timber, for the future uses of the navy, a sum not exceeding \$100,000; and to cause not exceeding three docks to be erected for the convenience of repairing ships. For so much of these objects as can be accomplished before the next session of Congress, an appropriation of \$1,200,000, with a promise of further appropriations, may be sufficient.

I have suggested no plan for the encouragement of the manufacture of sail cloth. This subject will be better understood in Congress. A certainty of sale, as already observed, will be encouragement enough for the growers of hemp.

I shall take the liberty to lay before you, in a few days, such alterations in the rules for the government of the navy as have been suggested by some of the most experienced captains, with my own observations.

I have the honor to be, with great respect and esteem, sir, your obedient servant,

BENJAMIN STODDERT.

To the Chairman of the Committee

of the House of Representatives on the Naval Establishment.



*Amount of cost of building and equipping a seventy-four gun ship, of one thousand six hundred and twenty tons, exclusive of military stores.*

Live oak timber, . . . . .	\$40,000	Cooper's bill, . . . . .	\$4,860
White oak and pine, &c. . . . .	30,000	Block-maker's bill, . . . . .	3,240
Labor, . . . . .	85,100	Boat-builder's bill, . . . . .	1,620
Cables, rigging, and cordage, &c. . . . .	32,400	Plumber's bill, . . . . .	2,430
Smith's work, . . . . .	30,400	Ship chandlery, . . . . .	9,720
Anchors, . . . . .	3,200	Turner's bill, . . . . .	1,215
Marling, . . . . .	5,500	Copper bolts, . . . . .	10,960
Sail-makers' bill, two suits, including canvass, . . . . .	16,200	Sheathing copper, nails, &c. . . . .	17,440
Joiner's bill, including stuff, . . . . .	7,800	Woollens, for sheathing, . . . . .	1,215
Carver's bill, . . . . .	1,620	Contingencies, . . . . .	31,600
Rigger's bill, . . . . .	2,240		
Tanner's bill, . . . . .	700		
Painter's bill, . . . . .	3,240	Total, . . . . .	\$342,700

*Estimate of Pay and Rations of the officers and crew of a ship of war of 74 guns—complement six hundred and fifty men, for twelve months.*

	Pay per month.	Pay per year.	Rations per day.		Pay per month.	Pay per year.	Rations per day.
1 Commander, . . . . .	\$75	900	6	1 Steward, . . . . .	\$18	\$216 00	1
5 Lieutenants, . . . . .	40	2,400	15	1 Cooper, . . . . .	18	216 00	1
2 Lieutenants of Marines, . . . . .	30	720	4	1 Sail-maker, . . . . .	20	240 00	2
16 Midshipmen, . . . . .	19	3,648	16	1 Coxswain, . . . . .	18	216 00	1
3 Master's Mates, . . . . .	20	720	6	2 Masters-at-Arms, . . . . .	18	216 00	1
1 Surgeon, . . . . .	50	600	2	1 Cook, . . . . .	18	216 00	1
3 Surgeon's Mates, . . . . .	30	1,080	6				
1 Clerk, . . . . .	25	300	1	87		22,776 00	116
1 Carpenter, . . . . .	20	240	2	280 Able seamen, . . . . .	17	57,120 00	
8 Carpenter's Mates, . . . . .	19	1,824	8	170 Ordinary seamen, . . . . .	12	24,480 00	
1 Boatswain, . . . . .	20	240	2	63 Boys, . . . . .	8	6,048 00	
4 Boatswain's Mates, . . . . .	19	912	4	50 Marines, . . . . .		3,720 00	
2 Yeomen of the Gunroom . . . . .	18	432	2				
1 Gunner, . . . . .	20	240	2	Total pay, . . . . .		114,144 00	
18 Quarter-gunners, . . . . .	18	3,888	18				
1 Chaplain, . . . . .	40	480	2	116 rations per day amount		11,885 20	
10 Quartermasters . . . . .	18	2,160	10	to 42,340 for 12 months,			
2 Gunner's Mates, . . . . .	19	456	2	Total, . . . . .		\$126,029 20	
1 Armorer, . . . . .	18	216	1				

*Estimate of Provisions for six hundred and fifty men, for twelve months.*

503 barrels of beef, . . . . .	at \$13 00	\$6,539 00	2,346 lbs. of soap, . . . . .	at \$0 13	\$304 98
503 barrels of pork, . . . . .	at 17 00	8,551 00	86 barrels of flour, . . . . .	at 8 00	688 00
1,982 gallons of molasses, . . . . .	at 75	1,486 50	80 barrels of Indian meal, . . . . .	at 4 00	320 00
234 cwt. of rice, . . . . .	at 4 00	936 00	1,660 cwt. of bread, . . . . .	at 3 33	5,533 33
3,136 lbs. of butter, . . . . .	at 15	470 40	235 gallons of lamp oil, . . . . .	at 1 00	235 00
24,375 lbs. of cheese, . . . . .	at 12	2,925 00	1,186 bushels of potatoes, . . . . .	at 50	593 00
1,982 lbs. of candles, . . . . .	at 20	396 40	287 cwt. of salt fish, . . . . .	at 6 00	1,722 00
2,811 gallons of vinegar, . . . . .	at 30	843 30			
390 bushels of beans, . . . . .	at 80	312 00			
14,056 gallons of rum, . . . . .	at 1 00	14,056 00			
			Total, . . . . .		\$45,911 91

#### RECAPITULATION.

Pay and subsistence, . . . . .	\$126,029 20
Provisions, . . . . .	45,911 91
Medicines and hospital stores, . . . . .	5,000 00
Contingencies, . . . . .	40,000 00
Total, . . . . .	\$216,941 11

*Amount of cost for building and equipping a ship of war of eighteen guns.*

Different Tradesmen's bills.	Price per ton.	Total for 300 tons.	Different Tradesmen's bills.	Price per ton.	Total for 300 tons.
Ship-wrights' bills, . . . . .	\$44 00	\$13,200 00	Boat-builder's, . . . . .	\$0 67	\$200 00
Cables, rigging, and cordage, . . . . .	18 00	5,400 00	Plumber's, . . . . .	1 00	300 00
Smith's bill, . . . . .	12 00	3,600 00	Ship chandlery, . . . . .	4 50	1,350 00
Anchor's, . . . . .	2 00	600 00	Turner's bill, . . . . .	40	120 00
Masting, . . . . .	3 00	900 00	Sheathing copper, nails, and rudder braces, . . . . .	12 00	3,600 00
Sail-makers', and canvass, 2 suits, . . . . .	8 25	2,475 50	Woollen, for sheathing, . . . . .	75	225 00
Joiner's bill, including stuff, . . . . .	2 25	675 00	Contingencies, such as ballast, stores, caboose, rum, wharfage, portorage, superintending, &c. . . . .	26 00	7,800 00
Carver's, . . . . .	1 00	300 00	Military stores, . . . . .	20 00	6,000 00
Rigger's bill, . . . . .	2 00	600 00			
Tanner's, . . . . .	33	100 00			
Painter's, . . . . .	1 00	300 00			
Cooper's, . . . . .	1 75	525 00			
Block-maker's, . . . . .	1 50	450 00	Total amount, . . . . .	\$162 40	\$48,720 50

*Estimate of the proposed addition to the Navy.*

The annual expense of a seventy-four gun ship, per estimate, is \$216,941 11—twelve will therefore amount to . . . . .	\$2,603,293 32
The annual expense of a brigantine of eighteen guns, per estimate, is \$51,989 10—six will therefore amount to . . . . .	311,934 60
Extra annual expense, attending converting three ships of twenty-four guns into thirty-two gun frigates, . . . . .	34,051 04
Amount of proposed addition, . . . . .	2,949,278 96
Annual expense of the existing establishment, . . . . .	2,434,261 10
Total, . . . . .	\$5,383,540 06

5th CONGRESS.]

No. 16.

[3d SESSION.]

## REVIEW OF THE NAVY—PROVISION FOR ITS INCREASE, AND FOR DRY DOCKS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 17, 1799.

Mr. JOSIAH PARKER, from the committee to whom was referred so much of the President's speech as relates to the "naval establishment, the augmentation of the navy, and the adoption of systematic measures for procuring timber and other supplies," reported, in part:

That an act passed the first of July, one thousand seven hundred and ninety-seven, authorizing the President of the United States to cause the frigates United States and Constitution, of forty-four guns each, with the Constellation, of thirty-six, to be manned and employed; for the accomplishment of which, the 27th of March following, a law passed, appropriating a sum not exceeding one hundred and fifteen thousand eight hundred and thirty-three dollars, to complete and equip those ships for sea; also two hundred and sixteen thousand six hundred and seventy-nine dollars, for the pay and subsistence of the officers and crews for one year; sixty thousand dollars for wear and tear, and two thousand two hundred dollars to pay salaries of persons having care of the navy yards at Norfolk, New York, and Portsmouth.

On the 27th of April, one thousand seven hundred and ninety-eight, an act passed, entitled "An act to provide an additional armament for the further protection of the trade of the United States, and for other purposes," authorizing the President of the United States to cause to be built, purchased, or hired, a number of vessels, not exceeding twelve, nor carrying more than twenty-two guns each, to be armed, fitted out, and manned, under his direction. To carry this law into effect, the sum of nine hundred and fifty thousand dollars were appropriated.

On the 4th of May, 1798, an act passed, authorizing the President of the United States to cause to be built or purchased, a number of small vessels, to be equipped as galleys or otherwise, to be stationed in such parts of the United States as he may direct. To carry this into effect, eighty thousand dollars were appropriated.

On the 27th of May, "An act more effectually to protect the commerce and coasts of the United States passed, which authorized the President of the United States to instruct and direct the commanders of the armed vessels of the United States to seize, take, and bring into any port of the United States, to be proceeded against according to the laws of nations, any armed vessel of the republic of France, sailing under authority, or pretence of authority, which shall have committed, or which shall be found hovering on the coasts of the United States, for the purpose of committing, depredations on the vessels belonging to the citizens thereof; and also to retake any ship or vessel of any citizen or citizens of the United States which may have been captured by such armed vessel.

On the 22d of June an act passed, entitled "An act to amend the act, entitled 'An act providing a naval armament,' and the act, entitled 'An act to authorize the President of the United States to cause to be purchased or built, a number of small vessels, to be equipped as galleys or otherwise.'" This act authorizes the President to increase the strength of the revenue cutters to seventy marines and seamen, and authorizes the President to employ them, as well as the small vessels to be equipped as galleys or otherwise.

On the 30th of June was passed "An act supplementary to the act, entitled 'An act to provide an additional armament for the further protection of the trade of the United States, and other purposes.'" This act authorizes the President of the United States to accept vessels offered on the credit of the United States, where he may cause evidence of the debt or obligations to be given therefor, limited to twelve vessels, the interest to be paid not to exceed six per cent. This act also stipulates the size of the vessels to be received, as well as the size of those authorized by the act of the 27th of April, viz: six, not exceeding eighteen guns each; twelve, not less than twenty, nor exceeding twenty-four; and six not less than thirty-two guns each. The third section of this act authorizes the President to accept of armed vessels from any State, body politic or corporate, citizen or citizens of the United States.



An act, passed July 16th last, making a further appropriation for the additional naval armament, provides for the building of three ships of not less than thirty-two guns each; and appropriates six hundred thousand dollars for that purpose, and authorizes the President of the United States to employ timber and other materials for ships now on hand, to be used for this purpose, or disposed of in such manner as he may direct.

In conformity to those several acts, the ship Delaware, of twenty guns, sailed on a cruise, and took Le Croyable French privateer, of fourteen guns, and seventy men, within soundings on our coast; which privateer had taken vessels on the coast. A few days after, the ship Ganges sailed on a cruise; this ship mounted twenty-four guns; in June, the Constellation, of thirty-six guns, sailed on a cruise; and in July, the Constitution and United States, of forty-four guns, each; and shortly after, several other vessels of war. For a particular account of the existing force, as well as the additional vessels preparing, the committee exhibit herewith a report of the Secretary of the Navy, of the 26th ultimo. [See No. 14, page 57.]

Your committee beg leave to report further, that, about the time of the sailing of our ships of war, and before the merchant ships were permitted to arm for their defence, our trade was in such jeopardy, at sea and on the coast, from French privateers, that but few vessels escaped them; that ruin stared in the face all concerned in shipping; and that it was difficult to get property insured; that insurance stood at the following rates in Philadelphia, at that time:

To Russia,	out, 22½ per cent.—home, 22½	To Portugal,	out, 15 per cent.—home, 15
Sweden,	20	Morocco,	20
Denmark and Hanse Towns, 17½	17½	Italy,	27½
Holland,	20	China and the East Indies, 20	15
Great Britain,	17½	West Indies,	17½
Spain,	17½	Africa,	20
France,	17½		

That, at this time, insurance can be had at the following rates, in the same offices:

To Russia,	out, 12½ per cent.—home, 12½	To Portugal,	out, 10 per cent.—home, 10
Sweden,	12½	Morocco,	12½
Denmark and Hanse Towns, 10	10	Italy,	17½
Holland,	15	China, and the East Indies, 10	10
Great Britain,	10	West Indies,	12½
Spain,	12½	Africa,	12½
France,	12½		

From hence it will appear, independent of our greater security at home, as well as from insult and robberies abroad, that the saving on our shipping, exports, and imports, for the last year, has been more than could have been expected in so short a period. But, pleasing as this is to the committee, they have good reasons to believe that the saving will be greater, as our naval force increases, believing that insurance will be less than it is now. The committee would exhibit an exact statement of the imports and exports for the last year, if they had it in their power, as well as the quantity of tonnage employed by the United States; but, on account of the dreadful malady that afflicted this city, as well as other important towns of the United States, the returns cannot be obtained; nor can the committee exactly estimate the value of the imports of the last year, as the value is not annexed to several articles which pay a duty—the duty being estimated by the pound on coffee, &c. and on rum, &c. by the gallon; but the imports in the United States, from the 1st of October, 1797, to 30th September, 1798, may be safely estimated at fifty millions of dollars, the committee believe more, as the profits on exports have been considerable, and moneys imported are not entered.

The exports, beginning on the 1st of October, 1796, and ending September 30th, 1797, were as follows:

To Russia,	-	-	\$3,450	To Portugal,	-	-	\$463,310
Sweden,	-	-	898,315	West Indies,	-	-	1,508,044
Denmark,	-	-	2,533,224	Africa,	-	-	230,873
Holland,	-	-	8,845,486	Europe, (generally) -	-	-	207,077
Great Britain,	-	-	8,569,748	Northwest Coast of America,	-	-	15,607
Hanse Towns,	-	-	9,589,858				
France,	-	-	11,664,091			Dollars,	51,294,710
Spain,	-	-	5,596,253				

In addition to which, the committee are assured that large sums of specie have been exported, particularly to the East and West Indies and China.

The merchant shipping of the United States, built and employed in that period, was as follows:

In foreign commerce,	-	-	675,046 tons.
Coasting trade,	-	-	200,372
Fisheries,	-	-	38,920

besides 3,114 tons of shipping built in foreign countries, and owned in the United States, making the whole a total of 917,452 tons, the value of which may be fairly estimated as follows:

Shipping, owned in the United States, employed in foreign commerce, 678,160 tons, at \$40 per ton,	\$27,126,400
Coasters and fishermen, 239,292, at \$30,	7,178,760

Total, dollars, - 34,305,160

The committee beg leave to state, as their opinion, that the measures taken for the protection of the commerce of the United States, and subsequent thereto, have saved to the United States considerably more than all the expenses incurred by the naval establishment; and, in aid of their opinion, they beg leave to exhibit the following statement:

Exports and imports into the United States, for one year, commencing from the time of the sailing of our vessels of war, and authorizing merchant ships to arm, \$100,000,000 at 7½ per cent. is	\$7,500,000 00
Value of vessels employed in foreign trade \$27,126,400 at 7½ per cent. is	2,006,730 00
Coasters and fishermen, \$7,178,760 at one per cent,	71,787 60

Total, dollars, - 9,578,517 60

which may be reasonably calculated on, as, notwithstanding the rate of insurance has fallen so much, the stock of the insurance company of this city is higher than at any other period, which evidently shows that it may be still lowered; the natural consequence must be, that freight will fall, as well as insurance; foreign productions will share the same fate; whilst the productions of our country and fisheries will raise in the same proportion, as the merchants of this country will be enabled to do more, on a less capital, and with more certainty.

The exact expense that has attended the whole of the naval equipment cannot be ascertained, on account of the late fever, added to the Secretary of the Navy's not having entered on the duties of his office until June last, and the Accountant of the Navy, not before September; but the annual expense attending the present naval establishment, including eight revenue cutters, is estimated at two millions four hundred and thirty-four thousand two hundred and sixty-one dollars and ten cents, as will appear, by the report of the Secretary of the Navy, in this report; and the committee presume that the sums there stated will be fully adequate to answer the purposes for which they are intended; from that sum may be taken the estimate of the annual expense of the Retaliation, galley, taken in the West Indies by two French frigates, twenty-four thousand eight hundred and thirty-seven dollars, and fifty-

five cents, leaving the annual expense of the present armament two millions four hundred and nine thousand four hundred and twenty-three dollars.

Your committee beg leave to report, as their opinion, that, for the safe-keeping and careening the ships of war of the United States, a dock or docks should be established in one or more places in the United States; that it would be advisable to lay in annually a stock of timber for the building and repairing of ships of war, and that a sum of money ought to be appropriated for that purpose; that the President of the United States be authorized to have put on board such of the vessels of war as he may think proper, an additional number of guns, than for which the ship or vessel may be rated, and that an additional sum ought to be appropriated therefor; that the navy of the United States ought to be augmented. They, therefore, submit the following resolutions:

*Resolved*, That — docks be established in the United States, and that a sum, not exceeding — dollars, be appropriated therefor.

*Resolved*, That — dollars be appropriated for the annual purchase of timber, to be used or preserved for building ships or vessels of war of the United States.

*Resolved*, That the navy should be augmented with — ships, to carry not less than seventy-four guns, and — sloops of war, of not more than eighteen guns, and that a sum not exceeding — dollars be appropriated therefor.

*Resolved*, That the President of the United States be authorized by law to augment the number of guns on board any ship now in service, or building, above the number such ship may be rated, and that — dollars be appropriated for that purpose.

*Resolved*, That the President of the United States should be authorized to take, on the naval establishment, such of the revenue cutters, now in service, as may be, in his opinion, fit for service abroad.

5th CONGRESS.]

No. 17.

[3d Session.]

### AUGMENTATION OF THE PAY OF CAPTAINS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 12TH DAY OF FEBRUARY, 1799.

NAVY DEPARTMENT, *February 9, 1799.*

SIR: The emoluments of Captains in the navy, especially those commanding the large vessels, are not, I believe, equal to the expenses to which they are exposed. It is a custom in the navy for the Captains to entertain, and frequently, their officers; and, when in port, the principal people of the place, the commanders of squadrons, the officers of all the vessels under their command. It is not necessary for me to point out the good effects to be produced by this friendly and frequent intercourse between the commanders and inferior officers, including midshipmen, on the manners and spirit of the navy. If a Captain of a frigate happens to be a man of fortune, he may afford the expense to which his situation subjects him; but, even in this case, it is a hardship that a gentleman should give up more than his time to his country, which, no doubt, is well able to reimburse his actual expenses. A poor man, however great his merit, must, from necessity, seek more profitable employment in private service. Several instances have already occurred in proof of this opinion; and they will become more frequent as the ebullitions of patriotism have time to subside.

The commanders of our frigates have at all times as great a charge upon their hands, and are subjected to as much expense, as Brigadier Generals. When they command squadrons, their situation becomes at least as important as that of Brigadier Generals on separate command. View the great difference in their emoluments. There is really no good reason why there should be this difference, or any difference, to the disadvantage of the naval officers.

The pay of a Brigadier General is one hundred and four dollars per month, and twelve rations per day, and sixteen dollars per month for forage; and when on separate command, the rations are doubled. The pay of a Captain of a frigate is seventy-five dollars per month, and six rations per day.

A Brigadier General will seldom command more than his brigade; and seldom, indeed, more than his brigade, if employed on a separate command. A Captain of a frigate will frequently have the command of a squadron on separate command. Under the present laws, the Captains of all our ships are entitled to the same emoluments, and in all situations.

If the bill passes for six ships of seventy-four, and six of eighteen guns, our navy may be conveniently made to consist of the following description of vessels, and without incurring expense for alterations:

- 6 ships of seventy-four guns,
- 9 large frigates, thirty-six guns and upwards,
- 3 smaller frigates, of thirty-two guns,
- 12 ships, twenty to twenty-eight guns,
- 9 sloops of war, under twenty guns;

besides such of the revenue cutters as may be found proper to be added to the navy, and nine galleys, or vessels, not exceeding ten guns.

I have taken the liberty to enclose the form of a bill,\* which, without burthening the public with greater than the present expense, would, I presume, satisfy the officers; those of lower rank, having something to hope, would be content to look to the time of advancement for higher reward; and those of highest rank would be better enabled to meet the expense to which they are exposed.

I have the honor to be, with great respect, sir, your most obedient servant,

BEN. STODDERT.

Col. JOSIAH PARKER, *Chairman of the Committee, &c.*

\* No copy extant.



5th CONGRESS.]

No. 18.

[3d SESSION.

## NAVAL FORCE IN 1799.

COMMUNICATED TO CONGRESS, MARCH 2, 1799.

*Gentlemen of the Senate and Gentlemen of the House of Representatives:*

Judging it of importance to the public that the Legislature should be informed of the gradual progress of their maritime resources, I transmit to Congress a statement of the vessels, with their tonnage, warlike force, and complement of men, to which commissions as private armed vessels have been issued, since the 9th day of July last.

JOHN ADAMS.

MARCH 2, 1799.

*Statement of the vessels, with their tonnage, warlike force, and complement of men, to which commissions as private armed vessels have been issued by the Secretary of State, and by the Collectors of the Customs under his direction, from the 9th day of July, 1798, to the dates respectively noted below.*

STATE.	DISTRICT.	Number of Vessels.	Tons. 96ths.	Warlike Force.	Number of Crews.	Time to which the statement relates.
New Hampshire, Massachusetts,	Portsmouth, - -	1	186.	6 car'age guns.	10	Jan. 22, 1799.
	Portland and Falmouth, -	2	391.21	6 do -	20	August 24, 1798.
	Marblehead, - -	6	562.	26 do -	59	Jan. 24, 1799.
	Plymouth, - -	1	90.18	2 do -	8	23,
	Bath, - -	1	575.42	16 do -	50	26,
	Biddeford and Pepperelboro',	2	430.23	9 do -	23	24,
	Gloucester, - -	4	396.	14 do -	38	26,
	Newburyport, - -	3	525.	13 do -	37	21,
	Boston, - -	60	11,162.37	487 do -	1,156	19,
	Salem and Beverly, - -	34	6,018.	178 do -	510	21,
Rhode Island, -	Providence, - -	5	1,298.49	42 do -	132	18,
	Newport, - -	4	485.87	27 do -	62	18,
Connecticut, -	New London, - -	5	1,129.10	54 do -	138	22,
	Middletown, - -	1	180.6	8 do -	20	18,
	New York, - -	67	11,899.56	551 do -	1,284	31,
Maryland, -	Baltimore, - -	61	10,383.74	437 do -	1,076	31,
Pennsylvania, -	Philadelphia, - -	64	13,785.61	497 do -	1,562	Feb. 15,
Delaware, -	- -	1	104.	6 do -	15	14,
Virginia, -	Alexandria, - -	3	511.58	22 do -	54	17,
North Carolina, South Carolina, Georgia, -	Bermuda Hundred, - -	3	937.49	40 do -	80	31,
	Norfolk, - -	10	1,630.	65 do -	109	Jan. 1, 1799.
	Newbern, - -	1	202.45	6 do -	20	Oct. 2, 1798.
	Charleston, - -	24	3,202.30	197 do -	356	Jan. 31, 1799.
	Savannah, - -	2	604.59	14 do -	28	Feb. 1,
		365	66,691.60	2,723	6,847	

## RECAPITULATION.

Vessels armed, - -	-	-	-	365
Their tonnage, - -	-	-	-	66,691 $\frac{60}{100}$
Number of their guns, - -	-	-	-	2,723
Number of their men, - -	-	-	-	6,847

DEPARTMENT OF STATE, March 1, 1799.

TIMOTHY PICKERING.

6th CONGRESS.]

No. 19.

[1st SESSION.

## ACTION BETWEEN THE CONSTELLATION AND LA VENGEANCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 21, 1800.

NAVY DEPARTMENT, 20th March, 1800.

In obedience to the order of the House of Representatives of the United States, of the 18th instant, the Secretary of the Navy has the honor to lay before the House a copy of Captain Truxton's letter of the 3d of February, together with a copy of the extract from his journal, referred to in the said letter, detailing the particulars of the engagement between the Constellation, under his command, and a heavy French ship, mounting, as he supposed, fifty-four guns.

The Secretary has received a number of letters too voluminous to trouble the House with, of dates both prior and subsequent to the action, which leave no doubt on his mind that the French ship, so gallantly defended against the bravery and superior skill of Captain Truxton, is the same that arrived at Guadaloupe from France, in the month of December last, called La Vengeance, mounting fifty guns or upwards.

In confirmation of this opinion, the Secretary takes the liberty of stating the substance of letters received from Captain Baker, of the Delaware sloop of war, from B. H. Phillips, Esquire, American Consul at Curaçoa, and from D. M. Clarkson, Esquire, Navy Agent at St. Kitts.

Captain Baker, in a letter dated Curaçoa, 8th of February, mentions that a French ship, called *La Vengeance*, of fifty-four guns, had left Guadeloupe on her return to France, about the 1st of February, had a very severe action with the *Constellation* the following night, and arrived at Curaçoa on the 6th, in a most shattered condition; that he understood she had lost one hundred and forty men in the action, and when she escaped from the *Constellation* had eight feet water in her hold.

Mr. Phillips, in a letter dated Curaçoa, 9th of February, to the Secretary of State, announces the arrival there of the French ship *La Vengeance*, of fifty-six guns, bound from Guadeloupe to France, with a valuable cargo, and a large sum of specie, in a very distressed situation, having lost one hundred and sixty men, killed and wounded, and her masts and rigging nearly all shot away, in an engagement of five hours, within pistol shot, with the *Constellation*.

Mr. Clarkson, at St. Kitts, in a letter dated 16th of February, states, "we are certain Captain Truxtun's gallant action was fought with *La Vengeance*, a French man of war of fifty-four guns, and five hundred picked men, from Guadeloupe to France."

As to the conduct of any particular officer, or other persons on board the *Constellation*, the Secretary has no information, except what is to be found in the communications from Captain Truxtun, by which, but still more by the result of this heroic action, it appears that all the officers and men on board the *Constellation* must have nobly performed their duty.

The praise of having pursued, for many hours, a ship known to be of force so greatly superior to his own, to bring her to action, and of conducting that action with so much skill as to compensate for his great inferiority of force, belongs exclusively to their gallant commander.

It cannot be necessary for the Secretary to add to the eulogium bestowed by Captain Truxtun, on the brave young midshipman, James Jarvis, who gloriously preferred certain death to an abandonment of his post.

All which is respectfully submitted.

BENJAMIN STODDERT, *Secretary of the Navy.*

The Hon. the SPEAKER of the House of Representatives of the United States.

*Copy of a letter from Captain Thomas Truxtun to the Secretary of the Navy.*

UNITED STATES' SHIP *CONSTELLATION*, at SEA, February 3d, 1800.

SIR:

I had the honor to address you the day after my arrival at St. Christopher's the 21st ult. as per copy annexed; after which I made every exertion in my power to get the squadron, as well as my own ship, to sea, in the shortest time possible; and gave all the commanders of the different vessels orders to cruise separately, in certain situations, agreeably to the copies enclosed.

On the 30th I left St. Christopher's with the *Constellation*, in an excellent trim for sailing, and stood to windward in order to occupy the station I had allotted for myself, before the road of the enemy at Guadeloupe, where I was informed a very large and heavy frigate, of upwards of fifty guns, was then lying, and early on the next day I fell in with *L'Insurgent*, Captain Murray, and the prize brig *Conquest*, of Italy, that had been fitted out to cruise with him to those seas. After a short interview with Captain Murray, I requested him to proceed to St. Christopher's without loss of time, and call on our agent there, Mr. Clarkson, for letters that I had lodged for him, which pointed out his further destination. On our parting he immediately made sail to leeward, and I continued plying to windward. At half past seven A. M. of the following day, I discovered a sail to the southeast, to which I gave chase; and, for the further particulars of that chase, and the action after it, I must beg leave to refer you to the extracts of my journal, which is also enclosed, as being the best mode of exhibiting a just, fair, and candid account of all our transactions in the late business, which has ended in the complete dismantlement of the *Constellation*, though, I trust, to the high reputation of the American flag.

I have just fell in with the *Enterprise*, Lieutenant Shaw, returning from Curaçoa, who I send off to you with my despatches, and I shall be obliged by your sending him agent to meet me at Port Royal, Jamaica, as early as possible, as I shall be impatient to hear from you, especially as we are now in want of every thing, being a mere wreck.

If I had met Captain Morris, of the *Adams*, I should have taken the command of that ship and kept the station to windward, leaving him in charge of the *Constellation* to be retitled at Jamaica; but I have not been so fortunate.

I have the honor to be, with great respect and esteem, your very obedient humble servant,

THOMAS TRUXTUN.

The Hon. BENJAMIN STODDERT, Esq. *Secretary of the Navy, Philadelphia.*

*A circumstantial account of the engagement between the United States Frigate Constellation, of thirty-eight guns, and a French National Frigate, of fifty-four guns, on the 1st of February, 1800; taken from Commodore Truxtun's Journal, viz:*

SATURDAY, February 1st, 1800.

At half past seven A. M. the road of Basseterre, Guadeloupe, bearing east, five leagues distance, saw a sail in the southeast standing to the westward, which, from her situation, I at first took for a large ship from Martinico, and hoisted English colors, on giving chase, by way of inducement for her to come down and speak me, which would have saved a long chase to leeward of my intended cruising ground; but finding she did not attempt to alter her course, I examined her more attentively as we approached her, and discovered her to be a heavy French frigate, mounting at least fifty-four guns. I immediately gave orders for the yards to be slung with chains, topsail sheets, &c. stoppered, and the ship cleared, ready for action, and hauled down the English colors. At noon the wind became light, and I observed the chase, that we had before been gaining fast on, held way with us, but I was determined to continue the pursuit, though the running to leeward, I was convinced, would be attended with many serious disadvantages, especially if the object of my wishes was not gratified.

Sunday, February 2. At one o'clock, P. M., the wind being somewhat fresher than the noon preceding, and an appearance of its continuance, our prospect of bringing the enemy to action began to brighten, as I perceived we were coming up with the chase fast, and every inch of canvass being set that could be of service, except the bag reefs, which I kept in the top-sails, in case of the enemy, finding an escape from our thunder impracticable, should haul on a wind, and give us fair battle; but this did not prove to be her commander's intention; I, however, got within hail of him at eight P. M.; hoisted our ensign, and had the candles in the bottle lanterns all lighted, and was in the lee gangway, ready to speak him, and to demand a surrender of his ship to the United States of America, when, at that instant, he commenced a fire from his stern and quarter guns, directed at our rigging and spars. No parley being then necessary, I sent my principal aid-de-camp, Mr. Vandyke, to the different officers commanding divisions on the main battery, to repeat strictly my orders before given, not to throw away a single charge of powder and shot, but to take good aim, and to fire directly into the hull of the enemy, and load principally with two round shot, and, now and then, with a round shot and a stand of grape, &c.; to encourage the men at their quarters, and to cause or suffer no noise or confusion whatever, but to load and fire as fast as possible, when it could be done with certain effect.



These orders being given, in a few moments I gained a position on his weather quarter, that enabled us to return, effectually, his salute, and thus as close, and as sharp an action as ever was fought between two frigates, commenced, and continued until within a few minutes of one, A. M., when the enemy's fire was completely silenced, and he was again sheering off. It was at this moment that I considered him as my prize, and was trimming in the best manner I could, my much shattered sails, when I found the mainmast was totally unsupported with rigging, every shroud being shot away, and some of them, in many places, so as to render stoppers useless, which in fact could not be applied with effect. I then gave orders for all the men to be sent up from the gun deck, to endeavor to secure the mast, in order that we might get alongside of the enemy again as soon as possible; but every effort was in vain, for it went over the side in a few minutes after, and carried with it the topmen, among whom was an amiable young gentleman, who commanded the main top, Mr. James Jarvis, son of James Jarvis, Esq. of New York. This young gentleman, it seems, was apprised of his danger by an old seaman, but he had already so much the principle of an officer engrafted on his mind, not to leave his quarters, that he replied, if the mast went, they must go with it; which was the case, and only one of them was saved. I regret much his loss, as a promising young officer and amiable young man, as well as on account of a long intimacy that has subsisted between his father and myself, but have great satisfaction in finding that I have lost no other, and only two or three were slightly wounded; out of thirty-nine of the crew killed and wounded, fourteen of the former, and twenty-five of the latter. As soon as the mainmast went, every effort was made to clear the wreck from the ship as soon as possible, which was effected in about an hour; and, as her security was then the great object, it being impossible to pursue the enemy, I immediately bore away for Jamaica, for repairs, &c. finding it impracticable to reach a friendly port in any of the islands to windward.

I should be wanting in common justice was I to omit here to journalize the steady attention to order, and the great exertion and bravery shown by all my officers, seamen, and marines, in this action, many of whom I had sufficiently tried before on a similar occasion, (the capture of the *Insurgent*) and all their names are recorded in the muster-roll I sent to the Secretary of the Navy, dated the 19th of December last, signed by myself.

THOMAS TRUXTUN.

6th CONGRESS.]

No. 20.

[2d Session.

### NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 2, 1800.

In pursuance of the act, entitled "An act for the better government of the Navy of the United States," the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, respectfully report to Congress:

That, on the 30th day of June, 1800, there had been received into the treasury the sum of twenty-three thousand eight hundred and fifty-nine dollars and eighty-eight cents, being the proportion of prize money, so far as the accounts had been rendered, then belonging to the United States; which sum they have caused to be invested in stock of the United States, through the agency of George Simpson, Cashier of the Bank of the United States, (except the sum of thirty-two dollars and seventy-six cents still remaining in his hands) in the following manner:

*Statement of the purchases of stock by George Simpson, agent for the commissioners of the fund for Navy pensions and half pay.*

Date of purchase.	Of whom purchased.	Where purchased.	Price.	Eight per cents.	Navy stock.	Six per cents reduced.	Specie value.
Nov. 11, 1800.	A. Regnaud,	Philadelphia.	108 $\frac{1}{4}$	3,000	-	-	3,247 50
Do.	do.	do.	108	8,000	-	-	8,640 00
Do.	do.	do.	90	-	8,900	-	8,010 00
Do.	do.	do.	88 $\frac{3}{4}$	-	-	4,227 56	3,751 96
				11,000	8,900	4,227 56	23,649 46
Brokerage,	-	-	-	-	-	-	59 12
Commission,	-	-	-	-	-	-	118 54
Remaining in the hands of George Simpson,	-	-	-	-	-	-	32 76
							\$23,859 88

That, since the 30th June, and prior to the 1st of October, the further sum of six thousand and twenty-four dollars and thirty-two cents has been received at the treasury, and is now to be invested.

That other sums have been received at the treasury since the 1st of October, which will be applied in the same manner as directed by law, as soon as the forms of office will admit.

On behalf of the Board:

BEN. STODDERT.

CITY OF WASHINGTON, November 25, 1800.

6th CONGRESS.]

No. 21.

[2d SESSION.]

## NAVAL ESTABLISHMENT, AND ITS EXPENSES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 15, 1801.

NAVY DEPARTMENT, 12th January, 1801.

SIR:

The report of the Secretary of the Treasury, containing a statement of the appropriations necessary for the year 1801, includes the estimates of the expense of maintaining the navy for the same year. It is unnecessary, therefore, for me to repeat them here.

But it will be observed that these estimates were formed on the idea of employing our whole force in cruising, as heretofore, for the protection of our commerce. Should the United States be so fortunate as to terminate, by an honorable treaty, the differences with France, it would be good economy to sell all the public vessels, except the following frigates:

The United States,  
President,  
Constitution,  
Chesapeake,  
Philadelphia,

The New York,  
Constellation,  
Congress,  
Essex,  
Boston,

The John Adams,  
Adams,  
General Greene.

The rest were either built of materials which do not promise long duration, or are too small to form a part of the national defence. In future wars, the United States will probably be influenced by the example of all other nations, to suffer the capture of vessels merely commercial from their enemy; and, in this event, the enterprising spirit of our citizens will quickly furnish, for private emolument, nearly all the small vessels necessary to be employed; and will thus add to the national means of annoyance, without adding to the national expense. In this view, it may be sufficient for the United States to attend principally to a provision for ships of the line and frigates.

The expense of maintaining the thirteen frigates herein enumerated, in constant service, and on the present establishment of numbers, pay, and rations, would amount, annually, to the sum of one million two hundred and twenty-five thousand and forty-eight dollars and seventy-three cents, as will be seen in paper No. 1. But, on a peace establishment, the ration, which is too large, ought to be reduced; seamen's wages will undoubtedly fall, on a general peace; and, in such a state of things, it would not be necessary to employ, in each ship, more than two-thirds of the present number of able and ordinary seamen. The paper No. 2 contains an estimate of the annual expense of these ships on a peace establishment, and on the principle of keeping the whole of them in constant service, amounting to seven hundred and twelve thousand seven hundred and twenty-four dollars and thirty-five cents. The paper No. 3 shows the expense of keeping only six of the frigates in constant service; the others remaining in port, but allowing half pay to a sufficient number of commissioned officers and midshipmen for the ships so laid up, amounting to three hundred and eighty-seven thousand two hundred and fifty-seven dollars. In the paper No. 4, there is added to the estimate No. 3 the expense of allowing half pay to all the commissioned officers and midshipmen at present in service, making the whole amount to the annual sum of four hundred and forty-four thousand six hundred and seventy-seven dollars.

The act establishing and organizing the marine corps considers that corps as part of the military establishment, but subject to perform duty on ship-board, as well as in posts and garrisons on the seacoast, and elsewhere on shore. It is questionable, therefore, whether the expense of this corps ought to be provided for in the estimates of the War or the Navy Department. It is, certainly, one of the most useful corps belonging to the United States; and is particularly advantageous in facilitating the means, and lessening the expense, of manning our ships; and affords to every vessel a body of experienced and disciplined men, always prepared for action. The war expense of this corps is two hundred and seventy thousand nine hundred and fifty-seven dollars and ninety-eight cents, per annum; in peace, the expense might be reduced to two hundred and seven thousand three hundred and ten dollars, per estimate No. 5; which, being added to the estimate No. 4, would make the whole amount to six hundred and fifty-one thousand nine hundred and eighty-seven dollars.

The acts of Congress have appropriated one million of dollars towards building six seventy-four gun ships, and for procuring, arming, &c. six sloops of war, leaving about seven hundred thousand dollars to be applied towards the six seventy-four gun ships; also, two hundred thousand dollars for the purchase of growing or other timber, or of timbered lands, for the navy, and for preparing proper places for securing the timber procured; and fifty thousand dollars for the erection of two docks, for repairing the public ships.

Under these acts, contracts have been made for eight frames for seventy-four gun ships; two of them under the appropriation of two hundred thousand dollars, and the execution of them, as far as six frames, will, it is believed, be completed this winter. A considerable part of the other timber, necessary for six ships, has been procured. Ground has been purchased at Portsmouth, New Hampshire, Charlestown, (near Boston) Philadelphia, the city of Washington, and Norfolk; and measures have been taken to procure ground at New York, for capacious building and dock yards; and progress is making in preparing docks for receiving the timber, and wharves for building the ships. Contracts have also been made for cannon, and for the copper bolts and spikes, and for sheathing copper, for the seventy-four gun ships; but it is impossible to say how far those which respect copper will be executed, the works for manufacturing sheathing copper being very expensive, and, it is to be feared, beyond the reach of individual capital and enterprise.

The sums already advanced and expended on these different objects cannot be precisely ascertained; but they are not materially different from the following estimate:

For ground and improvements,	-	-	-	-	-	\$186,800 00
Timber,	-	-	-	-	-	210,070 00
Copper purchased, and advances on contracts for sheathing copper,	-	-	-	-	-	76,913 00
Caanon,	-	-	-	-	-	33,000 00
Purchase of Grover's Island and Black Beard,	-	-	-	-	-	22,516 75

\$529,299 75

The agents for disbursing this money are also agents for all other purposes of the navy; and it can only be seen what has been expended, under each head of appropriation, on settlement of their accounts. To remit money to them under each head of appropriation, allowing them to expend on that particular object only the sum remitted, would be to create the necessity of keeping, in each agent's hands, four or five times as much public money as necessary; hence, the practice has arisen in the Navy Department of drawing on one appropriation, for all navy purposes, until that appropriation is exhausted; leaving until the settlement of the agent's accounts the charges against each appropriation for which the money has been expended.

The expense of building six seventy-four gun ships, and fitting them for sea, with guns and military stores, and every other article except men and provisions, has heretofore been estimated at two millions four hundred and three thousand eight hundred dollars and ninety-four cents; to complete the wharves and docks, for seasoning timber at the six places, where ground has been purchased, and to erect suitable houses, for the reception of public stores,



will cost, including what has already been expended, six hundred thousand dollars; and to make, at two of these places, proper docks for repairing of ships, may cost one hundred thousand dollars, amounting, in the whole,

to					\$3,103,800 00
From which is to be deducted the sums already expended,	-	-	-	-	529,299 75
Leaving a balance still to be appropriated, of	-	-	-	-	\$2,574,500 25

If this balance should be divided into four equal parts, and one part should be appropriated in the present, and one in each of the three succeeding years, the money will be furnished as fast as it will be proper to build the ships, to give them every chance of long duration.

The timber alone of a seventy-four gun ship will cost, delivered at the ship yard,

For the frame, consisting of twenty-seven thousand three hundred and eighty-seven cubic feet,

If of live oak, cut to the moulds,	-	-	-	-	\$54,774 00
If partly of live oak, or other timber as valuable, and partly of white oak,	-	-	-	-	41,080 00
If of white oak alone,	-	-	-	-	\$27,387 00
All the other timber,	-	-	-	-	40,000 00
					<u>67,387 00</u>

All the timber for a frigate, to mount forty-four guns, has been estimated to cost fifty thousand dollars.

It will be impracticable to get more live oak from Georgia, after the frames already contracted for are completed, except from the islands belonging to the United States, and these are too small to furnish more than a few of the most material pieces for many ships. It will, also, soon be impracticable to obtain, in the United States, any other kind of timber superior to white oak; but there is reason to believe that, when our timber is as well seasoned, our white oak ships will last as long as those of most other countries. The experiment has never yet been fairly made.

When the United States own twelve ships of seventy-four guns, and double the number of strong frigates, and it is known that they possess the means of increasing, with facility, their naval strength, confidence may be indulged that we may then avoid those wars in which we have no interest, and without submitting to be plundered. An annual sum of one hundred and seventeen thousand three hundred and eighty-seven dollars, (over and above the appropriation for the six seventy-four gun ships already authorized) for the purchase of timber, to be laid up in docks for seventy-four gun ships and frigates, and the adoption of efficient arrangements to secure the manufacture of copper, the culture of hemp, and the manufacture of canvass, would, in a few years, raise us to this desirable state of security.

Thus, then, it appears that, for the small sum of six hundred and fifty-one thousand nine hundred and eighty-seven dollars thirty-four cents, the United States may keep in constant service six frigates; seven others in port, but always ready for service; the corps of marines, consisting of more than eleven hundred officers and men, and may remunerate the past, and secure the future, services of a meritorious class of men, who, in general, either sacrificed more profitable and less hazardous private employment, to devote themselves to their country, in a season of peril; or who, being qualified by education for any pursuits, have entered into the navy, as a profession, at that time of life when professions are usually chosen.

All great maritime nations retain in peace the commissioned navy officers necessary to be employed in war, by allowing them a portion of their monthly pay, on the condition of their holding themselves in readiness, at all times, to be called into active service. The same provision is not so generally extended to the midshipmen; but the discrimination is no where just, and, in the United States, in the present instance, it would be extremely impolitic: for the midshipmen are among the most promising young men of our country, possess all the materials to make officers equal to any in the world, and well merit the fostering care of their Government. But it would be injurious to themselves and to their country to pay them for remaining in idleness at home. No midshipman ought to receive half pay, without exhibiting satisfactory proof that at least four months of the year for which he demanded it had been employed by him in acquiring a better knowledge of his profession; if not in foreign service, at least in the merchant ships of his own country.

It also appears that, for the further sum of six hundred and forty-three thousand six hundred and twenty-five dollars and six cents, appropriated for the present, and for each of the three succeeding years, six seventy-four gun ships may be added to the navy; two frames for two other seventy-four gun ships may be placed in dock for seasoning; six capacious building yards, with docks for receiving large quantities of timber, may be prepared; and suitable houses, which are indispensable for the security of the naval stores, may be erected at each of the building yards.

And that, for the further appropriation of one hundred and seventeen thousand three hundred and eighty-seven dollars, for the timber of a seventy-four and a forty-four gun ship, to be repeated annually, until an adequate quantity of timber shall be obtained, the United States may acquire the means of suddenly raising their navy to any size which the exigency of their affairs may demand.

It will require years to cut the timber from the woods and to build a ship of seventy-four guns, and, after she is built, of green timber, she will not last longer than the time consumed in building her. A ship of the same size, besides the immense advantage in point of duration, may be built and sent to sea in less than a year, if all the materials are on the spot. Timber may be preserved for ages in docks, and at little expense; and the knowledge that we possess it in that state will inspire nearly as much respect for our flag, as if the ships were built and on the ocean.

In a pecuniary point of view, there can be no comparison between the expense of creating a sufficient navy, and the loss a commerce, so great as ours, will too certainly sustain for the want of such protection. But the loss of property is but a paltry consideration, compared with all the humiliating and destructive consequences which must flow from that debasement of mind which a system of eternal submission to injury and injustice cannot fail to produce.

Before I conclude, I will take the liberty of observing, that the business of the Navy Department embraces too many objects for the superintendence of one person, however gifted. The public interest, I am very sensible, has already suffered from this cause; and I have no doubt that the establishment of a Board, to consist of three or five experienced navy officers, to superintend, in subordination to the Head of the Department, such parts of the duties as nautical men are best qualified to understand and to direct, would produce a saving to the public far beyond the expense of such an establishment. Their full pay as officers, indeed, and full rations, might be deemed sufficient compensation for such duty, as it would be proper that the members of the Board should retain their rank in the navy.

I have the honor to be, with great respect, sir, your most obedient servant,

BEN. STODDERT.

HARRISON GRAY OTIS, Esq.

Chairman of the Committee of Naval Affairs.

## No. 1.

*Estimate of the annual expense of maintaining thirteen Frigates, in actual service, agreeably to the present establishment of the Navy of the United States.*

FIVE FRIGATES OF FORTY-FOUR GUNS.							Amount of each Ship.	Amount of the several rates.	Total.
Pay of the officers,	-	-	-	-	-	-	\$16,068 00	\$80,340 00	\$579,738 75
Subsistence of do.	-	-	-	-	-	-	2,555 00	12,775 00	
Pay of the seamen,	-	-	-	-	-	-	47,808 00	239,040 00	
Provisions,	-	-	-	-	-	-	32,264 75	161,323 75	
Medicine, hospital stores, &c.	-	-	-	-	-	-	1,250 00	6,250 00	
Contingent expenses,	-	-	-	-	-	-	16,000 00	80,000 00	
							<u>\$115,945 75</u>		
THREE FRIGATES OF THIRTY-SIX GUNS.									
Pay of the officers,	-	-	-	-	-	-	\$15,636 00	\$46,908 00	295,043 76
Subsistence of do.	-	-	-	-	-	-	2,555 00	7,665 00	
Pay of the seamen,	-	-	-	-	-	-	38,688 00	116,064 00	
Provisions,	-	-	-	-	-	-	27,518 92	82,556 76	
Medicine, hospital stores, &c.	-	-	-	-	-	-	1,150 00	3,450 00	
Contingent expenses,	-	-	-	-	-	-	12,800 00	38,400 00	
							<u>\$98,347 92</u>		
TWO FRIGATES OF THIRTY-TWO GUNS.									
Pay of the officers,	-	-	-	-	-	-	\$13,668 00	\$27,336 00	149,999 75
Subsistence of do.	-	-	-	-	-	-	2,248 40	4,496 80	
Pay of the seamen,	-	-	-	-	-	-	25,632 00	51,264 00	
Provisions,	-	-	-	-	-	-	21,101 47½	42,202 95	
Medicine, hospital stores, &c.	-	-	-	-	-	-	1,150 00	2,300 00	
Contingent expenses,	-	-	-	-	-	-	11,200 00	22,400 00	
							<u>\$74,999 87½</u>		
THREE FRIGATES OF THIRTY-TWO GUNS, SMALLER.									
Pay of the officers,	-	-	-	-	-	-	\$12,528 00	\$37,584 00	200,276 47
Subsistence of do.	-	-	-	-	-	-	2,146 20	6,438 60	
Pay of the seamen,	-	-	-	-	-	-	23,328 00	69,984 00	
Provisions,	-	-	-	-	-	-	17,756 62½	53,269 00	
Medicine, hospital stores, &c.	-	-	-	-	-	-	1,000 00	3,000 00	
Contingent expenses,	-	-	-	-	-	-	10,000 00	30,000 00	
							<u>\$66,758 82½</u>		
									<u>\$1,225,048 73</u>

## RECAPITULATION.

	Amount of the several rates.
Pay of the officers,	\$192,168 00
Subsistence of do.	31,375 40
Pay of the seamen,	476,352 00
Provisions,	339,353 33
Medicine, hospital stores, &c.	15,000 00
Contingent expenses,	170,800 00
	<u>\$1,225,048 73</u>



## No. 2.

*Estimate of the annual expense of maintaining thirteen Frigates in actual service of the United States, on a peace establishment.*

FIVE FRIGATES OF FORTY-FOUR GUNS.						Amount of each Ship.	Amount of the several rates.	Total.
Pay of the officers,	-	-	-	-	-	\$16,068 00	\$80,340 00	
Subsistence of do.	-	-	-	-	-	1,825 00	9,125 00	
Pay of the seamen.	-	-	-	-	-			
80 able seamen,	-	-	-	at \$10,	\$9,600			
115 ordinary do. and boys,	-	-	-	" 6,	8,280			
						17,880 00	89,400 00	
Provisions, 91,615 rations, at 28 cents,	-	-	-	-	-	18,323 00	91,615 00	
Medicine, hospital stores, &c.	-	-	-	-	-	1,000 00	5,000 00	
Contingent expenses,	-	-	-	-	-	10,666 67	53,333 35	
						\$65,762 67		\$328,813 35
THREE FRIGATES OF THIRTY-SIX GUNS.								
Pay of the officers,	-	-	-	-	-	\$15,636 00	\$46,908 00	
Subsistence of do.	-	-	-	-	-	1,825 00	5,475 00	
Pay of the seamen.	-	-	-	-	-			
66 able seamen,	-	-	-	at \$10,	\$7,920			
90 ordinary do. and boys,	-	-	-	" 6,	6,480			
						14,400 00	43,200 00	
Provisions, 76,650 rations, at 20 cents,	-	-	-	-	-	15,330 00	45,990 00	
Medicine, hospital stores, &c.	-	-	-	-	-	1,000 00	3,000 00	
Contingent expenses,	-	-	-	-	-	8,500 00	25,500 00	
						\$56,691 00		170,073 00
TWO FRIGATES OF THIRTY-TWO GUNS.								
Pay of the officers,	-	-	-	-	-	\$13,668 00	\$27,336 00	
Subsistence of do.	-	-	-	-	-	1,606 00	3,212 00	
Pay of the seamen.	-	-	-	-	-			
40 able seamen,	-	-	-	at \$10,	\$4,800			
68 ordinary do. and boys,	-	-	-	" 6,	4,896			
						9,696 00	19,392 00	
Provisions, 56,575 rations, at 20 cents,	-	-	-	-	-	11,315 00	22,630 00	
Medicine, hospital stores, &c.	-	-	-	-	-	1,000 00	2,000 00	
Contingent expenses,	-	-	-	-	-	7,500 00	15,000 00	
						\$44,785 00		89,570 00
THREE SMALLER FRIGATES OF THIRTY-TWO GUNS.								
Pay of the officers,	-	-	-	-	-	\$13,008 00	\$39,024 00	
Subsistence of do.	-	-	-	-	-	1,606 00	4,818 00	
Pay of seamen.	-	-	-	-	-			
40 able seamen,	-	-	-	at \$10,	\$4,800			
58 ordinary do. and boys,	-	-	-	" 6,	4,176			
						8,976 00	26,928 00	
Provisions, 51,830 rations, at 20 cents,	-	-	-	-	-	10,366 00	31,098 00	
Medicine, hospital stores, &c.	-	-	-	-	-	800 00	2,400 00	
Contingent expenses,	-	-	-	-	-	6,666 66½	20,000 00	
						\$41,422 66½		124,268 00
								\$712,724 35

## RECAPITULATION.

	Amount of the several rates.
Pay of the officers,	\$193,608 00
Subsistence of do.	22,630 00
Pay of the seamen,	178,920 00
Provisions,	191,333 00
Medicine, hospital stores, &c.	12,400 00
Contingent expenses,	113,833 35
	<u>\$712,724 35</u>

## No. 3.

*Estimate of the annual expense of maintaining six Frigates in actual service on a Peace Establishment: seven frigates laid up, and half pay to a sufficient number of Captains, Lieutenants, and Midshipmen, for the latter seven frigates.*

Six frigates in actual service, viz. per paper herewith, No. 2.			
2 of 44 guns each, - -	\$131,525 34		
2 of 36 do. - -	113,382 00		
1 of 32 do. - -	44,785 00		
1 of 32 do. smaller, - -	41,422 66		
		331,115	
Seven frigates laid up, per estimate annexed, viz:			
3 frigates of 44 guns, - -	15,300 00		
1 frigate of 36 guns, - -	5,100 00		
3 frigates of 32 guns, - -	14,142 00		
		34,542	
Half pay for			
7 Captains, - \$50 00	4,200 00		
25 Lieutenants, - 20 00	6,000 00		
100 Midshipmen, - 9 50	11,400 00		
		21,600	
		\$387,257	

*Estimate of annual expense of maintaining seven frigates laid up.*

	Amount of each.	Total.
Three frigates of 44 guns.		
1 Sailing Master, - at \$40 00	480	1,440
1 Boatswain, - 20 00	240	720
1 Gunner, - 20 00	240	720
1 Carpenter, - 20 00	240	720
12 Seamen, - 10 00	1,440	4,320
Provisions, 7,300 rations, 20	1,460	4,380
Contingent expenses, -	1,000	3,000
	\$5,100	\$15,300
One frigate of 36 guns.		
1 Sailing Master, - at \$40 00	480	
1 Boatswain, - 20 00	240	
1 Gunner, - 20 00	240	
1 Carpenter, - 20 00	240	
12 Seamen, - 10 00	1,440	
Provisions, 7,300 rations, 20	1,460	
Contingent expenses, -	1,000	
		5,100
Three frigates of 32 guns.		
1 Sailing Master, - at \$40 00	480	1,440
1 Boatswain, - 20 00	240	720
1 Gunner, - 20 00	240	720
1 Carpenter, - 20 00	240	720
10 Seamen, - 10 00	1,200	3,600
Provisions, 6,570 rations, 20	1,314	3,942
Contingent expenses, -	1,000	3,000
	\$4,714	\$14,142
		\$34,542

## No. 4.

*Estimate of the annual expense of maintaining six frigates in actual service; seven frigates laid up, and half pay to all the Captains, Masters Commandants Lieutenants, and Midshipmen of the Navy, not comprised in the estimates for the said frigates.*

Amount of the expense of six frigates in service, per paper herewith, No. 3.	331,115	
Ditto, of seven frigates laid up, per paper No. 3, - -	34,542	
Ditto, of half pay for a sufficient number of Captains, Lieutenants, and Midshipmen, for the latter seven frigates, per paper No. 3, -	21,600	
		387,257
Half pay to the Captains, Masters Commandant, Lieutenants, and Midshipmen, not comprised in the foregoing, viz:		
15 Captains, - at \$50 00	9,000	
7 Masters Commandant, 30 00	2,520	
63 Lieutenants, - 20 00	15,120	
270 Midshipmen, - 9 50	30,780	
		57,420
		\$444,677

## No. 5.

*Estimate of the annual expense of maintaining the Marine Corps in time of peace.*

Pay, - - - -	99,234	
Subsistence, 443,840 rations, at 15 cents, - - - -	66,576	
Clothing, - - - -	30,000	
Military stores, - - - -	5,000	
Contingent expenses, including quar- termaster's stores, medical aid, bar- racks, wood, stationary, &c. -	6,500	
		\$207,310

7th CONGRESS.]

No. 22.

[1st Session.]

# NAVAL EXPENDITURES FOR MATERIALS, NAVY YARDS, AND DOCKS, AND THE PROCEEDS OF THE VESSELS SOLD.

COMMUNICATED TO CONGRESS, DECEMBER 8, 1801,

*With message of the President of the United States; of which the following is an extract:*

"With respect to the extent to which our naval preparations should be carried, some difference of opinion may be expected to appear; but just attention to the circumstances of every part of the Union will doubtless reconcile all. A small force will probably continue to be wanted, for actual service, in the Mediterranean. Whatever an-



nual sum beyond that you may think proper to appropriate to naval preparations, would, perhaps, be better employed in providing those articles which may be kept without waste or consumption, and be in readiness when any exigence calls them into use. Progress has been made, as will appear by papers now communicated, in providing materials for seventy-four gun ships, as directed by law.

"How far the authority given by the Legislature for procuring and establishing sites for naval purposes, has been perfectly understood and pursued in the execution, admits of some doubt. A statement of the expenses already incurred on that subject shall be laid before you. I have, in certain cases, suspended or slackened these expenditures, that the Legislature might determine whether so many yards are necessary as have been contemplated. The works at this place are among those permitted to go on; and five of the seven frigates directed to be laid up have been brought and laid up here, where, besides the safety of their position, they are under the eye of the Executive administration, as well as of its agents, and where yourselves also will be guided by your own view, in the legislative provisions respecting them, which may, from time to time, be necessary. They are preserved in such condition, as well the vessels as whatever belongs to them, as to be at all times ready for sea at a short warning. Two others are yet to be laid up, so soon as they shall have received the repairs requisite to put them also into sound condition. As a superintending officer will be necessary at each yard, his duties and emoluments, hitherto fixed by the Executive, will be a more proper subject for legislation. A communication will also be made of our progress in the execution of the law respecting the vessels directed to be sold."

*Expenditures on account of materials for building six seventy-four gun ships, to the 1st of October, 1801.*

TIMBER FOR THE FRAMES.

Advanced and paid on account of live oak:

For six frames in Georgia,	-	-	-	\$112,000
For one frame in South Carolina, of which about two-thirds has been procured,	-	-	-	17,000
For one frame, and one-third of a frame, at Washington,	-	-	-	15,000
				<u>\$144,000</u>
From which deduct this sum, as there are eight frames procuring, two of which are to be preserved for future use, agreeably to act of 25th February, 1799,	-	-	-	26,666
				<u>\$117,334</u>

TIMBER, (exclusively of the frames.)

Say plank, thick stuff, &c.				
At Washington,	-	-	-	\$47,794
Norfolk,	-	-	-	30,150
New York,	-	-	-	13,173
Boston,	-	-	-	38,540
Portsmouth, New Hampshire,	-	-	-	21,196
				<u>150,853</u>

CANNON.

Advanced Henry Foxall, on account,	-	-	-	\$18,000
Advanced Samuel Hughes,	-	-	-	10,000
Paid Samuel Hughes, for guns delivered,	-	-	-	3,645
				<u>13,645</u>
Advanced William Lane,	-	-	-	10,000
Paid William Lane, for guns delivered,	-	-	-	5,000
				<u>15,000</u>
				<u>46,645</u>

COPPER.

Advanced N. J. Roosevelt & Co. viz:

1799. July 24, To Caleb Lownes, on account,	-	-	-	\$2,000
Aug. 24, To Jacob Marks, on account,	-	-	-	12,000
1800. Feb. 8, To N. J. Roosevelt, on account,	-	-	-	6,000
Feb. 11, Do. do.	-	-	-	1,800
1801. Jan. Do. do.	-	-	-	30,000
				<u>51,800</u>
Stephen Higginson and Co. purchased copper to be manufactured by Paul Revere,	-	-	-	53,813
A. Campbell purchased,	-	-	-	1,300
Advanced Paul Revere, to enable him to erect works for manufacturing sheet copper,	-	-	-	10,000
				<u>116,913</u>
				<u>\$431,745</u>

RECAPITULATION.

Timber for the frames,	-	-	-	\$117,334
Other timber,	-	-	-	150,853
Cannon,	-	-	-	46,645
Copper,	-	-	-	116,913
				<u>431,745</u>
Also advanced on account of two frames extra, to be preserved for future use,	-	-	-	26,666
Total on account of seventy-four gun ships,	-	-	-	<u>\$458,411</u>

For ROBERT SMITH, *Secretary of the Navy.*

And in his absence,

A. C. THOMAS, *Principal Clerk.*

NAVY DEPARTMENT, December 2, 1801.

*Expenditures on account of Navy Yards, Docks, and Wharves, to 1st October, 1801.*

At Washington.—Purchase of ground,	-	-	-	\$4,000
Improvements,	-	-	-	54,683
				<u>\$58,683</u>
Norfolk.—Purchase of ground,	-	-	-	12,000
Improvements,	-	-	-	14,275
				<u>26,275</u>

<i>Philadelphia.</i> —Purchase,	-	-	-	-	37,000	
Improvements,	-	-	-	-	1,636	
						38,636
<i>New York.</i> —Purchase,	-	-	-	-	40,000	
Improvements,	-	-	-	-	1,865	
						41,865
<i>Charlestown, near Boston.</i> —Purchase,	-	-	-	-	40,000	
Improvements,	-	-	-	-	3,643	
						43,643
<i>Portsmouth, N. H.</i> —Purchase,	-	-	-	-	5,500	
Improvements,	-	-	-	-	26,304	
						31,804
						<u>\$240,906</u>

For the Secretary of the Navy, and in his absence,

A. C. THOMAS.

NAVY DEPARTMENT, *December 2, 1801.**Statement of the sales of Public Vessels and Stores, payable into the Treasury.*

Names of Vessels.		Where sold.	Amount of Sales.	Names of Vessels.		Where sold.	Amount of Sales.
Merrimack,	-	Boston,	\$21,154 59	Portsmouth,	-	Baltimore,	\$34,365 82
Herald,	-	Ditto,	17,847 75	Delaware,	-	Ditto,	23,799 28
Warren,	-	Ditto,	19,747 01	Eagle,	-	Ditto,	10,585 73
Connecticut,	-	New York,	19,300 00	Scammell,	-	Ditto,	8,001 87
Trumbull,	-	Ditto,	26,500 00	Experiment,	-	Ditto,	8,446 68
Richmond,	-	Ditto,	6,250 00	Augusta,	-	Norfolk,	13,889 00
Patapsco,	-	Philadelphia,	24,680 00	Maryland,	-	Baltimore,	20,200 00
Ganges,	-	Ditto,	21,000 00				<u>\$275,767 73</u>

NAVY DEPARTMENT, *December 8, 1801.*

RT. SMITH,

7th CONGRESS.]

No. 23.

[1st Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 4, 1802.

The Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, Commissioners under the "Act for the better government of the Navy of the United States," respectfully report to Congress—

That, since the 29th of November, 1800, the date of the last report of the Board, the sum of \$54,878 51, accruing to the United States from the sales of prizes, has been applied to the purchase of stocks of the funded debt of the United States, as exemplified in the statements herewith, No. 1, 2, which stocks, together with all those stocks previously purchased, are placed on the books of the treasury, to the credit of the commissioners, as per statement No. 3. These stocks produce an annuity of \$5,688 44. The gross amount of interest and dividends accruing from the time when they were purchased to the end of the present year, is \$5,237 69, as per statement No. 4.

That the pensions of the persons placed on the invalid list of the naval establishment amount to an annual sum of \$1,604 80, and that the aggregate of all those which either have been paid, or are payable, to the end of the year 1801, amounts to the sum of \$1,730 28, as per statement, No. 5, which, deducted from the gross amount of interest and dividends as above, will leave a balance unapplied of \$3,507 41. There are, however, several applicants to be placed on the list, whose cases have not been decided on, and it is presumed that other cases will occur. But, taking into view all circumstances, the Commissioners entertain the opinion that the present stocks of the fund are sufficient to meet all the cases contemplated by the act.

For and in behalf of the Board,

RT. SMITH.

NAVY DEPARTMENT, *31st December, 1801.*

No. 1.

*Statement of Moneys placed in the hands of George Simpson, Agent of the Commissioners of the Fund for Navy Pensions, to be vested in Stocks of the funded debt of the United States.*

						Dollars. Cts.
1800.		Remaining in his hands per last report,	-	-	-	32 76
December 1,	-	Remitted him by the treasurer,	-	-	-	6,024 32
1801.	-					
March 31,	-	Do. do. do.	-	-	-	49,231 28
						<u>\$55,288 36</u>



## No. 2.

*Statement of Stocks of the Funded Debt of the United States, purchased by George Simpson, Agent of the Commissioners of the Fund for Navy Pensions, since the last report.*

[illegible]

NOTE. The six per cent stock here inserted was deferred stock, and as such entered on the books of the treasury; having been purchased since interest commenced to accrue on it, it was considered by the agent of the Board as six per cent. stock.

## No. 3.

*Statement of all the stocks purchased by George Simpson, agent of the Commissioners of the fund for Navy pensions, and now standing on the books of the Treasury to the credit of the Board.*

Purchased, per report of the 29th November, 1800—Eight per cent. stock,	-	-	\$11,000 00
Six per cent. navy,	-	-	8,900 00
Six per cent.	-	-	4,794 23
Purchased, per present report—Eight per cent.	-	-	26,100 00
Six per cent. navy,	-	-	22,900 00
Six per cent. deferred,	-	-	5,361 91

### RECAPITULATION.

Eight per cent. stock, first loan,	-	-	-	-	-	21,000	00
Eight per cent. stock, second loan,	-	-	-	-	-	16,100	00
						<u>37,100</u>	00
Six per cent. stock, navy,	-	-	-	-	-	31,800	00
Six per cent. stock,	-	-	-	-	-	4,794	23
Six per cent. stock, deferred,	-	-	-	-	-	5,361	91

## No. 4.

*Statement of interest and dividends of the principal accruing on the stocks belonging to the fund for Navy pensions,  
to the 31st of December, 1801, inclusively.*

1800.	December quarter.							
Eight per cent.	-	-	-	13,900 00	-	-	interest, 278 00	
Six per cent.	-	-	-	4,794 23	-	-	71 91	
Six per cent. navy,	-	-	-	9,300 00	-	-	139 50	
								489 41
1801.	March quarter.							
Eight per cent.	-	-	-	13,900 00	-	-	278 00	
Six per cent.	-	-	-	4,794 23	-	-	71 91	
Six per cent. navy,	-	-	-	9,300 00	-	-	139 50	
Six per cent. deferred,	-	-	-	2,509 33	-	-	37 64	
								527 05
	June quarter.							
Eight per cent.	-	-	-	37,100 00	-	-	742 00	
Six per cent.	-	-	-	4,794 23	-	-	71 91	
Six per cent. deferred,	-	-	-	5,361 91	-	-	80 42	
Six per cent. navy,	-	-	-	31,800 00	-	-	477 00	
								1,371 33
	September quarter.							
Eight per cent.	-	-	-	37,100 00	-	-	742 00	
Six per cent.	-	-	-	4,794 23	-	-	71 91	
Six per cent. deferred,	-	-	-	5,361 91	-	-	80 42	
Six per cent. navy,	-	-	-	31,800 00	-	-	477 00	
								1,371 33

1801.

## December quarter.

Eight per cent.	-	-	37,100 00	-	-	742 00
Six per cent.	-	-	4,794 23	-	-	71 91
Six per cent. deferred, including dividend,	-	-	5,361 91	-	-	187 66
Six per cent. navy.	-	-	31,800 00	-	-	477 00
						1,478 57
						\$5,237 69

## No. 5.

*Statement of Pensioners on the Navy Establishment, with the amount of their pensions, respectively, to the 1st January, 1802.*

No.	Names.	State.	Rank or Capacity.	Monthly Allowance.	Amount to 1st Jan. 1802.	Aggregate.
1	George Arbuckle,	Massachusetts,	Seaman,	3 33 $\frac{1}{2}$	102 66 $\frac{3}{4}$	573 74 $\frac{1}{2}$
2	Caleb Elwell,	Do.	Ordinary seaman,	5 00	154 66 $\frac{3}{4}$	
3	Gavin Walkinshaw,	Do.	Seaman,	8 50	86 41	
4	George Grooms,	Do.	Do.	8 50	85 00	
5	Francis Rose,	Do.	Do.	8 50	85 00	
6	John Shapely,	Do.	Cook,	9 00	60 00	
7	John Hoxe,	Rhode Island,	Seaman,	8 50	140 25	140 25
8	Edward Field,	Connecticut,	Surgeon's Mate,	8 50	90 00	
9	Jason Bebee,	Do.	Corporal marines,	4 00	24 00	114 00
10	George Bonner,	New York,	Seaman,	8 50	145 63	
11	William Fitzsimmons,	Do.	Ordinary seaman,	7 00	51 80	197 43
12	John Andrews,	Pennsylvania,	Ordinary seaman,	5 00	60 00	
13	Patrick Fowler,	Do.	Marine,	2 50	30 00	
14	Philip Morrison,	Do.	Do.	3 00	54 00	
15	John Casson,	Do.	Do.	3 00	51 00	
16	William Small,	Do.	Do.	1 50	19 50	
17	Jeremiah Riley,	Do.	Seaman,	6 80	60 50	439 16
18	Thomas Burns,	Do.	B. mate,	7 60	67 64	
19	William Barry,	Do.	Ordinary seaman,	5 00	96 50	
20	Edward Murray,	Maryland,	Sergeant marines,	4 50	54 00	
21	Daniel Fuller,	Do.	Ordinary seaman,	7 00	102 90	156 90
22	James Pitt,	Virginia,	Seaman,	8 50	108 80	
				133 73 $\frac{1}{2}$		1,730 28
				Per annum,	\$1,604 80	

7th CONGRESS.]

No. 24.

[1st SESSION.]

## ACTION BETWEEN THE ENTERPRISE AND A TRIPOLITAN CORSAIR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 19, 1802.

Mr. TALLMADGE, from the committee to whom had been referred resolutions from the Senate, "in respect to Lieutenant Sterret, the officers, and crew, of the United States' schooner Enterprise," made the following report:

That the schooner Enterprise, of fourteen guns, was officered and manned as follows, viz:

Andrew Sterret, Lieutenant, and commanding officer;  
David Porter and Richard H. Lee Lawson, Lieutenants in the Navy;  
Enoch S. Lane, Lieutenant of Marines; and  
Ninety-four men.

That, on the 1st day of August, 1801, the Enterprise fell in with, and captured, a Tripolitan corsair of fourteen guns and eighty men, in which action the barbarian lost twenty men killed and thirty wounded, although not a man was wounded on board the Enterprise; and that the corsair, after being dismantled, was dismissed.

Your committee report, as their opinion, that the House disagree to the resolutions of the Senate, of the 31st of December, 1801, respecting Lieutenant Sterret, and the other officers and men of the schooner Enterprise.

They further report, for the consideration of the House, the following resolutions:

*Resolved by the Senate and House of Representatives of the United States in Congress assembled,* That they entertain a high sense of the gallant conduct of Lieutenant Sterret, and the other officers, seamen, and marines, on board the schooner Enterprise, in the capture of a Tripolitan corsair of fourteen guns and eighty men.

*Resolved,* That the President of the United States be requested to present to Lieutenant Sterret, a sword commemorative of the aforesaid heroic action; and that one month's extra pay be allowed to all the other officers, seamen, and marines, who were on board the Enterprise when the aforesaid action took place.



7th CONGRESS.]

No. 25.

[1st SESSION.

## NAVAL FORCE AND ITS DISPOSITION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 1, 1802.

NAVY DEPARTMENT, 29th January, 1802.

SIR:

In obedience to the resolution of the House of Representatives of the 28th instant, I herewith transmit to you, to be laid before them, a statement of the vessels now belonging to the Navy of the United States, with their present state of equipment, and the service in which they are respectively employed.

I have the honor to be, with great respect, sir, your most obedient servant,

RT. SMITH.

The Hon. the SPEAKER of the House of Representatives.

*Statement of the vessels now belonging to the Navy of the United States, with their present state of equipment, and the service in which they are respectively employed.*

*Frigates of forty-four guns.*—United States, Constitution, President, Chesapeake, Philadelphia.

*Frigates of thirty-six guns.*—Constellation, Congress, New York.

*Frigates of thirty-two guns.*—Boston, Essex.

*Frigates of thirty-two guns, but smaller than the two preceding vessels.*—Adams, John Adams, General Greene.

*Schooner Enterprise, of twelve guns*—retained as a tender.

The frigates President, Philadelphia, Essex, and Boston, are cruising in the Mediterranean, for the protection of our commerce against the Tripolitan corsairs. Two of these vessels are expected home, in virtue of orders given the 15th of December last. The terms of service for which the crews of these vessels entered, will expire on or about the 1st of June next.

The Chesapeake, the Constellation, and the schooner Enterprise, destined for the Mediterranean, are nearly in a state of complete preparation for sea. Every necessary order for officering, manning, provisioning, and otherwise equipping them, has been given; and it is presumed they will be ready to sail on or before the 20th of the ensuing month.

The Constitution, at Boston, and the Adams, at New York, are undergoing necessary repairs. The repairs of the Constitution will be completed in the course of three months; those of the Adams will be effected in one month.

The frigates United States, Congress, New York, John Adams, and General Greene, are dismantled and laid up in ordinary, in the Eastern Branch. They are officered and manned agreeably to the quota prescribed by the act, entitled "An act providing for a naval peace establishment." These vessels are in such a state that they might all be prepared for service on or before the 1st of March next.

The George Washington sailed from Philadelphia in August last, with tributary stores for Algiers. On her return to the United States, it is intended to sell her.

RT. SMITH, Secretary of the Navy.

NAVY DEPARTMENT, 29th January, 1802.

7th CONGRESS.]

No. 26.

[1st SESSION.

## SAILING ORDERS GIVEN TO THE COMMANDERS OF THE INSURGENT AND PICKERING.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 4, 1802.

NAVY DEPARTMENT, 3d February, 1802.

SIR:

In obedience to the resolution of the House of Representatives, of the 2d instant, I herewith transmit copies of the sailing orders given to the commanders of the frigate Insurgent and brigantine Pickering.

The frigate Insurgent sailed from Baltimore the 22d July, and from Hampton Roads 8th August, 1800. The Pickering sailed from New Castle 20th August, 1800.

Since the sailing of these vessels, no information whatever has been received respecting them. It is presumed, however, that they were both lost in the equinoctial gale of September, 1800.

I have the honor to be, with great respect, sir, your most obedient servant,

RT. SMITH.

SPEAKER House of Representatives.

NAVY DEPARTMENT, 14th July, 1800.

SIR:

Having already sent you your instructions for the general government of your conduct on a cruise, it only remains for me, at present, to point out the particular objects of the cruise you are about entering upon.

Considerable depredations have been lately made on our commerce between the West India Islands and our own coasts. The Guadaloupe privateers, eluding the vigilance of our vessels on that station, get between them and the United States, and not only capture the American vessels in the West India trade, but make great havoc among those of more value, employed in the European and East India trade.

You will please then proceed to sea with the Insurgent, without a moment's delay, in search of those privateers. After leaving the capes, you will make an easterly course, keeping rather north of 38° north latitude, until you obtain the longitude 68, and cruise for a few weeks between longitude 68 and 66, and stretch as far south as latitude 31 or 30, after which you will pursue the suggestions of your own judgment and experience, and employ the Insurgent on such cruising ground as you may think will best effect the objects of your cruise: First, to protect, between our own coasts and the West India Islands, our vessels trading to and from the West Indies, Europe, and the East Indies; and secondly, the capture of the enemy's vessels to be found between the cruising grounds of our vessels in the West Indies and our own coast.

In eight weeks from the time of your leaving the Capes, if you meet with no enemy's vessels, you will return to Chesapeake Bay, and anchor off Annapolis, despatching a messenger to me with an account of the occurrences of your cruise, and a return of articles wanted to fit you again for sea; but if you should find that the enemy's vessels continue to molest our trade, within eight or ten degrees of our own coast, you will extend your cruise as long as you can employ the Insurgent to advantage, not exceeding four months.

I have the honor to be, sir, your very humble servant,

BENJAMIN STODDERT.

Captain PATRICK FLETCHER, of the *Insurgent*, *Baltimore*.

NAVY DEPARTMENT, 15th August, 1800.

SIR:

Having already furnished you with all the necessary instructions for the government of your conduct on a cruise, it only remains for me now to direct, that, taking under your convoy the provision ship *Florida*, and such merchant vessels as may be ready to sail with you, you proceed to join our squadron on the Guadalupe station, rendezvousing at St. Kitt's.

You will see the *Florida* safe to St. Kitt's; her cargo is to be delivered to David M. Clarkson, Esq. our agent there, unless you should meet the commanding officer on your passage, by whose orders you will then be governed.

After performing this service, you will cruise in the vicinity of Guadalupe, until you fall in with Captain Decatur, or the commanding officer of that station, under whose command you are to act until further orders.

I have the honor to be, sir, your most obedient servant,

BENJAMIN STODDERT.

Lieutenant BENJAMIN HILLAR, of the *Pickering*, *New Castle, Delaware*.

7th CONGRESS.]

No. 27.

[1st SESSION.]

### NAVY YARDS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 10, 1802.

Mr. MITCHILL, from the committee to whom was referred that part of the message of the President of the United States which relates to naval preparations and the establishment of sites for naval purposes, reported in part\* as follows:

1st. Six navy yards have been purchased, as appears by document No. 1.

2d. Timber for building eight seventy-four gun ships has been purchased by contract, part of which has been, and the whole of which is contracted to be, delivered at the six yards before mentioned, which, together with the expenses for improvements made, will appear by document No. 1.

3d. The committee are of opinion that the timber so deposited, with other materials for building, ought to be secured under suitable sheds or stores, in such manner as shall best preserve the same, and under care of proper persons to be appointed for that purpose.

4th. Charlestown, in Massachusetts, and Norfolk, in Virginia, from the improvements already made, and from other circumstances, appear the most eligible places for receiving and repairing the ships in actual service: should any additional improvement in those places become necessary for this purpose, they ought to be made.

5th. The ships in ordinary ought, in the opinion of the committee, to remain at Washington.

6th. Two of the ships, viz. the *Adams* and the *General Greene*, not being constructed upon approved models for ships of war, and going out of repair, ought to be sold, under direction of the President of the United States, and the proceeds applied to building or purchasing smaller vessels, (if such should be required by the service) or, if he should think it necessary, in improvements at Charlestown and Norfolk.

7th. The ratings of the seamen should be enlarged conformably to the report of the Secretary of the Navy.

8th. The committee further report as their opinion, that the President of the United States should be authorized to employ some suitable person to lay out and direct such works and improvements at Charlestown and Norfolk, and such other places as may be hereafter determined on.

9th. And that, for improving navy yards, docks, and wharves, there be appropriated - \$50,000

And for wear and tear, repairs, and military stores of vessels, &c. - 87,666

\$137,666

NAVY DEPARTMENT, January 20, 1802.

SIR:

To enable the committee to form a satisfactory opinion respecting the navy yards, it is proper to present to their view their present situations. For this purpose, I herewith transmit to you a sketch of the first cost of the several navy yards; of the cost of the improvements made in each, and of the quantity and cost of the timber, planks, and military stores, deposited in each. Among other considerations, the committee will thence perceive the expense that would attend the removing the public property, from such yards as might be sold, to those that might be retained.

Since I have been in office, I have anxiously sought for all possible information respecting the navy yards; but no satisfactory opinion has yet been formed, with regard to the yards that ought to be sold. There is reason to believe that the site of the navy yard at Philadelphia ought to be changed. There is an opinion entertained by some, that the site of the yard at Portsmouth is not the best, and doubts have been expressed respecting the proper position of the yard at New York: all information upon these points, that have been obtained by this Department, is herewith communicated to you.

With respect to the contemplated improvements of the navy yards, and the salaries of the superintendents, I have only to remark that, from the reduced scale of the proposed appropriation, the intended improvements must, in a great degree, be suspended, and of course superintendents will not be necessary. There has, hitherto, not been occasion to employ superintendents at any of the navy yards, excepting Captain Nicholson at Charlestown, Massachusetts, and Captain Tingey at the city of Washington, with a salary of one thousand two hundred dollars to each of them. At the latter place it will, hereafter, be necessary to employ some person to have charge of the ships in ordinary, of the navy stores, and of the navy yard; and to be the agent of the Department in various other matters.

There is no occasion to make any additional provision for preserving the military stores now on hand, or for collecting other materials.

If Congress should deem it necessary to sell any of the present navy yards, or to purchase other situations, and a committee should be appointed to prepare a bill for such purpose, I will with pleasure contribute my assistance.

I have the honor to be, with great respect, sir, your most obedient servant,

ROBERT SMITH.

Hon. Mr. MITCHILL.

\* See further report, No. 28.



## No. 1.

*Navy yards, with their improvements, and the value of property deposited therein.*

## AT PORTSMOUTH, NEW HAMPSHIRE.

Purchase of ground, . . . . .	\$5,500	
Improvements, to 1st October, 1801, . . . . .	26,304	
		31,804
Live oak timber deposited, . . . . .	6,747 feet,	
Under orders for transportation, being ready, to be there deposited, . . . . .	8,890	
	15,637 at \$2,	31,274
Other timber, say plank, wales, thick stuff, &c. for a seventy-four gun ship, . . . . .		30,000
Stores of various kinds, . . . . .		30,000
		\$123,078
It would cost, to remove the timber from Portsmouth to any other building yard, say fifty cents per foot, for the live oak, and for the other timber and stores, not less than \$12,000, say, together, . . . . .		20,000

## AT CHARLESTOWN, MASSACHUSETTS.

Purchase of ground, . . . . .	\$40,000	
Improvements, . . . . .	3,643	
		43,643
Live oak deposited, . . . . .	9,480 feet,	
Ordered, and ready for transportation, . . . . .	22,777	
	32,257 at \$2,	64,514
Other timber, . . . . .		30,000
Stores of various kinds, including those at Boston, . . . . .		110,000
		\$248,157
It would cost, to remove the live oak to any other building yard, at fifty cents per foot, . . . . .		16,100
And the other timber and stores, . . . . .		20,000
		36,100

## AT NEW YORK.

Purchase of ground, . . . . .	\$40,000	
Improvements, . . . . .	1,865	
		41,865
Live oak deposited, . . . . .	13,086 feet,	
Ditto, ordered, and ready for transportation, . . . . .	3,980	
	17,066 at \$2,	34,132
Other timber, . . . . .		30,000
Stores of various kinds, . . . . .		100,000
		205,997
It would cost, to remove the live oak to any other building place, . . . . .	8,533	
And the other timber and stores, . . . . .	19,000	
		27,533

## AT PHILADELPHIA.

Purchase of ground, . . . . .	\$37,000	
Improvements, . . . . .	1,636	
		38,636
Live oak deposited, . . . . .	7,096	
Ordered, and ready for transportation, . . . . .	8,854	
	15,850 at \$2,	31,700
Other timber, . . . . .		30,000
Stores of various kinds, . . . . .		100,000
		200,336
It would cost, to remove the live oak to any other building place, . . . . .	7,985	
And other timber and stores, . . . . .	19,000	
		26,985

## AT NORFOLK.

Purchase of ground, . . . . .	\$12,000	
Improvements, . . . . .	14,275	
		26,275
Live oak deposited, . . . . .	10,591 feet,	
Ordered, and ready for transportation, . . . . .	5,576	
	16,167 at \$2,	32,334
		58,609
Timber, exclusively of live oak, . . . . .		30,000
Stores of various kinds, . . . . .		45,000
		133,609
It would cost, to remove the live oak to any other building yard, . . . . .	8,000	
And the other timber and stores, . . . . .	14,000	
		\$22,000

## AT WASHINGTON CITY.

Purchase of ground, . . . . .	\$4,000	
Improvements, . . . . .	54,683	
		58,683
Timber for ship's frame, not yet deposited, but contracted for, on the Potomac, and may be deposited in the present year, . . . . .		50,000
Other timber, . . . . .		30,000
Stores of various kinds, exclusively of those belonging to the frigates laid up in ordinary, . . . . .		20,000
		<u>158,683</u>
		<u>\$1,069,860</u>

Besides the timber for ship's frame in this place, mentioned above, there is about two-thirds of a frame of live oak in South Carolina, intended for this place, which, when deposited, will, with the other, make two complete frames, one of which is contemplated to be preserved for future use.

There are also two complete frames to be deposited at Boston, say Charlestown, one of which is for future use. To remove the timber and stores from this to any other building place, other than Norfolk, would probably cost \$30,000.

## No. 2.

NAVY DEPARTMENT, February 4, 1802.

SIR:

Congress, by three acts passed the 25th February, 1799, made the following appropriations:

For the building of six 74 gun ships, and for procuring, arming, &c. six sloops of war, \$1,000,000.

For erecting two docks for the convenience of repairing the public ships and vessels, \$50,000.

To be laid out in the purchase of growing or other timber, or of lands on which timber was growing, suitable for the navy, and to cause the proper measures to be taken to have the same preserved for the future uses of the navy, \$200,000.

Letter A shows the principles by which the Secretary of the Navy was governed in purchasing, under the authority of these acts, ground at different places for navy yards.

The Secretary of the Navy, in a letter addressed to the chairman of the Committee on Naval Affairs, dated 12th January, 1801, observes:

"Under these acts, contracts have been made for eight frames for seventy-four gun ships, two of them under the appropriation of \$200,000; the execution of them, as far as six frames, will, it is believed, be completed this winter; a considerable part of the timber necessary for six ships has been procured; ground has been purchased at Portsmouth, N. H. Charlestown, near Boston, Philadelphia, Washington, and Norfolk, and measures have been taken to procure ground at New York, for capacious building and dock yards, and progress is making in preparing docks for receiving the timber."

In his estimates for the year 1801, the Secretary of the Navy estimated "for the expenses attending six seventy-four gun ships, and for completing navy yards, docks, and wharves," the sum of \$500,000; and Congress, by an act of the 3d of March, 1801, appropriated that sum for those objects. Out of this appropriation, there has been expended, from 1st January to 31st December, 1801, inclusive, \$304,605 76; leaving, on the 1st January, 1802, a balance in the treasury, on this appropriation, of \$195,394 24.

The aggregate appropriations for this department for the year 1801, amount to	\$3,042,352 95
Deduct amount of warrants drawn on the Treasurer from 1st January to 31st December, 1801, inclusive,	2,071,907 24½

Leaving unexpended, on the 1st January, 1802,	\$970,445 70½
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I take this occasion to suggest the expediency of selling two of the frigates in service, retained by the "Act providing for a naval peace establishment, and for other purposes." The frigates Adams and General Greene are not constructed upon approved models for ships of war. They would both make excellent merchantmen, and would, no doubt, command a good price; and the proceeds of these sales might be applied to the purchase of smaller vessels, which may be employed to great advantage, if we should be obliged to maintain a naval force in the Mediterranean any length of time.

If Congress should determine that the Adams and General Greene shall be sold, it would be well to authorize the President to apply the proceeds either to the purchase of smaller vessels, or of cannon and other naval stores, as in the discretion of the Executive may be thought the most advisable.

Before I conclude, I will take the liberty further to suggest, that the navy ration, under the present establishment, has been found inadequate, and has created much murmur and discontent among the seamen; the allowance of meat has been too small, that of vegetables also; by cutting off superfluities, the allowance of these articles may be increased to the proper quantity, and the ration be supplied at the present price. I would recommend the following allowance:

For Sunday—1½ lb. beef, ½ lb. flour, or Indian meal, 14 oz. bread, 1 half pint spirits, and 1 half pint of molasses.

For Monday—1 lb. pork, 14 oz. bread, 1 half pint spirits, and 1 half pint pease.

For Tuesday—1½ lb. beef, 1 lb. potatoes, 14 oz. bread, 2 oz. butter, and 1 half pint spirits.

For Wednesday—1 lb. pork, 14 oz. bread, 2 oz. cheese, 1 half pint spirits, and 1 half pint rice.

For Thursday—1½ lb. beef, 1 lb. potatoes, ½ lb. flour, or Indian meal, 14 oz. bread, 1 half pint spirits.

For Friday—½ lb. flour, or Indian meal, 14 oz. bread, 2 oz. butter, 1 half pint spirits, 1 half pint molasses, and 1 pint of rice.

For Saturday—1 lb. pork, 14 oz. bread, 1 half pint spirits, 1 half pint pease, and 1 half pint vinegar.

I have the honor to be, with great respect, sir, your most obedient servant,

ROBERT SMITH.

SAMUEL L. MITCHELL, Esq. *Chairman of the Committee of Naval Affairs.*

A.

APRIL 25, 1800.

*The Secretary of the Navy has the honor to submit for the consideration of the President the following observations:*

No express provision was made by Congress for establishing navy yards for building the first six frigates directed by law. But as vessels so large cannot be built without first erecting wharves, or extending wharves before erected, both these things were done, and in every instance on private property; so that the public have now little or no advantage from the expenditure of sums to a considerable amount. The evil, however, did not stop here. The yards connected with the wharves were, in almost every instance, too confined to admit of the convenience of piling away the timber in a manner to prevent the necessity of frequent removals of one piece to get at another, which happened to be first wanted. The expense of this unnecessary kind of labor, arising solely from the want of sufficient room in the yard, amounted to several thousand dollars in building the frigate United States at Philadel-



phia. At Boston and at Baltimore, there is reason to believe this expense was still more considerable. It would not, perhaps, be hazardous too much to say, that the sums lost in improving private property, and in piling and un-piling timber for the want of yards sufficiently capacious, would have been nearly sufficient to have procured them for the public, and to have erected wharves and other essential improvements.

But when the building of these frigates commenced, it was not foreseen that the United States would so soon want more; nor was the public mind prepared to consider the establishment of a navy as necessary to the honor and safety of the country.

All the timber, except the frames for the six seventy-four gun ships authorized to be built, has been ordered, to be deposited at Portsmouth, in New Hampshire, Boston, New York, Philadelphia, Norfolk, and the city of Washington; and the greater part, if not the whole, has been already collected at these different places. Contracts have long been made, and are in part executed, for the frames for these ships, of the live oak of Georgia and South Carolina, and measures are in operation to transport, as soon as may be, these frames to the different building places. At Norfolk, the yard where the frigate was built, belonging to the State of Virginia, has been lately ceded to the United States, on condition of being paid the value of the ground, which, it is presumed, will not exceed two thousand dollars, and this will include the wharf heretofore built by the United States. At the city of Washington a sufficient quantity of ground is selected for a navy yard, belonging to the public. At Philadelphia, the old and very inconvenient confined yard, heretofore used, must be again rented; considerable additions be made to the wharf at the public expense, and the unnecessary loss of constant removal of timber be again sustained, or ground sufficient for a proper navy yard must be purchased, at an expense equal perhaps to thirty thousand dollars. At New York there have been two wharves built by the public, for the frigate *President*. The first wharf was discovered to be placed where there was not sufficient water to launch the ship. It is not yet ascertained for what sum a quantity of ground adequate to the purpose can be obtained at a place, said to be extremely proper, near New York, for a building yard; but it is believed the price will not exceed a few thousand dollars. At Boston, the old yard, besides being private property, and too confined to contain the timber for a seventy-four gun ship, is so much surrounded by wooden houses as to be thought too dangerous a situation for building a valuable ship, especially a ship that might remain long on the stocks. At this place, or rather at Charlestown, there is a very proper situation for a building yard; but the ground necessary for the purpose cannot be obtained for less than eighteen or twenty thousand dollars. At Portsmouth, the yard of Mr. Langdon, hired for the frigate, might be used for the seventy-four gun ship. But an island at this place, quite convenient for all the purposes of a large establishment, can be procured for six thousand dollars.

In this view of the subject, and believing that it is the truest economy to provide at once permanent yards, which shall be the public property, and which will always be worth to the public the money expended thereon, instead of pursuing the system at first adopted, which, with the experience before us, can only be justified on the ground that the ships, now ordered, are the last to be built by the United States, the Secretary of the Navy has had but little difficulty in making up his opinion that the proper course to be pursued is, to make the building yards at Norfolk, Washington, New York, and Portsmouth, public property, and to commence them on a scale as if they were meant to be permanent. And also, the building yards at Philadelphia and at Boston, notwithstanding the high prices which must be given for the ground.

Mr. Humphreys, whose report accompanies this, was sent to the eastward to view the situations about Boston and Portsmouth, proper for building yards. He can now nowhere find, within a convenient distance of Boston, a situation so eligible in all respects as that of Charlestown.

Mr. Humphreys was also instructed to examine the different ports and harbors eastward of New York, with a view to the selection of the situation for one of the docks for repairing of ships, directed by act of Congress. His report on that subject corresponds with the opinion the Secretary of the Navy has long entertained, from the best lights in his power, that Newport, Rhode Island, affords advantages which give it a superiority over other places. It is of easy access, and can be gained under circumstances which would render it almost impossible for a ship in a crippled state to reach any other port to the eastward of Chesapeake bay. It has a capacious and safe harbor in all kinds of weather; and is the very point of which a maritime enemy would endeavor to get possession, for the purpose of annoying on our own coast, our own trade, and of cutting off one half the maritime strength of our country from the other half.

The objection to this place is the expense of fortifying it. In a war with England, or in a war with France, if France had only the United States to contend with, either nation would take possession of Rhode Island and make it a second Gibraltar. Indeed, it would be much more injurious to the interests of the United States, in the hands of either nation, than Gibraltar is to Spain. Half a dozen hostile ships would do more mischief to our commerce from Rhode Island, from the celerity with which they could move in and out of port, than double the number from Boston, or most other ports. It is a national object to keep possession of Rhode Island, too important to be neglected, let the expense of fortification be what it would.

Boston, from the natural strength of its situation, the great number of ship carpenters in its vicinity, and of its seamen, must always remain a building place and place of rendezvous for our navy, of the first importance. At Boston, too, the tides rise so high as to lessen greatly the expense of emptying a dock; but the danger of the coast eastward of Cape Cod, and the difficulty of access to Boston, seem to forbid a reliance on that place as the principal rendezvous of our navy in a war on our coasts, and as an asylum for ships damaged in action, and seeking a port for repairs.

New London has many advantages for a dock. At this place the machine for pumping the dock might be worked by water, instead of using for that purpose a steam engine of more expense. It is capable of being fortified at an expense considerably less than Rhode Island, but it is not so easy of access as Rhode Island. Indeed, a ship cannot enter into the harbor with a northwest wind, nor is the harbor very capacious. But a judicious enemy, able to make an establishment on our eastern coast, would not hesitate a moment between New London and Rhode Island; nor, indeed, between Rhode Island and any other place, on account of the great facility with which they might carry on their operations from Rhode Island.

There are several fine harbors east of Boston: Portsmouth, Portland, and Wiscasset, will all become important in a naval view as the country advances in population; but it is conceived that it is yet too early to put them in competition with Boston, Rhode Island, or New London. They are indeed all subject to one of the disadvantages which is made an objection to Boston, and in a greater degree—the fogs, which so frequently prevail, continue so long on all the eastern coast from Cape Cod, particularly in the spring season.

Together with the report of Mr. Humphreys, the Secretary of the Navy has the honor to lay before the President, sundry plans and observations relative to the harbors of New London, Newport, Providence, Boston, Charlestown, Portsmouth, Portland, and Wiscasset; all of which is respectfully submitted.

No. 3.

NEW YORK, 13th May, 1801.

Sir:

I had the honor of writing you yesterday, to which beg your reference. The hasty result of my observations respecting the site purchased for a navy yard are as follows: The situation, combined, has undoubtedly advantages for the purpose intended; one disadvantage most striking to me, is, the exposure to an enemy landing in the rear, the danger of which is not so great on reflection, and more in sound than reality; however, where Government contemplate a large naval establishment, it may be prudent to put this risk as much out of sight as possible, especially as other situations may be found, in my opinion preferable, and unattended with the above hazard. Messrs. Watsons have been guilty of one great oversight in the purchase, (Government having at that period in view extensive appropriations to the object as a navy yard) in not embracing a larger front on the water, by which error

they put Government in the power of Mr. Jackson, by allowing him to retain the ground that commands the entrance to the deep water into that side of the bay, on which the improvements would be made, and might render the yard for launching a large ship in a great measure useless, by docking out and contracting the aperture thereto, and force Government to his own terms. This appears a serious objection to large improvements, unless the impediment is removed, by another purchase from Mr. Jackson of about four acres of ground, embracing the water front; then the situation would be complete, saving the possible exposure above mentioned. The purchase is made and paid for, and cannot be got rid of without a great loss, say at least \$10,000; the object now is, I presume, to render the same serviceable; this may be done at a small expense, by preparing the ground for the building a 74 gun ship, which will cost about \$1,500, and making the mill pond a deposit for all the navy timber, which will suffer extremely by lying this summer exposed to the heat and weather: the sooner you determine on the latter point the better, as the contract made by Messrs. Watsons to T. Childs for the lease of the mill, requires ninety days' notice to get possession; a copy of the lease was sent to Mr. Stoddert, and to which I refer you, and is of a piece with the whole transaction. The deeds I have sent to the district attorney, Edward Livingston, Esq. to report on the title, which will, in course, be sent to you. The brig Richmond sold for \$6,250, and, in my opinion, more than she was worth, with her inventory. The ship, as delivered to me, does no credit to the captain or any officer that was on board; in discharging the ballast, 40 lbs. powder, some lead, &c. has been found secreted; her sails, and, in short, every thing relating to her, show a great want of common attention. Had she been in the situation that I should suppose a vessel belonging to Government ought to have been, some thousand dollars would have been added to her sale.

I have the honor to be,  
Sir, your most obedient humble servant,

DANIEL LUDLOW, *Navy Agent.*

*Extract of a letter from Daniel Ludlow, Esq. to the Secretary of the Navy, dated New York, 29th Sept. 1801.*

Enclosed you will find the plan of the stores you directed to be built. I contemplate laying the foundation early this fall, and the first tier of beams, and providing all the materials to commence in the spring; should you wish any alteration in the plan, please to inform me in due season. The timber I am moving over to Long Island, and arranging the ground for the keel of the 74 gun ship. I have contracted for a dock 130 feet in length and 30 in breadth, and to be 10 feet above low water mark, completely built, and all materials found, for \$46 95 per foot, in length, the water being 18 feet deep at low water mark; the expense will be rather heavy. Government will, however, find a great convenience when the same is complete.

*Extract of a letter from Daniel Ludlow, Esq. to the Secretary of the Navy, dated New York, 3d December, 1801.*

I left with General Smith an accurate plan of the navy grounds on Long Island, with the general improvements contemplated, and progressing rapidly from the favorable weather, together with my observations and opinion; all which I presume he has imparted to you for your approbation, which I shall be happy to receive.

I have to acknowledge the receipt of your favors of the 9th and 20th ultimo. The information you will have received from General Smith, will, I trust, convince you that the spot chosen for a navy yard is, in every respect, an eligible one, saving the possibility of an attack in time of war; the hazard of that is too small to take into view: for, if an enemy can land and march seven to ten miles uninterrupted, and destroy works within half a mile of this city, what can they not accomplish? I trust General Smith must be of my opinion that the danger is too remote to contemplate or retard the necessary operations commenced, and considerably advanced. I shall, however, do no more this season than to secure against the winter what has been begun, and wait your further instructions for the spring operations.

*Extract of a letter from the Navy Department to Daniel Ludlow, Esq. dated 29th April, 1801.*

Some short time hence I shall write you more fully respecting the navy yard; in the mean time you will give such directions respecting the keel and the timber, &c. as you may think best for the general good: it being much more in your power to judge what ought to be done than I can at this distance. I wish every further expense relating to the yard to be delayed, but I entreat your opinion relative to the spot purchased, the probable expense of preparing it for the building of the seventy-four gun ship, and whether, from its situation, it will not be very much exposed to a sudden stroke of an enemy, with little risk to those who might attack.

*Extract—dated 11th June, 1801.*

Perhaps you had better delay for a few days the removing the timber. When Mr. Langdon arrives, it may be thought proper to sell the present navy yard. I wish you would see him as he comes through New York, and induce him to visit that purchased, and Kipp's Bay, that he may the better be able to form his judgment on that subject.

*Extract—dated 17th June, 1801.*

Your proposal respecting preparing the ground on Long Island for the reception of the keel for the seventy-four gun ship is approved.

*Extract—dated 2d September, 1801.*

It is not intended to proceed with the building of the seventy-four gun ships, until we are prepared at all points to progress with advantage. The ground on Long Island must certainly be made use of for the ship to be built at New York, and the sooner the public are relieved from the expense of renting ground where the keel now lies, the better. Be pleased, therefore, to have the place on Long Island prepared and the keel removed to it without delay. Let the dock also be prepared, and the residue of the timber be placed in it. With respect to the lease of the mill, as you are on the spot, you can the best judge whether the permitting it to continue leased will materially interfere with your arrangements and impede your operations: and if it should, you will at once take the regular steps to gain possession of it.

I cannot authorize the purchase of the additional quantity of ground, without an act of Congress.

*Extract—Secretary of the Navy to Daniel Ludlow, Esq. dated 28th October, 1801.*

If you have not laid the foundation of the store house, you will be pleased to postpone doing it till the spring, as it will not be possible to complete it this winter; and I am not decided in my opinion with respect to the most suitable spot. The members of Congress from your State may, possibly, give the preference to a different place from that at present contemplated, and I do not wish the subject entangled in any unnecessary difficulties.



*Description of Kipp's Bay, on the East River.*

The rock best calculated for launching large ships from, has alongside four fathoms water; at forty feet distance it increases to four and a half fathoms; at sixty feet, to five and a half fathoms; ninety feet, seven and a half fathoms; from one hundred to five hundred feet it preserves a depth of ten fathoms. The place has a sufficient distance to launch a ship of any size, allowing the greatest descent supposed safe in launching.

The grounds about this place have every advantage required for a dock yard; it is plentifully supplied with fresh and salt water for seasoning timber; a level for rope walks and other necessary buildings; the situation esteemed healthy, the anchorage safe, and the bay secure from the ice in the winter; the shore is deep enough, in its natural state, to launch a ship from, without the enormous expense of docking out (as in other places is necessary) to reach a sufficient depth of water.

RICHARD V. MORRIS.

## No. 4.

*Report of Joshua Humphreys on the subject of Docks.*

In obedience to your order of the 29th of January, I have visited and examined the several ports of New London, Newport, Providence, Boston, Charlestown, Portsmouth, Portland, and Wiscasset, on which I beg leave to submit the following report, viz:

## REMARKS AT NEW LONDON.

## ADVANTAGES.

- 1st. A sufficient depth of water in the channel.
- 2nd. A good situation on Winthrop's Point for a dry dock, with a sufficient quantity of ground.
- 3d. A good stream of water for the use of dock, for pumping, sawing, &c.
- 4th. A good cove for docking timber.
- 5th. Still water in the harbor.
- 6th. Good anchorage.
- 7th. Plenty of good stone for the dock.
- 8th. The small comparative expense in fortifying.
- 9th. The advantage of being quick at and from sea.

The most suitable place for a dock is at the northeast side of it; it should be in a range with a large stone in the edge of the bank, and in a southeast direction from the said stone; this stone lays about two hundred feet above the east end of the rope walk.

## DISADVANTAGES.

1st. The harbor, below Winthrop's Point, is not sufficiently large for such a navy as the United States must have; and, above this point, the river is frequently full of ice, the breaking up of which makes it dangerous to vessels which lie in it.

2nd. The impossibility of entering this port with a northwest wind; which is the most prevailing wind in the winter season.

3d. Vessels in this port are subject to be injured by ice, in hard winters, if they lay in the channel. To deepen the bar sufficient to receive vessels inside the rock, to keep them clear of ice, would cost a considerable sum, and be an annual expense to keep it sufficiently deep.

4th. The harbor is very open and exposed, all below Winthrop's Point.

5th. An enemy, with the wind at east or west, has a leading wind up to Winthrop's Point and down; which is a great advantage, in the attack by water, of any place.

6th. The rise of the tide being only three feet.

7th. The commanding heights to the westward of Fort Trumbull.

8th. The probability of worms.

## REMARKS AT NEWPORT.

## ADVANTAGES.

1st. Accessible at all times, especially when the wind is at northwest; which is the prevailing wind in the winter season.

2nd. A good channel, depth of water, still tide, and a capacious harbor, well land-locked, sufficient for the largest navy in the world, a good anchorage above the Dumpling Rocks; which is the proper place for ships to lie in; in fact, it is the best harbor, for our navy, I have seen.

3d. Goat Island, a suitable place for docks, and belonging to the United States, well secured from storms by its situation; and the most suitable place for a dock, is the west side of the wharf.

4th. Plenty of good materials for the docks.

5th. A good dock for docking of timber.

6th. Great advantage of being quick at, or from, sea; which may be in three hours.

7th. The number of vessels belonging to, and bound east and west of, this port, frequently make it, and wait for a wind to wait them to their respective ports: this was the case while I was at this port, and is the most decided proof in favor of it.

It appears, from the best information I could obtain, that the east end of Long Island is a desirable part of the continent to make, in coming on this coast, and is the land most generally made, and that it is an object that commands the attention of all seamen returning to any port east of the Delaware. From the land so made, a northwest wind is a fair wind into this port; but unfair for any other, neither can they make any.

## DISADVANTAGES.

1st. The great expense to fortify this place; which may be estimated at more than one million of dollars.

2nd. The small rise of tide.

3d. The probability of worms.

4th. The difficulty of anchoring, below the Dumpling Rocks, the water being deep, and the bottom rocky.

## REMARKS AT PAWTUXET.

## ADVANTAGES.

1st. Gaspe or Namquid Point, which is the place pointed out for a dock, being above Conanicut Point, is well secured from an enemy, from its natural situation.

2nd. It can be well fortified, and at a small expense.

3d. Plenty of good materials for building of docks.

4th. Good depth of water, and anchorage, good harbor, and well land-locked.

5th. Good place for docking timber.

6th. Pawtuxet river may be brought to a dock established at this place.

7th. The reasonable terms on which the ground may be had.

## DISADVANTAGES.

1st. Namquid or Gaspe Point extends at least 1,600 feet from the bank, which will cost a considerable sum to wharf and fill it.

2nd. This place, from its great distance from the main, is much exposed to the cold northerly wind, which cannot be well avoided, and will often prevent the workmen from working, let the urgency of the business be ever so great.

3d. This place is subject to worms.

4th. And to the ice.

The harbor above Conannicut Point is not sufficiently large to contain a large fleet of men of war.

## REMARKS AT BOSTON AND CHARLESTOWN.

## ADVANTAGES.

1st. The outer harbor of President and Nantasket roads is large, and considered as a safe harbor for large fleets from the weather, when they are safe in, and anchored.

2nd. Quick at sea, from this place.

3d. The inner harbor is very safe from the winds, freshets, and an enemy, and can be securely fortified at an easy expense.

4th. Boston and Charlestown, both being situated on necks of land, can be securely fortified, and without very great expense.

5th. The number of tradesmen, within its vicinity, that may be commanded, at all times, in fitting and building ships of war.

6th. The number of seamen that resort to the port of Boston, which will always forward an expeditious equipment.

7th. The rise of tide, as it respects dry docks, which may be stated at eleven feet.

8th. The great number of militia, that may be collected at a short notice, in case of an invasion; more than at any other place.

## DISADVANTAGES.

1st. The great fog that this coast is frequently subject to.

2d. The great number of shoals that are in and off the great Bay, and the number of currents, which no experience can guard against.

3d. The difficulty of entering the harbor with the wind at Northwest, which is ahead.

4th. The Easterly winds, though fair for running in, are mostly attended with thick hazy weather, and the navigation of the Bay being difficult, vessels are frequently compelled to stand out to sea.

Mr. M'Lellan, an old experienced commander on the coast, and a respectable citizen of Portland, states that at, and all to the eastward of, Cape Cod, the coast is subject to great fogs, which sometimes continue for fifteen days; it is also stated in a chart of George's Bank, by Paul Pinkham, that it is the most dangerous coast within the limits of the United States, and which he fears has been fatal to many.

5th. That a French seventy-four gun ship was absolutely lost in going out of the harbor, during the Revolutionary war, and a British seventy-four gun ship at Cape Cod.

6th. The harbor opposite the town of Boston is not sufficiently large to contain a large fleet, the channel being very narrow, so much so, that there was but just room for the Constitution to swing clear of the ground at low water, in consequence of which Captain Nicholson thought it most prudent to drop the ship down to President road, (which is just below the castle) to take in his stores.

7th. The anchorage is bad, from the bottom being very hard above Castle Island, so much so, that Captain Nicholson also states he was drove up and down the harbor by the ice, with two anchors ahead, which would not hold; this happened some time since, though I suppose the ice cannot be so troublesome since the bridges are built.

8th. It is notorious that many vessels put into the Vineyard, and Newport, and there wait a wind for Boston, which passage is considered as very dangerous. The difficulty of entering Nantasket roads will be increased in crippled ships.

9th. It is stated that more vessels are lost in and near Boston Bay, than all the other parts of the coast of the United States.

10th. The fall of tide, as it respects shoals, in the port or bay, as vessels may be affected by getting aground on hard bottom.

11th. To establish a navy yard at Boston, the expense would be at least forty-eight thousand dollars for the ground, and the place too much confined, and be very liable to be affected by fire; not only that, but you must lay your vessel in a northerly direction, subject to the cold northerly winds.

12th. Noddle's Island presents a Westerly and Northwesterly exposure, which is a very cold one, and the ground uneven. The most suitable piece of ground on this island, for a dock or navy yard, is said by the tenant to contain about seventy-seven acres, upland and marsh; the owner demands twenty-five thousand dollars for it.

13th. At Charlestown and Noddle's Island there are long flats.

14th. Charlestown is the most suitable spot in the port of Boston for a building yard, and ought to be purchased, for that purpose, at the following prices, if the lots cannot be purchased at a lower rate:

that parcels at the following prices, if the lots cannot be purchased at a lower rate.									
Low ground.	{	J. Harris's ground contains	7 acres, for	-	-	-	-	-	\$12,000
		Stern's ground contains	3 acres, for	-	-	-	-	-	500
		Breed's ground contains	2 acres, for	-	-	-	-	-	250
		Do. do.	9 acres, for	-	-	-	-	-	3,600
			21 acres,	-	-	-	-	-	\$16,350
Additional, as described below,			2 acres,	-	-	-	-	-	3,000
									<u>\$19,350</u>

It would be desirable to have about two acres more, in order to have more room contiguous to where the ship ought to be built.

This piece of ground is between Doctor Putnam's house and the road, which road should be vacated, and run on the new line contemplated, and is marked with a dotted line on the plan, and will join J. Harris's ground aforementioned, which, in proportion to the other ground, I have supposed may cost about three thousand dollars, and have added to the foregoing amount of cost of ground.

## REMARKS AT PORTSMOUTH.

## ADVANTAGES.

1st. This harbor can be fortified at a small expense.

2d. Quick at, and from, sea, being but a short distance.

3d. Furnell's Island, belonging to Mr. Dennet, supposed to contain forty-five acres, (price six thousand dollars) is the best and most suitable place for a dock or building yard, of any other in Portsmouth harbor, and, although



this island is further from Portsmouth than Langdon's Island, yet it is equally near to Kittery's, where all the carpenters reside.

The most suitable spot on this island for a dock is in a cove in the west part of the island; and for a building yard, nearly south of the east end of Denney's house. Neither the dock nor slip will require above two hundred feet from the shore, to a sufficient depth of water, and both may have a south direction, which is a very desirable one.

4th. There is on this island a sufficient quantity of stone for any building that may be thought necessary to be erected for the use of the navy yard, and also a suitable place for docking of timber.

5th. The place pointed out on Denney's Island, for a dock or yard, is much more sheltered from the cold north, and northwest wind, than that on the island of John Langdon, Esq. and is much cheaper.

#### DISADVANTAGES.

1st. The want of a capacious harbor.

2d. The rapidity of the current.

3d. This coast subject to fogs.

4th. Hard stony bottom.

5th. Very dangerous for vessels to pass the Narrows, except at slack water.

The island belonging to the Hon. John Langdon contains, by information, about eighteen or twenty acres, for which he demands the sum of twenty-five thousand dollars. Although this island has many advantages, and several wooden buildings, &c. I am decidedly of opinion Denney's Island is far preferable for a building yard, especially taking into consideration the difference of price. And as Mr. Langdon has not a wish to sell, (except to accommodate the public) on that account alone it ought to be relinquished, when others can be had.

#### REMARKS AT PORTLAND.

##### ADVANTAGES.

1st. This port is within five miles of the light-house, which facilitates the entry into, or leaving it.

2d. Sufficient depth of water up to the town.

3d. Safe place for a dock, free from all winds.

4th. A south front; good water at a short distance from the bank, which is very high; great quantity of filling may be had from the bank; in short, a dock can be made on reasonable terms. The spot would be a desirable one, if the navigation of the river and basin were equally as good.

The proper place to erect a dock would be the west side of it, about one hundred yards east of a stump on the shore, and about the same distance from a spring of water, and about one quarter of a mile east of Vaughan's bridge.

5th. Good place for docking of timber.

6th. Portland can be well defended by land, having a small neck of land to pass to the town.

##### DISADVANTAGES.

1st. The harbor is not sufficiently large.

2d. Large flats on each side of the river.

3d. Narrow channel, from the first bend up to the place suitable for a dock yard.

4th. Subject to ice.

5th. High and uneven ground at the most suitable spot for a dock.

6th. Difficulty in fortifying the river and basin where the ships must lay.

7th. Its great distance from the centre of the Union.

8th. The coast subject to fogs.

9th. Price of the land, which is rated at four hundred dollars per acre.

#### REMARKS AT WISCASSET.

##### ADVANTAGES.

1st. Sheepscot river is deep, bold, and safe, from Cross river to the town of Wiscasset, having from six to twenty fathoms water; no shoals in that distance that vessels of any size can ground on.

2d. The harbor inside the river is from five to nine fathoms, where large vessels may lay safe from storms, worms, or an enemy.

3d. This port embraces a good harbor, free from storms, where a large fleet may ride in safety; in Task's Cove fifty sail of the line may lay within one hundred and fifty feet of the shore, in six fathoms water, without being affected by any current whatever. This river can, with a very small sum, (compared with other places) be safely fortified, possessing very commanding ground and situations for that purpose, and not more than from one-half to three-fourths of a mile wide.

4th. Birch Point, belonging to the Hon. Silas Lee, contains about fifty acres of land, with a fine cove on each side for docking timber; the one on the southwest side is now made up for a mill-dam, to turn a saw and grist mill, which are erected thereon. This point of land is almost closed in by the two coves, which nearly meet on the west part, and make the passage very narrow, which is a very great convenience.

The bank is about twelve feet above the tide; the land is not very uneven, several docks may be built on Mr. Lee's ground, on the aforementioned point; sufficient depth of water at a convenient distance.

5th. Sufficiency of good stone for docks.

##### DISADVANTAGES.

1st. The fogs, that are frequent on this coast.

2d. The great distance from the centre of the Union.

3d. The difficulty of procuring artificers, seamen, &c.

4th. The price demanded by Mr. Lee for his land and mills, being twelve thousand dollars.

Having compared and considered the advantages and disadvantages of situation, with capacity of harbor, depth of water, rise of tide, expense in building docks, prices of land, facility of navigation, and capability of defence, previously stated at each port, I am decidedly of opinion that Newport, Rhode Island, is by far the most suitable port for the establishment of dry docks, and great naval port for our navy, for the ease and safety of entry at all seasons of the year. Its eligibility, in preference to any other Eastern port, is universally acknowledged. The principal and only objection is the great expense of fortification, which may amount to more than a million of dollars.

Boston harbor has been preferred by some, but experience has shown that, during the late Revolutionary war, a French and an English seventy-four gun ship were both lost in Boston Bay, which are evident marks of its dangerous coasts and harbors. Neither money nor art can ever alter the winds, dispel the fogs, and remove the currents or shoals which are attached to Nantasket road and coast. The amount of loss on those two ships, would, I suppose, pay from one-half to two-thirds of the cost of fortifying Newport. Upon comparative accidents which have happened, and the causes still existing, it is fair to calculate upon what may take place in future. I am justified in this conclusion by the mode pursued by the underwriters, who calculate their premiums by the experience they have gained from what has passed; from which it is prudent and justifiable to calculate a continual loss, equal to the cases stated, and in an increased proportion, as our navy becomes more numerous.

How different is Boston port, compared with that of Rhode Island, where you have no reason to calculate a single loss in a century?

During the late war, the enemy, by taking possession of Rhode Island, cut off the communication in part between the Eastern and Middle States. To guard against this in future, it may be doubted whether the navy and dock yards will call for any more important additional expense for fortification, than for general defence, as there is no situation within the United States more convenient to favor the depredations of an enemy than Rhode Island, nor from which our trade would be more liable to destruction from the excursions of their cruisers.

The united interests of the States render this one of the most important ports for the attention of Government. I cannot close this report without stating the propriety of fortifying the most suitable places for the protection of Gardiner's Bay, to prevent an enemy from taking possession of it.

I am, with the greatest respect,

JOSHUA HUMPHREYS.

The Honorable BENJAMIN STODDERT, *Secretary of the Navy.*

No. 5.

*Remarks of Joshua Humphreys, relative to the Ports and Harbors to the Eastward.*

#### REMARKS AT NEW LONDON.

Winthrop's Point embraces a very suitable place for docking of timber; the ground at this place is not very even; the course of the river is about northeast. Here is also a stream of water that may be brought to the dock, if it should be established at this place, with a head of fifteen or twenty feet. The owner of the mill on this stream has just embarked for Europe.

This spot contains about fifty acres at this place; three or four lots, which are held by different persons, must be purchased, to make the yard complete.

Soundings at the above point; bank twenty feet from high water.

At 1st distance,	20 feet further,	1 foot gravel.	
2d do.	13½ do.	2 do. do.	
3d do.	do. do.	3 do. do.	
4th do.	do. do.	4 do. do.	
5th do.	do. do.	6½ do. do.	
6th do.	do. do.	9 do. do.	
7th do.	do. do.	11½ do. do.	
8th do.	do. do.	11½ do. do.	2 feet mud.
9th do.	do. do.	11 do. do.	2 feet soft mud.
10th do.	do. do.	11 do. do.	do.
11th do.	do. do.	11 do. do.	do.
12th do.	do. do.	10 do. do.	5 feet do.
13th do.	do. do.	11 do. do.	do. do.
14th do.	do. do.	11 do. do.	do. do.
15th do.	do. do.	11 do. do.	do. do.
16th do.	do. do.	11 do. do.	6 feet do.
17th do.	do. do.	11½ do. do.	do. do.
18th do.	do. do.	12 do. do.	do. do.
19th do.	do. do.	12 do. do.	do. do.
20th do.	do. do.	12½ do. do.	do. do.
21st do.	do. do.	13 do. do.	do. do.
22d do.	do. do.	13 do. do.	do. do.
23d do.	do. do.	14 do. do.	do. do.
24th do.	do. do.	15 do. do.	5 feet do.
25th do.	do. do.	16 do. do.	do. do.

At three hundred and twenty-four feet from high water mark, and three hundred and forty-four feet from the bottom of the bank, is sixteen feet deep, and five feet more of mud, taken at about one fourth ebb.

Bank at this place twenty feet high above high water. The last distance took us out in a south half east direction of the point; the last distance is about fifty or sixty feet further south of the point than from the shore. If the distance could be taken more at right angles with the shore, the depth would have been much more.

If the dock should be fixed here, the east side of it should be in a range with a large stone in the edge of the bank and in a southeast direction from it; the stone is about two hundred feet above the east end of the rope walk.

*Cumstock Point.*—The land at this place is very high and uneven towards the river, but a little further back it is level and even. The creek that empties into the basin or cove, about this point, is very suitable for docking timber. This creek will give about twenty feet head of water, which may be made use of for freeing a dock of its water, or any other purposes, if it should be established at this place. It will be necessary to purchase more ground at this place than will be absolutely wanted, in order to embrace the use of the creek, and for cutting a ditch to convey the water to the dock.

Any quantity of dirt, to fill the wharf, may be had at this place, and at Winthrop's Point.

The quantity of land contemplated will be about ninety acres. If a dock should be erected at this place, the east side should be about forty-five feet east of the east end of a wooden house on the point, and to be nearly south-east in direction.

The foot of the bank is a little above common high water.

Twenty-seven feet from high water mark, is the edge of the water at about half tide.

At one hundred and sixty-eight feet from the edge of the water, at the last distance and about seventy-two feet south of the point, is fourteen feet, and at least five feet more mud; and ninety feet further out, twenty-four feet water, soft mud.

Good stone may be had in great plenty, close at the water's edge, about one and a half miles above Winthrop's Point, and about two and a half miles below Cumstock's. Beef, pork, cheese, and all kinds of fish, cheap, and in great plenty.

The tide at this place rises from three to three and a half feet; I think it will not exceed three feet generally. The entrance into, and out of, this harbor, is so easy, that no regular bred pilots are necessary, nor any employed; the captains take their vessels in and out themselves, except they are very large. On the river Thames, they build from six hundred to a thousand tons of shipping annually.

At this place there are not many tradesmen; only one blockmaker.

Carpenter's wages about one and a half dollars per day.

Boarding, for laboring men, two dollars per week.

Beef, ten dollars per barrel, and pork.

The river Thames is sufficiently deep, for any ship, up to Winthrop's Point, but from this point to the channel, is crooked and narrow.

This river is generally frozen, in hard winters, above Winthrop's Point; in such weather, it will be dangerous for ships to ride in that place, and, more especially, in freshes at the breaking up of the ice. In this river, a ship would ride without winding, the tide of flood hardly to be felt. Below Winthrop's Point a number of ships may lie in safety, if they are hove on the mud between the rock below Winthrop's Point and the town of New London.



Between the rocks and the town there are but fifteen feet water at high water, at common tide. The mud is soft, and a pole may be run down five or six feet without any difficulty.

The course of the river, from its entrance to Winthrop's Point, is near north. The wind at west or east is a free wind, by two points, up or down. The present forts could not prevent a ship of the line from running above Winthrop's Point, without the reach of Fort Griswold, where it may be in her power to destroy the town, or a dock yard established at Winthrop's Point.

The wind at northwest, which is the prevailing wind during our winter, will prevent almost any ship from entering the harbor; they must bear away for Newport, Rhode Island. This is a fact: for while I remained at Rhode Island, five sail of vessels, bound to New London and Connecticut river, were obliged to put in there, where they must and did remain until the wind changes to at least north, which was four or five days before they could proceed to their own ports: this is a very serious objection to the port of New London. An army landing to the westward of the river Thames, and getting possession of a height which commands Fort Trumbull, would soon drive them out of it. There is also a height to the north of Fort Griswold, that commands it. The channel of the river Thames lies all on the east side of the river for above a mile above Winthrop's Point; the harbor is not sufficiently large for such a fleet as the United States will possess. Ships lain up in that harbor may be affected and much injured by the ice, although it is not common.

They say that the worm is not very destructive in this port.

By throwing a pier in said channel, a little below the forts, and fortifying it; to throw up a battery under Fort Trumbull, and to erect another low battery on the other shore, both as near the water as convenient, and completing the other two forts, they would, when full manned, afford a complete protection against any attack by water.

Batteries should be erected on Gardiner's Island, in order to prevent an enemy from harboring in that place.

#### REMARKS AT NEWPORT, RHODE ISLAND.

In a direct line from Bannister's wharf, at Fort Adams, the greatest depth of water between the said wharf and Goat Island, in the aforesaid direction, was seventeen feet at high water; about twelve inches more of soft mud.

In a southeast direction from a work shop on the south side of Fort Wolcott, the greatest depth at high water is twenty feet, and about twelve inches more of soft mud: channel very narrow at that depth, and lays very near the island.

In a north-northeast direction from Lime Rock, twenty feet water greatest depth, hard bottom.

In a direction from Lime Rock to the barracks at Fort Adams, which may be about a west-northwest course, the greatest depth is twenty-nine and a half feet at high water, hard bottom.

From abreast of a wharf at Fort Adams, in the channel, is twenty-nine and a half feet water, from which depth it increases to seven fathoms in a northwest course. It was said, to have continued sounding in the same course, the depth would have increased considerably, which I believe.

A northeast course from Fort Adams, and about four hundred yards distance, there are seven fathoms water. About half a mile southwest of Fort Wolcott, eight and a half fathoms water.

Rose Island, which is to be fortified, lays northwest of Fort Wolcott, distance about one mile.

In a direction from the south point of Rose Island to the north battery, (which stands a little north of the town of Newport) and nearly of an east direction, there are twenty-six feet of water, at high water, between the bar that runs from the north side of Goat Island and North Battery, channel nearest the North Battery side.

In a direction from a long wharf, which is at the north end of the town, to Fort Wolcott wharf, twenty feet, about one foot mud. From the fast land on the island, to the outer part of the thoroughfare of the wharf, it is about one hundred feet, and from that to the end of the wharf it is about forty-eight feet more.

*Distance and depth of water, taken at high water, at the south side of the wharf built on Goat Island, at Fort Wolcott; first distance was taken from the outer part of the thoroughfare of the wharf.*

1st	distance,	20	feet	from	thoroughfare,	6	feet	water.
2d	do.	20	feet	further,	8½	feet	water.	
3d	do.	20	do.	13½	do.			
4th	do.	20	do.	16½	do.	and	two feet mud.	
5th	do.	20	do.	19½	do.	do.	do.	
6th	do.	20	do.	21½	do.	do.	do.	
7th	do.	20	do.	22½	do.	do.	do.	
8th	do.	20	do.	24½	do.	do.	do.	
9th	do.	20	do.	24½	do.	do.	do.	
10th	do.	20	do.	24½	do.	do.	do.	
11th	do.	20	do.	24½	do.	do.	do.	
12th	do.	20	do.	25½	do.	and	one foot mud, and then hard bottom.	
13th	do.	20	do.	25½	do.	do.	do.	
14th	do.	20	do.	25½	do.	do.	do.	

The rise and fall of the tide at Newport, 17th of February, 1800, was three and a half feet; it may be as much as four feet in common; I do not believe it is more. The inhabitants state it is at five and six feet.

If Forts Adams and Wolcott, a fort at the place called North Battery, which is a little north of the town, were completely fortified and finished, a good fort built on Rose Island, which is purchased by Government for that purpose, one erected on the south end of the Hospital or Coaster's Harbor Island; a pier sunk between Goat and Rose Island, and another between Rose and Coaster's Island, and batteries erected on them, and made bomb proof, I think would make the harbor very secure, especially if there was another battery erected on an eminence on Conanicut Island, about west or southwest of Fort Adams. The north end of Conanicut, and south of Prudence, should be fortified, to prevent an enemy from coming around Conanicut. Troops may land on the east side of Rhode Island, but there is commanding ground between which they must land and the town.

There is only one place for docking of timber, which is in the northwest part of the town, which, I suppose, may contain three, or four, or five acres. This place is banked in all round, and, I am told, is supplied by fresh streams of water, as well as from the sound; I am also informed the worm does not eat in this place; on this subject I have my doubts.

Plenty of stone may be had, except the steps, which I think may be difficult to procure at this place.

Mr. Channing states there will be no difficulty in procuring the place for docking timber at a reasonable price, as it belongs to the town.

#### REMARKS AT PROVIDENCE, RHODE ISLAND.

*Distance and depth of water from a stake at the east end of Namquid, or Gaspe point, taken in a course south about eight degrees east. Depth of water at stake nine feet.*

1st	distance	from	the	stake,	16	feet,	9½	feet	hard	bottom.
2d	"	"	"	"	17	"	9½	"	"	"
3d	"	"	"	"	17	"	9½	"	"	"
4th	"	"	"	"	17	"	12	"	"	"
5th	"	"	"	"	17	"	17	"	"	"
6th	"	"	"	"	17	"	22	"	"	"
7th	"	"	"	"	17	"	25	"	"	"
8th	"	"	"	"	17	"				and three feet mud.
9th	"	"	"	"	17	"				"

The above distance and depth taken when the tide had risen one foot.

Rise of tide this 20th day of February, 1800, by actual measurement, four feet. The inhabitants say it generally rises five feet.

*Distance and depth of water taken from the same stake; the first sounding was at this place, but in a contrary direction, north, eight degrees west.*

1st	distance,	16	feet out,	12	feet, and	2	feet mud.
2d	"	17	"	16	feet hard	bottom,	sand or clay.
3d	"	17	"	16	"	"	"
4th	"	17	"	14	one	foot	mud.
5th	"	17	"	14	"	"	"
6th	"	17	"	16	feet and	hard	bottom, sand or clay.
7th	"	17	"	17	one	foot	clay.
8th	"	17	"	16	one	foot,	hard clay.
9th	"	17	"	16	"	"	"
10th	"	17	"	17	one	foot,	then hard.
11th	"	17	"	17	"	"	"
12th	"	17	"	16	"	"	"

*Distance and depth of water from the same stake, taken in an east direction from the end of the point.*

30	feet from the stake,	17	feet water,	supposed	distance.
70	"	"	24	"	"

*Distance and depth of water, taken in a south, twenty-five degrees east direction, from a stake in the point about four hundred and fifty feet nearer the west side of the river, and in about a west-southwest course from the stake on the point.*

1st	distance,	51	feet out,	2	feet	hard	sand.
2d	"	17	"	2	"	"	"
3d	"	17	"	2	"	"	"
4th	"	17	"	2½	"	"	"
5th	"	17	"	3	"	"	"
6th	"	17	"	3	"	"	"
7th	"	17	"	3	"	"	"

In about a south direction, and the supposed distance of three hundred yards from the stake, which stands in the east end of the point, and from which the other distances are taken, there is twenty-four feet water, when the tide had raised about eighteen inches.

From a rail, which lies a little above high water, to the stake at nine feet water, at low water, which is in the east end of the point, and the same the first distances are taken from, it is nine hundred and fifty feet, and from that rise to the bank, it is seven hundred and fifty feet.

One thousand six hundred and sixty feet from the nearest part of the bank to the stake in the east end of the point.

The water, all above this point, is very shoal for a very considerable distance, and not more than twelve feet for near two hundred feet from the shore. The shore below the point is not quite as shoal, but here the flats run off five or six hundred yards.

There is a cove between Mr. Brown's land and that of Mr. Rhoads, which will serve for docking of timber. It is supplied with fresh water streams sufficient to prevent worms from eating. The mouth of this cove is contracted to about one hundred and fifty feet.

There is also another cove, larger than the first, and to the south of it, which is supplied with fresh water.

The Pawtuxet may be turned into either of those coves, with the expense of, I suppose, three thousand dollars, and for the use of discharge of the dock.

There is a large pond, which, I am informed, never loses its water; they suppose it would supply a continued stream. This pond, I suppose, may contain about ten acres.

From the bank to the stake, in the point in which the distance was taken, is about east-northeast.

Nuhet Point and Conannicut Point bear from each other about southwest and northeast, distance one hundred and eighty rods from a stake in nine feet water in Conannicut Point.

There is a middle ground between the two points, with about three fathoms at low water, and a good channel on both sides.

To secure this place, a pier should be sunk on this middle, and fortified, as well as a good fort on each point.

Opposite Sasfras Point, from five to seven fathoms close into the western shore.

Field's Point, six fathoms about one hundred yards from the western shore; a little below, seven fathoms; and further down in the cove, very shoal; channel very crooked.

In a range from Pawtuxet, to a wharf on the eastern shore, nineteen feet at low water; this is a little above Sabin's Point; channel about mid-way. At Reunstick's, a little below Conannicut, twenty-two and an half feet, for many soundings deepened into five fathoms at low water. Five fathoms for many soundings from the south end of the Island of Prudence to the north end of the Conannicut.

At this place there is a great plenty of stone, which may be obtained at a very low rate.

A yard established at Gaspe, or Namquid Point, will be much exposed in the winter season; I am of opinion it would be difficult to get ships up to that place in a hard winter.

If the dock should be placed in a south direction, there might be some difficulty in securing the side next the channel. And, if it should be put out with the direction of the point, the sun would seldom shine on the north side.

There is a bank on the north side of Pawtuxet river, at India Point, the most suitable situation I have seen, but there cannot be carried sufficient water.

There appears a sufficiency of water up to Gaspe Point, and ships may be easily taken up there. This port may be got into with almost any wind, and is an excellent harbor. The ground from the light house, on the east side of the Conannicut, to Fort Adams, is very rocky, and bad anchorage.

Twentieth day of February, 1800, rise and fall of the tide was exactly four feet. The inhabitants say it averages five feet; this I doubt.

Hand-sawed white oak plank, thirty-one dollars sixty-seven cents per thousand, reduced measure.

#### REMARKS AT PROVIDENCE AND RHODE ISLAND.

East-northeast course across Warren river, at the mouth, three fathoms at high water, little before Rumstock's Rock. The course up the channel of the river, from the mouth to the town, is north-northeast. Northwest from Providence, deepest water, eight fathoms about mid-way; and three-fourths over, three and a half fathoms. North and by west, from the northwest point of Patience, about one-fourth the distance across from the point, eight fathoms. West-southwest from the south end of Patience, four and a half fathoms. About one-third way across, and half way over, a quarter less than three fathoms; on this course, a little further over, five fathoms. West by south-half-south from the middle of Patience, two-thirds over, three fathoms; at one-third, seven fathoms. South of Warwick neck, at about two hundred feet from the shore, sixteen and a half feet; at one-third, ebb; sticky



bottom; but, just at the point, a fine level bank about ten or twelve feet above high water; the water deepening very fast a little further out. North and by west from Providence Point, two fathoms for about one-fourth of the way over to the other shore; half-way, seven fathoms; and two-thirds over, a quarter less three; at almost low water from that over to Rocky Point, three fathoms. In a course east and by north from Rocky Point, three fathoms for about one-third of the way over, at low water, in the above course. From Providence Point, three fathoms and three and a half fathoms; between that and the depth before, sticky bottom. Northeast by north from Providence Point, three and a half fathoms. East half-north from Popposquash, four and a half fathoms; at low water, four fathoms next back to northwest. In a northeast course from Popposquash, and in a south direction from Point Pleasant, four fathoms; in the same course, eastward from Popposquash, five and a quarter fathoms, and two fathoms about the middle, which continues a considerable distance; thence, continued about three quarters of the way over, three and a half fathoms, sticky bottom. In a northwest course, about two hundred yards from the western shore, three and three quarters, and four and a half fathoms in the above course. In a line between a wharf in Bristol, and a wharf at Popposquash, three fathoms deepest water, and is in a nearly east and west direction, and is a little below the church; the channel is nearly west.

Fox Hill, which is on the west side of Conanicut, was formerly fortified, and should now be fortified. The Bonnet, which is opposite the Narraganset shore, should also be fortified. The Bonnet is a little below the place called South Ferry. At both places it is high ground; and little more than a mile past east side of Dutch Island, there is a good harbor, and you can carry five fathoms all around it; this depth is about two hundred feet from the shore, sticky bottom. Very good harbor between the island and Conanicut. From the south point of this island to Fox Point is about a mile, and rather under that distance at the upper end; the length of this island may be one mile. In a westerly course across the river from Dutch Island to the western shore, five fathoms, nearly half way across from the island, then into ten fathoms, and three quarters over, seven fathoms, gradually decreasing to five fathoms at about one hundred yards from the Narraganset shore, at Cakquay river, which washes the east side of Mount Hope.

Depth of water at the narrows, at Mason's Neck, nineteen feet. The two points are about two hundred feet apart. Above those points there is a most beautiful cove, to form dry docks for small vessels, well calculated both as to land, and water, and situation. A little below the narrows, you can carry twenty-five feet water out to sea. The channel lies nearest Mount Hope. Near Mount Hope it is said there is good marble. From the south end of Prudence, to the north end of Conanicut, said to be three miles distance, and five fathom channel, shoalest place.

North end of Rose Island, Gull Rocks, and southwest end of Coaster's Harbor Island, which are nearly in a line, should all be fortified. Whale Rock bears west and by south from the light house on Beaver Tail, Conanicut Island.

East Ferry Cove, five fathoms, at about three hundred feet from the shore on the north side of the cove; and in a south direction. Sixteen fathoms between Benton's Point and the Dumping Rocks. Goat Island is supposed half a mile long, and about three hundred feet wide.

The depth of water, noted on the plan, was taken at the lowest spring tide at Gaspe Point. King Philip's Chair of State is cut out of a rock under Mount Hope. At the foot is a fine large spring of water.

#### REMARKS AT BOSTON AND CHARLESTOWN.

In a southwest direction from Doctor Putnam's, at about five hundred feet off, twenty-one feet. The deepest water in that course, six and a quarter fathoms, across the river, at high water.

In an east course from Leech's wharf to Noddle's Island, the deepest water is five and a half fathoms, on the Boston side of the middle ground. The other side of the middle ground, called the Muscle Shoal, four and a half fathoms; and two hundred feet from the island, fourteen feet water; all those soundings hard bottom. A place may be made for docking of timber, between Noddle's Island, Camp Hill, and Wood Island. In a south-southwest direction from Noddle's Island, at a wharf where is a sluice, on the south side of the island, it is about one hundred yards to low water mark, or twelve feet water at high water. About two hundred yards from the island, in the same course, three and a quarter fathoms at high water. In a direction from Noddle's Island to the ship yard at Charlestown Point, from five to seven fathoms water, this direction crosses the middle ground, called the Muscle Shoal; all hard bottom, and taken at high water.

There is a long flat that makes out from Charlestown Point in a south-southeast direction, which turns out, about one-quarter of the way to Noddle's Island, and terminates in a point; it is also in a — direction of Doctor Putnam's house.

Good solid rising ground in front of Mr. Putnam's house; but to the northeast of this ground is very low and marshy, and is against the long flats stated above. This low soft ground is about west of the flats, and passes to Mystic river, where there are also long flats.

The deepest water from Charlestown Point, to the north part of Noddle's Island, is thirty-seven feet at high water.

On the north side of Mystic river, against Mr. Williams's house, which is a little above the north side of Noddle's Island, there are long flats running out.

*Distance and depth of water, taken at high water, from the west side of the ship building by Mr. Barker, nearly in a south-southeast direction.*

	feet. in.		feet. in.	
At 1st distance,	31 6	from high water,	3 4	hard bottom.
2d "	17 6	from last,	5 4	" "
3d "	17 6	"	7 4	" stony.
4th "	17 6	"	8 0	" "
5th "	17 6	"	10 6	" "
6th "	17 6	"	11 0	hard bottom.
7th "	17 6	"	10 6	" "
8th "	17 6	"	11 0	" "
9th "	17 6	"	11 0	" gravel.
10th "	17 6	"	11 0	" "
11th "	17 6	"	11 0	" "
12th "	17 6	"	11 6	" "
13th "	17 6	"	11 6	and 1 foot more to hard gravel.
14th "	17 6	"	11 6	" "
15th "	17 6	"	11 6	" "
16th "	17 6	"	11 6	" "
17th "	17 6	"	12 0	" "
18th "	17 6	"	12 0	" "
19th "	17 6	"	13 0	1 foot to large stone.
20th "	17 6	"	13 6	2 feet to hard gravel.
21st "	17 6	"	14 0	1 foot 6 inches to " "
22d "	17 6	"	15 0	2 feet to " "
23d "	17 6	"	18 0	hard gravel.
24th "	17 6	"	18 6	" "
25th "	17 6	"	18 6	" "

	<i>Feet. in.</i>		<i>Feet. in.</i>	
At 26th distance,	17 6	from last,	19 0	hard gravel.
27th "	17 0	"	20 0	" "
28th "	18 0	"	20 6	" "
29th "	36 0	"	25 0	" "
30th "	20 0	"	29 0	" "
*31st "	140 0	"	34 0	" "

710 0 feet out.

469 feet from high water there are 19 feet at high water,  
241 feet further out, 39 feet water,

710 feet from high water, to 39 feet water at high water. The above distance, from 27 to 31 inclusive, may not be so very correct, as we were sometimes obliged to guess at the distances marked, but the distance to 39 feet water is correct, as much as could be taken against a strong tide and wind.

*Distance and depth of water, taken in a southeast direction from the northeast side of Doctor Putnam's house, taken at high water, and the distance from high water mark.*

	<i>Feet. in.</i>	<i>Feet. in.</i>	
At 1st distance from high water mark	69 6	out, 6 0	hard bottom.
2d " further out,	17 6	" 8 6	" "
3d " "	17 6	" 10 0	" "
4th " "	17 6	" 10 0	" "
5th " "	17 6	" 10 6	" "
6th " "	17 6	" 10 6	" "
7th " "	17 6	" 11 6	more mud to hard.
8th " "	17 6	" 11 0	" "
9th " "	17 6	" 11 0	" "
10th " "	17 6	" 11 0	1 foot mud to hard.
11th " "	17 6	" 11 0	" "
12th " "	17 6	" 11 0	hard gravel.
13th " "	17 6	" 11 6	1 foot more mud to hard.
14th " "	17 6	" 11 6	" "
15th " "	17 6	" 11 6	" "
16th " "	17 6	" 12 0	hard clay bottom.
17th " "	17 6	" 12 0	" "
18th " "	17 6	" 12 0	" "
19th " "	17 6	" 12 6	" "
20th " "	17 6	" 12 6	1 foot more mud to hard.
21st " "	17 6	" 13 0	" "
22d " "	17 6	" 13 6	and 1 foot more mud to hard.
23d " "	17 6	" 14 6	and 1 foot and half to gravel.
24th " "	17 6	" 20 0	6 feet to " "
25th " "	17 6	" 23 0	and 2 feet mud to hard.
26th " "	25 0	" 24 0	" "
27th " "	25 0	" 26 0	hard.
28th " "	30 0	" 31 0	" "
29th " "	30 0	" 33 0	clay.
30th " "	90 0	" 39 0	" "

698 0 feet from high water mark out there are thirty-nine feet water at high water. At this distance it is hard clay bottom.

Wages at Boston this winter was a dollar and a half per day, in summer it will be one dollar and three quarters, or rather less. White oak plank will cost forty-four dollars per thousand, reduced to inch measure, and so in proportion for four and a half inch planks, which will be one hundred and ninety-eight dollars per thousand for that thickness. The plank for that price is to be square edged, and of best quality. Boston is subject to fogs in the spring of the year. Northwest wind is a foul one. This harbor requires a good pilot; they never leave the port without one.

Twenty-fourth February, moon two days old, tide fell twelve feet—new moon.

*Distance and depth of water, taken in a north-northeast direction from the end of the launching ways at Mr. Hart's wharf.*

	<i>Feet. in.</i>	<i>Feet. in.</i>	
At 1st distance,	17 6	out 15 0	and 2 feet more to soft mud.
2d "	17 6	" 15 6	" "
3d "	17 6	" 16 6	" "
4th "	17 6	" 18 0	" "
5th "	17 6	" 18 6	" "
6th "	17 6	" 19 6	" "
7th "	17 6	" 20 6	" "
8th "	17 6	" 21 6	and 1 foot " "
9th "	17 6	" 21 6	" "
10th "	17 6	" 22 6	and 6 inches " "
11th "	17 6	" 22 6	" hard bottom.
12th "	17 6	" 22 0	very hard do.
13th "	17 6	" 21 6	and 1 foot more mud hard.
14th "	17 6	" 22 8	" "
15th "	17 6	" 24 0	" "
16th "	17 6	" 25 0	hard bottom.
17th "	17 6	" 27 0	1 foot more soft to hard.
18th "	17 6	" 28 0	" "
19th "	17 6	" 29 0	" "
20th "	17 6	" 30 0	" "
21st "	17 6	" 30 0	" "
22d "	17 6	" 31 0	" "

386 0 feet out, from the outer end of the launching ways in Mr. Hart's yard, there are thirty-one feet at high water—hard bottom.

\* This last distance may not be so very correct as could have been wished.



*Depth and distance of water taken from a wharf about two hundred yards below the south end of Charlestown bridge: this wharf is under a high bank, where there are about two acres of ground, distance and depth taken in a north direction; depth at the wharf seven feet at high water.*

		Feet.		Feet. Inches.		
At 1st distance, outside of wharf,	14		8	0		hard bottom.
2d do.	"	14	10	0		do.
3d do.	"	14	11	0		do.
4th do.	"	14	12	0		do.
5th do.	"	14	12	6		do.
6th do.	"	14	13	0		do.
7th do.	"	14	14	0		do.
8th do.	"	14	14	3		do.
9th do.	"	14	14	6		do.
10th do.	"	14	15	6		do.
11th do.	"	14	16	6		do.
12th do.	"	14	16	0		do.
13th do.	"	14	16	3		do.
14th do.	"	14	17	0		do.
15th do.	"	14	17	6		do.

210 feet out, 17½ feet water.

Six fathoms in the channel, which is middling wide, and nearest the Charlestown side.

*Distance and depth of water, taken at and from the south corner of John Harris's new wharf, that is, the furthest from the bridge, Charlestown side; at the wharf nine feet.*

		Feet.		Feet. Inches.		
At 1st distance out,	14	from the wharf,	10	0		hard bottom.
2d do.	14	do.	10	6		do. 1 foot clay.
3d do.	14	do.	10	6		do. 1 do. do.
4th do.	14	do.	11	0		do. gravel.
5th do.	14	do.	11	3		do. do.
6th do.	14	do.	11	4		do. do.
7th do.	14	do.	11	9		do. 1 foot soft.
8th do.	14	do.	12	0		1 foot soft.
9th do.	14	do.	12	0		1 foot soft.
10th do.	14	do.	12	0		hard, stony.
11th do.	14	do.	12	3		1 foot soft.
12th do.	14	do.	12	6		1 foot soft.
13th do.	14	do.	12	6		1 foot soft.

*The outer end of Mr. Harris's other wharf, which is nearest the bridge, was at the last distance and sounding.*

14th distance out,	14	from the wharf,	13	0		1 foot more soft.
15th do.	14	do.	13	5		1 do. do. do.
16th do.	14	do.	13	6		1 do. do. do.
17th do.	14	do.	14	0		1 do. do. do.
18th do.	14	do.	15	0		1 do. do. do.

252 feet outside of the wharf are fifteen feet water.

The prize ship to the Boston frigate put into Newport, because they were afraid to make into Boston Bay; she arrived on the 14th February, and did not get into Boston until the 26th.

Plenty of stone may be had at this place. The remaining water may be pumped out by the tide. Boston depends on their neighbors for carpenters.

There is a long flat lying opposite Russell's or Foster's wharf, which is very near bare at every low tide.

Captain Nicholson informs me there was but just room for the frigate Constitution to swing at low water, when she lay opposite the town; she was obliged to fall down to King or President's road, which is just below the castle, to take in her stores, &c. This appears to be a good road for vessels to lay in as an outer harbor, but is below a very principal fortification. This place can contain a very large fleet. The bottom of the river, opposite the town, is very hard, too much so to be good anchor ground. Captain Nicholson was drove up and down by the ice with two anchors ahead.

Nantasket road, which is below King or President road, will contain a very large fleet, where they may lie in safety, as I am informed.

Fort Independence, on Castle Island, will have a good chance of raking a ship either in coming up or going down; when abreast of the fort she must be very much in the power of the fort, as she must pass within point blank shot, and as she passes further on she can be raked. By the time or before she is abreast of this fort, she will be within the reach of a fort which must be erected on Governor's or Block Island, that lies about three quarters of a mile from Castle Island, and a little above it. To pass a fort on that island a ship may be completely raked above and below it, and very much within its reach when abreast, which is within point blank shot.

This island is about one hundred feet above the tide, and nearly fifty feet above Castle Island, of course will command it; if for no other reason, it ought to be fortified, to prevent an enemy from taking possession of it. The main ship channel lies between the two islands. Castle Island should be well fortified on the side next Dorchester neck, because flat vessels, at high water, may lie on the inside, and enfilade the fort with impunity. At high water on these flats there are from sixteen to eighteen feet water.

Dorchester Point is about three quarters of a mile from Castle Island, the hills on the neck are much higher, of course should be fortified, more especially as it has, in some degree, the command of the harbor, and to prevent an enemy from taking possession of it.

The fort on Castle Island is, in my opinion, constructed on too large a scale, and the cannon much too far apart.

On this island (as well as every other where it could be done) there should be a fixed water battery as low down as possible; one of this kind will be more certain destruction to an enemy at a greater distance, while the upper battery will prevent a ship from hauling close to it, and driving the men out of it.

It would be well to supply every fortification, where there are wooden buildings, with a fire engine and buckets.

Charlestown and Boston are both very secure from the attacks of an enemy by land, as an enemy would have to pass a very narrow neck of land to obtain possession of either place. Boston Bay is liable to fogs in the spring of the year, which makes it dangerous to enter that port.

On a chart of George's Bank, by Paul Pinkham, he states it to be "the most dangerous coast within the limits of the United States, and which, he fears, has been fatal to the lives of many."

It is stated, by Mr. McClellan of Portland, that all the coast, at and east of Cape Cod, is subject to great fogs, which many times continue for fifteen days. Mr. McClellan is a person of great respectability in Portland, and commander of a ship for many years from the Eastern States.

Long Island should be fortified on the east end, which may be considered the key of the harbor; this head of the Island is supposed to be 100 feet above the tide, and is the highest land on the Island. Deer Island lays about north from Long Island, distance about three quarters of a mile. The channel is about midway between them. Long Island, properly fortified, I am informed, will effectually secure King's road, and the town of Boston.

Nantasket road lies below this Island, and is the only safe place for ships of war to lay in, in the winter season, when the weather is severe, because they will be much affected by the ice. This is verified by Captain Nicholson.

Distance of the flats, from the end of the wharf, on Noddle's Island to low water mark, is from eight to nine hundred feet. The wharf is extended from the shore about ninety-five feet. The course of the Island, next the town, is N. W. and S. E.

The east boundary line, which may be supposed to contain sufficient ground on Noddle's Island, is in a line from a tree on Snake Island to Doctor Putnam's house in Charlestown. This line is supposed to take in about thirty-five acres of marsh, and forty-two of upland; the upland is divided as it were into two Islands. Camp Hill, supposed to contain thirty acres, and the other which is the N. W. end contains about twelve acres; at this end is the deepest water and the boldest shore.

#### REMARKS AT PORTSMOUTH, NEW HAMPSHIRE.

*Distance and depth of water taken in a south direction, 28th February, 1800, at high water (but which was a low tide) a little below the N. W. corner of William Dennet's Island. At this place there is a deep cove; it is about three hundred feet between the points that project out, and form the cove; this Island is said to contain forty-seven acres of land from high water.*

At	1st distance, from inside of cove at high water,	18 feet out,	Ft. In.	
2d	do.	do.	18	do. 6 hard bottom.
3d	do.	do.	18	do. 8 do.
4th	do.	do.	18	do. 9 3 do.
5th	do.	do.	18	do. 16 1 foot more soft to hard.
6th	do.	do.	18	do. 22 do.
7th	do.	do.	18	do. 24 6 do.
8th	do.	do.	18	do. 26 do.
9th	do.	do.	18	do. 27 do.
162 feet, which is the depth of the cove mentioned above, taken from a range with the two points.				
10th	do.	do.	18	do. 24 rock at bottom.
11th	do.	do.	18	do. 24 do.
12th	do.	do.	18	do. 30 6 do.
13th	do.	do.	18	do. 34 bottom too deep for the pole.

234 feet out, to 34 feet water.

*Distance and depth of water, taken at William Dennet's Island, a little to the eastward of the east end of his house, in a south direction. This spot affords the best spot for a ship yard, being more sheltered from the N. W. winds.*

At	1st distance, from high water mark,	Feet.	Ft. In.	
2d	distance, further from high water mark,	32	4 6	hard sand.
3d	do.	18	7	do.
4th	do.	18	8	do.
5th	do.	18	9	do.
6th	do.	18	10	1 foot more hard gravel.
7th	do.	18	11	2 feet mud to do.
8th	do.	18	14 6	hard rock.
9th	do.	18	15 6	do.
10th	do.	18	17 6	do.
11th	do.	18	22 6	do.
12th	do.	18	25	gravel.
13th	distance out from high water mark	18	27	hard rock.
	13th do. further out do.	18		no bottom at 35 feet.

248 feet; there are more than thirty-five feet water at high water,

at which time the above soundings were taken.

Great quantity of stone is in this island, I think sufficient to erect all the buildings that would be wanting for the use of a ship yard, and I believe enough to build a dock, except the steps, which, I am told, can be had dressed at half a dollar per cubic foot at this place.

Sevey's Island, which is called Jenkin's or Trefrethren's Island in the draught, is fortified on its height, that is, rough works thrown up last war; this island should be fortified at Henderson's Point also. The island opposite Sevey's is called Pierce's Island, and is only about one quarter of a mile distant. Works have been thrown up on this island. These islands, well fortified, will effectually protect the harbor. Between those two islands, there is an amazing rapid current, and which is the only ship channel. The fort on Pierce's Island is called Fort Sullivan. The principal part of the workmen reside on the opposite shore from the town, and are as handy to work on Dennet's Island as at Langdon's, or in the town of Portsmouth. This island has several places that will do for docking timber.

I cannot consider the harbor of Portsmouth, above the two islands mentioned before, sufficient for a large fleet, and the harbor below the island, as aforementioned, and fortified, cannot be a secure one. Ships passing in rapid currents are always in danger unless they have plenty of room, which they have not in this port. From all the information I can obtain, this place is never troubled with ice; that vessels may pass up and down at any time in the winter season. This port, they say, is subject to fogs in the months of August and September. See Mr. McClellan's information on the subject, under the Boston head.

An anchor of, I suppose, about thirty-three hundred weight, belonging to the Crescent frigate, lay on Langdon's Island. I believe there are one or two of forty-five hundred weight, in the care of Mr. Sheaf, bought for the Congress frigate. There is also a quantity of kentledge lying at New London, belonging to the United States.



*Distance and depth of water at Langdon's Island, taken in a south direction, over a ledge of rocks, taken at about two hundred feet east of his wharf.*

				Ft. In.		
At 1st distance, 25 feet out from high water mark,				2	6	hard sand.
2d do. 18	do.	do.	do.	3		do.
3d do. 18	do.	do.	do.	4		do.
4th do. 18	do.	do.	do.	4		do.
5th do. 18	do.	do.	do.	4	6	do.
6th do. 18	do.	do.	do.	3	6	hard rock.
7th do. 18	do.	do.	do.	9		do.
8th do. 18	do.	do.	do.	14	6	do.
9th do. 18	do.	do.	do.	22	6	do.
10th do. 18	do.	do.	do.	30	6	do.
11th do. 18	do.	do.	do.	33	6	clay bottom.

205 feet out, 33 feet 6 inches water, at high water, but a low tide.

*Distance and depth of water, taken on the same island, at about two hundred feet East of the ledge of rocks, and about the East end off from Saw Pit.*

				36 feet out,		3 feet hard sand.
At 1st distance from high water mark				18	do.	4 do. do.
2d do. do.	do.	do.	do.	18	do.	5 do. do.
3d do. do.	do.	do.	do.	18	do.	5 6 do. do.
4th do. do.	do.	do.	do.	18	do.	6 do. do.
5th do. do.	do.	do.	do.	18	do.	7 6 hard sand and stones.
6th do. do.	do.	do.	do.	18	do.	11 do. do.
7th do. do.	do.	do.	do.	18	do.	13 hard sand.
8th do. do.	do.	do.	do.	18	do.	14 do. do.
9th do. do.	do.	do.	do.	18	do.	14 6 do. rock.
10th do. do.	do.	do.	do.	18	do.	16 do. do.
11th do. do.	do.	do.	do.	18	do.	

216 feet out, 16 feet water at high water, low tides.

*Distance and depth of water, taken about thirty-five feet Southeast from the inside of the wharf, and which is about fifteen feet Northwest of a red stone, in a South direction on Langdon's Island.*

				18 feet,		2 feet 6 inches hard sand.
At 1st distance out from the wharf,				18	do.	4 do. do.
2d do. do.	do.	do.	do.	18	do.	4 do. 6 do. do.
3d do. do.	do.	do.	do.	18	do.	5 do. 6 do. do.
4th do. do.	do.	do.	do.	18	do.	6 do. 6 do. do.
5th do. do.	do.	do.	do.	18	do.	7 do. do.
6th do. do.	do.	do.	do.	18	do.	8 do. do.
7th do. do.	do.	do.	do.	18	do.	6 do. hard rock.
8th do. do.	do.	do.	do.	18	do.	17 do. 6 do. do.
9th do. do.	do.	do.	do.	18	do.	22 do. do.
10th do. do.	do.	do.	do.	18	do.	27 do. 6 do. hard sand.
11th do. do.	do.	do.	do.	18	do.	25 do. 6 do. do.
12th do. do.	do.	do.	do.	18	do.	25 do. 6 do. clay.
13th do. do.	do.	do.	do.	18	do.	

234 feet out, 25 feet 6 inches water at high water, but a low tide.

*Distance and depth of water on same island, taken from the outer end of the launching ways, which is about one hundred and twenty feet out from high water mark.*

				At the end of the ways 10 feet		hard and stony.
At 1st distance from the end,				18 feet,	15 feet	do. do.
2d do. further				18 do.	20 do.	do. do.
3d do. do.				18 do.	21 do.	do. do.
4th do. do.				18 do.	21 do. 9 in.	do. sand.
5th do. do.				18 do.	25 do. 6 in.	do. do.
6th do. do.				18 do.	28 do.	do. stone.
7th do. do.				18 do.	29 do.	do. bottom.

126 feet, at 29 feet 6 inches high water, but a low tide.

*Distance and depth of water at a place belonging to Mr. Peck, on the Northeast side of the river, taken at about one hundred feet to the Eastward of Peck's hauling slip, which is an inclined plane; taken in a South direction.*

				18 feet		2 feet	hard bottom.
At 1st distance out from low water				18	do.	4	do.
2d do. do.				18	do.	7	do.
3d do. do.				18	do.	10	do.
4th do. do.				18	do.	13	do.
5th do. do.				18	do.	15	do. 6 in.
6th do. do.				18	do.	17	do. 6 in.
7th do. do.				18	do.	19	do.
8th do. do.				18	do.	19	do.
9th do. do.				18	do.	23	do.
10th do. do.				18	do.	26	do.
11th do. do.				18	do.		

198 feet, 26 feet at low water.

Peck has about six acres, for which Colonel Thompson says he asks six thousand dollars. Mr. Peck could not make up his mind about the price. There is a good cove a little above his place, and adjoining it. A large creek runs on the North side of this place.

A few ships may lay in Kittery's sound; it lays about North of the light house, distant about three quarters of a mile. Here is good ground for anchorage in four fathoms water, and about five hundred yards from the shore.

Each side of the river Piscataqua is bound by rocks from the mouth above Peck's ground, and so are all the islands; many sunken rocks in the bed of the river. There are eight fathoms water at low water in a line from the light

house to the rocks on the other shore, hard bottom all across. The light house is about two miles and a half below the town, and two miles further down you are out to sea clear of land and rocks. The vessels always pass the narrows at slack tide, owing to the great rapidity of the current at other times.

The fort at the light house is very badly planned; an enemy may get under the walls of it, and lay there, and not a single piece of cannon can be brought to bear on them; they can wait their own time to scale the walls, and may easily effect it. The magazine has a considerable quantity of water in it, the drain that was intended to carry it off, perhaps two feet above the bottom of the magazine.

The fort is nearly square, and in very bad order, not a single piece of cannon can be mounted without considerable repair. There is a height Southwest of the fort, which should be fortified, as it perfectly commands it; it is about five hundred yards from the fort.

Fort Sullivan, on Sevey's island, is a very commanding fort; it is near seventy feet above low water, a ship must pass close under this fort.

Fort Washington, on Pierce's island, is from thirty to forty feet above low water. These two islands properly fortified, and a boom across from one to the other, will perfectly secure the port.

N. B. From the lower end of Shiply's island you may see through the Dennet's and Sevey's islands.

The rise and fall of the tide 2d March, was 5 feet 6 inches.

Do.	do.	3d do.	6 do. 6 do.
Do.	do.	20th do.	8 do.

From the best information I can obtain it generally rises eight feet. I am sure it cannot be calculated more. Buildings on Langdon's island belonging to the United States:

One wooden, one story stone, forty-one feet by sixteen feet.

One small shed of rough boards.

One addition made to one of Langdon's stores for the accommodation of the workmen to live in.

It would not be safe for vessels of a large size to pass out very little above Peck's place on account of a large sunken rock which lays near the middle of the river, although there is sufficient water for any ship up to the bridge, which is about eight miles above the town.

#### REMARKS AT PORTLAND, MAINE.

##### AT FORE RIVER.

*Soundings off from Union wharf at one quarter across, fourteen feet, at one-third over from the town, twenty-seven feet; half way, thirty-four feet in channel, all soft bottom, shoal water and long flats on both sides; one of the wharves is run out one thousand three hundred feet from the shore.*

Abreast of Robinson's wharf thirty-six feet in the channel, the channel is one-third of the width from the wharves, thirty one feet water a little above Clark's Point, narrow channel, twenty-four feet a little above last soundings across the river, next crossing twenty-one feet, next crossing in about west-northwest course to the chimney of Mr. Vaughan's burnt house twenty-four feet; all the foregoing soundings were soft bottom.

Barbary creek is a good place for docking timber, and is opposite to the place pointed out as suitable for a dock, and where the soundings were taken. It is free from all storms, as well as the river at that place. The soundings were taken at about one quarter of a mile below Vaughan's bridge. The bank at this place is supposed to be seventy feet high near its edge, and continues to rise still higher in a north course. The course of the river at this place is nearly east and west, and will give a complete direction for a dock. Between the place of soundings and Clark's Point the deepest water in the shoalest place is twenty-four feet, high water.

The light house is four miles below the town; and the capes four miles further. The narrowest part of Portland sound between the highest house and the town is about one mile wide; in this channel there is sufficient depth of water up to the town for any ships, and a good channel. Hussey's sound sufficiently deep for any ships, and Luckless sound is supposed to be good for any ship. Broad sound, sufficient water for any ship, but difficult passage. Whitehead sound, supposed good water, but narrow channel; all those channels lead up to Portland. The tide runs about two knots. House island may be fortified, and may annoy an enemy in passing up the sound; this place should be fortified on the top of the hill as well as a low situation. From this island to Spring Point is the narrowest passage from the light house to town; Spring Point would assist a fort on House island, but there are a number of commanding eminences, one after another, in a westerly direction, that will command down to the point where a fortification should be erected.

This harbor is often obstructed by the ice; many times in winter persons pass over on the ice, and sometimes on horseback.

*Distance and depth of water taken at high water, in a South direction from a place called Mart Beach, about one hundred yards East of a stump on the shore, and about the same distance from a spring of water.*

At 1st distance out from low water mark			18 feet	out 15 feet	and 1 foot more mud.
2d	do.	outside last	18 do.	22 do.	and 6 inches sand.
3d	do.	do.	18 do.	25 do.	do.
4th	do.	do.	18 do.	26 do.	do.
5th	do.	do.	18 do.	28 do.	do.
6th	do.	do.	18 do.	29 do.	do.
7th	do.	do.	18 do.	above 32 do.	do.
8th	do.	no bottom,	18 do.		with long pole at 32 feet.
9th	do.	do.	18 do.		do.
10th	do.	do.	18 do.		do.
11th	do.	do.	18 do.		do.
12th	do.	do.	18 do.		do.
13th	do.	do.	18 do.		do.
14th	do.	do.	18 do.		do.
15th	do.	do.	18 do.		do.
16th	do.	do.	18 do.		do.
17th	do.	do.	18 do.		do.
18th	do.	do.	18 do.		do.
19th	do.	do.	18 do.		do.
20th	do.	do.	18 do.		do.
21st	do.	do.	18 do.		do.
22d	do.	do.	18 do.	30 feet	do.
23d	do.	do.	18 do.	29 do.	do.
24th	do.	do.	18 do.	28 do.	do.
25th	do.	do.	18 do.	27 do.	do.
26th	do.	do.	18 do.	26 do.	do.
27th	do.	do.	18 do.	24 do.	do.

Tide at Portland, 6th of March, seven feet rise and fall. This morning, 7th March, Fore river was frozen over from the most westernmost wharf up the river. Vessels could sail from the wharf all this day and last night, one



lay in the stream and not affected by the ice. A water battery should be erected on Mountjoy Point, under the guns of the present fort. An east or west wind is a leading wind into the port, or out of it; if at east it will be fair to pass the town, but right ahead on the return, until you open the sound, when it becomes a leading wind out: the west wind has the same advantage in passing up and down the sound, and the reverse in passing the town. In passing up to the town a ship must pass Mountjoy Point within half a mile.

A battery may be raised on a reef of rocks, which runs from Spring Point, and would have more effect upon any ship attempting this port, than at any other place. This fort could only be maintained, while we could command the ground to the southwest of it. This ground has commanding heights for at least one mile, or a mile and a half, in the southwest direction.

Any quantity of stone may be had at this port and hewn for steps, at fifty cents per cubic foot. Portland appears to me to be one of the most thriving ports on the continent; it is said, sixty sail of square rigged vessels belong to it.

The cost of vessels built at this port, when complete for sea, is about forty dollars per ton, Congress measure. Carpenter's wages about one dollar and thirty-three cents per day. Sometimes they are obliged to give that sum and find them, which I believe would be always the case if much work was to be done at Portland, because the workmen are detached, and generally employed in other places. Boarding and lodging is three dollars per week, the same as at Philadelphia. In and about this port, they generally build with black and grey oak, both for plank and timber. No good white oak to be had, under a considerable distance. At this place considerable quantities of fine pitch pine plank may be had, of sixty feet in length, down to forty feet. Price of black oak plank from twenty to thirty-two feet in length, is sixteen dollars per thousand, reduced to inch measure.

There is a fine large cove at the back of the town.

Fogs begin and continue from April to August and September.

*March 8th.* This day six hundred sled loads of boards, scantling, plank, masts, spars, wood, hay, and market, came into Portland. This is the time of the year when the greatest quantity of produce is brought to market.

The town of Portland can be very easily fortified, there being but a small neck of land, say about one-eighth of a mile, to unite the two rivers. A sufficient and fine height to protect the town, and within point blank shot of where the passage for the water may be cut, or to prevent any enemy from passing the present neck.

#### REMARKS AT WISCASSET, MAINE.

*March 10th.*—This day the tide fell from high to low water, eleven feet; to-morrow full moon.

The situation proposed for a dock yard at this place belongs to Mr. Lee; it contains from forty to fifty acres; it has a high bank, from ten to fifteen feet above high water; it is surrounded by large coves on each side, that on the south side is dammed out, and a large grist mill with two pair of stones, and a saw mill, which I suppose may work half time.

This mill, I think Mr. Wood informed me, cost four thousand dollars; either of the coves will contain an immense quantity of timber. The ground is tolerably even. The coves run so near each other, as to leave but a narrow pass to and from the spot.

*Distance and depth of water, taken at high water, at a small pine tree, which grows on a rock about one hundred yards below — point, in a south-southeast direction from the said pine tree.*

At 1st distance,	30 feet out,	3 feet 9 inches,	hard bottom.
2d do.	17 do. do.	6 do.	do. do.
3d do.	17 do. do.	8 do.	do. do.
4th do.	17 do. do.	9 do. 6 do.	do. do.
5th do.	17 do. do.	10 do. 3 do.	do. do.
6th do.	17 do. do.	11 do. 9 do.	do. do.
7th do.	17 do. do.	12 do.	and 18 feet more soft mud.
8th do.	17 do. do.	12 do. 6 inches,	2 do. do. do.
9th do.	17 do. do.	13 do.	1 do. 6 in. do. do.
10th do.	17 do. further out,	13 do. 4 do.	hard bottom, and 8 in. more mud.
11th do.	17 do. do. do.	13 do. do.	do. 1 foot 6 inches, do. do.
12th do.	17 do. do. do.	13 do. 9 inches, do.	3 do. 9 do. do. do.
13th do.	17 do. do. do.	14 do. 6 do. do.	do. 5 do. do. do.
14th do.	17 do. do. do.	19 do. do.	do. 3 do. do. do.
15th do.	17 do. do. do.	22 do. do.	do. 3 do. do. do.
16th do.	17 do. do. do.	24 do. do.	do. 3 do. 6 do. do. do.
292 feet out, in a S. S. E. direction, there is 24 feet water.			
17th do.	17 do. do.	28 do. do.	do. 2 feet more mud.
18th do.	17 do. do.	32 do. do.	do. soft do.
19th do.	17 do. do.	35 do. 6 in. do.	do. do. do.

343 feet out, in a S. S. E. direction, there are 35 feet 6 inches water.

If these depths and distances had been taken in a more easterly direction, it would not have taken near the distance to the same depth.

*Distance and depth of water, taken at high water, at about 200 feet southeast of a second point, and from a stump in the bank, which is a small distance above the mills.*

At 1st distance,	30 feet out,	4 feet 6 inches	hard bottom.
2d do.	17 do. do.	8 do.	do. do.
3d do.	17 do. do.	10 do.	do. do.
4th do.	17 do. do.	12 do.	do. do.
5th do.	17 do. do.	20 do.	do. do.
6th do.	17 do. do.	24 do.	do. do.
115 feet out in a S. E. direction, 24 feet water.			
At 7th distance,	17 feet further out	30 feet	hard bottom
8th do.	17 do. do. do.	31 do.	do. do.
9th do.	17 do. do. do.	34 do.	do. do.
10th do.	17 do. do. do.	36 do.	do. do.

183 feet out in a S. E. direction, 36 feet water. A little further out, it appeared by the lead soft bottom.

The upper end of Jeremy Squaw's Island, which is called Docken Point, is but about half a mile from Folly Point, and about the same distance from Edgecomb. Those three places, well fortified, would prevent any ship from passing into what I call the inner harbor and against the town.

Between the forementioned places, there is a very rapid tide, it is called the Narrows, which I think runs from four to six knots, and makes two very short turns in the channel. Between the Narrows and the town is a very fine harbor, that will contain one hundred sail of the line, and very still water, there being very little current either ebb

or flood; in this basin there are from five to twelve fathoms water at high water, except a small ledge of rocks, which lies in the opening of the channel into the basin or harbor, and a soft middle ground which lies opposite the town; ships may ride in perfect safety; the harbor is so landlocked, that a stranger cannot from the town form any idea of the outlet or course of the river. I am informed the worm does not eat the timber in this port, nor are they ever troubled with ice. This port lies about twenty miles up the Sheepscut river from its mouth. There is a communication between this river into Kennebeck river; in this passage the tides of the two rivers meet, and are called Hell Gate; this place is considered dangerous to pass except at the change of the tides.

There appears to be plenty of good stone for docks along the banks of the river.

In a course from General Wood's wharf to the Narrows, there are fourteen feet water at low tide on a middle ground of soft mud; between this middle ground and the General's wharf, forty-nine feet; and between the middle ground and Folly Point, thirty-six feet six inches; there is the same depth of water continued to within about two hundred feet of the point. The width of the river at this place is about one mile.

Trask's cove is a fine cove for ships to lie in; there are seven fathoms within one hundred and fifty feet of the shore. This cove seems to form the head of the river in coming up; at this place it makes a short turn to the N. W. into the harbor before the town; in this turn is what they call the Narrows, which is supposed to be half a mile wide. A fort erected on Decker's Point, one on Folly's Point, and one on the shore eastward of Decker's Point, will effectually protect Trask's cove, and prevent any ships from entering the inner harbor.

The course of the river is generally N. and by E. S. and by W. and about half a mile wide from Fowle's Point up to Decker's Point. Harrington's cove, which is about two miles below the Narrows, is convenient for ships to ride in, being from five to eleven fathoms at high water.

The shore is generally very bold on the west side of the river; the distance from the shore is about the depth out to seven fathoms. Vessels may pass this shore in some places where their yards will touch the rocks and trees; in one place there are eight fathoms water in not more than twenty feet from the shore.

At a place called Dogget's castle, there is a parcel of rocks, which are nearly perpendicular from forty to fifty feet, and the top of those a little further back must be upwards of one hundred feet, above high water; there are ten fathoms within fifty feet of the rocks. A ship of the line may lie along side of those rocks, and moor as if along side of a pier.

Rum cove, which is about a mile below Harrington's cove, has from four to eight fathoms at high water. Parson's and Jewitt's coves, which are in sight of the sea, and about fifteen miles above Seguin light house, are both good harbors.

Cross River mouth is just at Parson's cove, on the east side of the river; in this river I am informed you may carry up five fathoms water at low water for near three miles, where vessels may ride in perfect safety, if they conceive the before mentioned coves are not sufficient.

From Fowle's Point to Cross Point, about three-quarters of a mile. Forts erected on these points, which are rather distant from each other, yet they can rake a ship for a considerable distance, and they must come right on. If Cross Point should be thought sufficiently close, there is another site for a fortification a little further up; in fact, this place can be as easily and as cheaply fortified as any other port in the United States N. E. of New York. There is hardly a part of this narrow river but what can be effectually fortified.

A S. S. W. course will take you out to sea without any alteration from the bend of the narrows.

Ships laid up in Trask's eddy, or cove, may moor in seven fathoms water, at high water, within one hundred and fifty feet from the shore, and fasten to the trees.

The neck purchased by Mr. Lee, proposed for a dock yard, for one thousand dollars, and Mr. Wood supposed the mill and dam cost four thousand dollars.

Hand-sawed plank, at Wiscasset, of yellow bark oak, which is considered by the people of this place inferior to white oak, and at the same time state it to last from ten to fifteen years.

Vessels built at this place cost about forty dollars per ton, complete for sea; they are composed of yellow bark, oak, birch, maple, beech, &c.

Carpenter's wages at one dollar thirty-three cents per day; sometimes merchants are obliged to give that price and find them; board is three dollars per week.

#### *Directions for sailing from Cape Cod and Cape Ann into Boston Bay.*

Cape Cod to Boston light house, W. N. W. from Race Point; into Cape Cod Harbor, S. by E. two and a half miles to Wood End; thence, S. E. by S. two and a half miles; thence, N. by E. one-half E. one-quarter of a mile; thence, N. W. one mile, to anchorage in the harbor.

From Race Point to Plymouth light house, W. S. W. one-half W. between five and six leagues; thence, W. S. W. about two and a half miles up to Saguish.

From the Gurnet, to clear Cohasset rocks, N. by W. about six and a half leagues. Soundings off Brant rock, five fathoms; abreast of North River, nine fathoms; abreast of Scituate Point, six fathoms; abreast of Glade's, thirteen fathoms; abreast of Cohasset rocks, nine to ten fathoms.

From Cohasset rocks to Boston light house, N. W. till you come up with the Hardens, about five miles; thence, W. S. W. about two and a half miles to said light house.

From Boston light house into Nantasket road, W. by S. till you come up with the S. point of George's Island, two and a half miles; thence, W. N. W. about one-quarter of a mile; thence, N. W. one eighth of a mile, which will be a good roadstead.

#### *To the Westward of George's Island.*

From Boston light house, to go in by the spit of sand through the Narrows: first, W. Southerly, until you get up with the beacon, which is on the western end of the spit of sand; then, N. W. by W. till you get up with Gallop's Island point; thence, N. W. half W. till you get abreast of Nix's Mate; thence, W. till you get up with the northern part of Spectacle Island; thence, N. W. by W. till you get up with the castle; thence, N. W. by N. till you get up with the western part of Governor's Island; thence, N. W. by W. till you get within about a mile of Boston; thence, N. W. which brings you to anchorage off the town.

#### *Courses and distances from Cape Ann Harbor to Half-way Rock, and to Boston Light House, and from Half-way Rock to Marblehead Rock, and from Marblehead Rock to Boston Light House.*

From Easton Point, off Cape Ann harbor, to clear Half-way Rock, S. W. by S. two leagues; thence, S. S. W. half W. eleven miles, to Boston light house, clear of the Brewster.

From Half-way Rock to Marblehead Rock, N. W. by W. four miles.

From Marblehead Entering Rock, to clear the Graves and outer Brewster, S. by W. ten miles; thence, W. by S. two miles, to abreast of Boston light house.



7th CONGRESS.]

No. 28.

[1st Session.

## NAVY YARDS AND DOCKS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 27, 1802.

Mr. MITCHILL made the following report:

*Further report of the committee to whom was referred so much of the President's message of December the 8th, as relates to naval sites and naval preparations.*

An act was passed on the twenty-fifth of February, one thousand seven hundred and ninety-nine, authorizing the expenditure of fifty thousand dollars, by the President, for the construction of *two* docks for the convenience of repairing the public ships and vessels. This law does not appear to have been executed, and the money appropriated to the purpose returned to the general fund.

The committee find that *five* sites for docks and navy yards had been purchased prior to the twelfth day of January, one thousand eight hundred and one, as appears by the report of Benjamin Stoddert, the then Secretary of the Navy, of that date, made to a committee of Congress, to wit: at Portsmouth, Charlestown, (Mass.) Philadelphia, Washington, and Norfolk; and that measures had been taken to procure ground at New York for a *sixth* site of a capacious building and dock yard. This purchase, your committee find, was completed some time prior to the third day of March, one thousand eight hundred and one.

The committee also find, that the purchases of these *six* sites, with the expenditures thereon, had cost, prior to the third day of March, one thousand eight hundred and one, the following sums, that is to say:

Purchase of ground at Portsmouth,	-	-	-	\$5,500
The like at Charlestown,	-	-	-	40,000
The like at New York,	-	-	-	40,000
The like at Philadelphia,	-	-	-	37,000
The like at Norfolk,	-	-	-	12,000
The like at Washington,	-	-	-	4,000
				<u>\$138,500</u>

Whereby the sum of one hundred and thirty-eight thousand and five hundred dollars had been laid out in these purchases, during the latter part of the term of four years preceding the fourth of March, one thousand eight hundred and one.

On the said grounds, the committee find that money had been expended for buildings and improvements of different kinds, before the fourth day of March, one thousand eight hundred and one, to the following amount:

At the City of Washington,	-	-	-	\$42,023 91
At Portsmouth,	-	-	-	14,507 01
At Norfolk,	-	-	-	4,000 00
				<u>\$60,530 92</u>

Making an expenditure of the gross sum of sixty thousand five hundred and thirty dollars and ninety-two cents.

The committee has examined, with great care, and cannot find any law authorizing the purchase of any sites for navy yards or buildings; nor any law appropriating money either for their purchase or improvement, prior to the third of March, one thousand eight hundred and one. On that day, it appears by the act making appropriations for the navy of the United States, for the year one thousand eight hundred and one, that, for the *expenses at tending six seventy-four gun ships, and for completing navy yards, docks, and wharves*, the sum of five hundred thousand dollars was appropriated.

Out of this fund, it appears that the Navy Department has commenced improvements in some of the navy yards, and continued them in others.

Upon the whole, the committee find that, prior to the fourth of March, one thousand eight hundred and one, the sum of one hundred and ninety-nine thousand and thirty dollars and ninety-two cents have been expended in purchasing navy yards and making improvements upon them, without any law authorizing the purchase, or any appropriation of money, either for purchase or improvements.

NOTE. See No. 27.

7th CONGRESS.]

No. 29.

2d Session.

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 20, 1802.

NAVY DEPARTMENT, December 17, 1802.

The Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, Commissioners under the "Act for the better government of the Navy of the United States," respectfully report to Congress:

That, since the 31st of December, 1801, the date of their last report, there has accrued, and will accrue to the end of the present year, for interest and reimbursement of the principal of the debt of the United States, belonging to the fund for satisfying navy pensions, the sum of five thousand eight hundred and eighty dollars twenty cents, which, added to the sum of three thousand five hundred and seven dollars forty-one cents, being the balance unapplied at the end of last year, forms an aggregate of nine thousand three hundred and eighty-seven dollars sixty-one cents, as exemplified in the annexed statement, marked A. That the pensions of the persons on the invalid list of the naval establishment, which have been paid, or are in a course of payment, for the same period, amount to the sum of three thousand two hundred dollars and thirty-seven cents, as appears by statement B; which, being deducted from the amount of interest and reimbursement, as above stated, leaves a balance unapplied of six thousand one hundred and eighty-seven dollars twenty-four cents.

That there has been received from the treasury, of moneys arising from the sales of prizes, including one thousand nine hundred and twenty-three dollars forty-five cents, previously on hand, the sum of forty-two thousand five hundred and sixty-two dollars eighty-nine cents, for the investment of which in stock of the funded debt of the United States, or in bank stock, measures have been taken; and it is intended to invest, in like manner, the unap-

plied balance of interest and reimbursement, with the reservation of a small sum in the treasury, to meet eventual demands of applicants for pensions.

For, and in behalf of the Board,

ROBERT SMITH.

To the SPEAKER of the House of Representatives.

A.

*Abstract of Interest, and the reimbursement of the Principal of the debt of the United States, belonging to the fund for the payment of Navy Pensions, for the year ending 31st December, 1802.*

1802, April 1.	One quarter's interest on	-	\$37,100 00	8 per cent. stock,	\$742 00	
			31,800 00	6 " navy,	477 00	
			4,794 23	6 per cent,	71 91	
			5,361 91	deferred,	80 42	
						\$1,371 33
	Two years' reimbursement on the six per cents,	-	-	-	-	191 77
" July 1.	One quarter's interest on the above,	-	-	-	-	1,371 33
" Oct. 1.	One do. do.	-	-	-	-	1,371 33
1803, Jan. 1.	One do. do.	-	-	-	-	1,371 33
	One year's reimbursement on the six per cent. and deferred stocks,	-	-	-	-	203 12
						\$5,880 21
	Balance unapplied at the end of the last year,	-	-	-	-	3,507 41
						\$9,387 62

B.

*Abstract of Navy Pensions for the year 1802.*

For the half year ending the 30th June—						
In New Hampshire,	-	-	-	-	-	\$78 00
Massachusetts,	-	-	-	-	-	220 00
Rhode Island,	-	-	-	-	-	51 00
Connecticut,	-	-	-	-	-	114 00
New York,	-	-	-	-	-	246 07
Pennsylvania,	-	-	-	-	-	402 90
Maryland,	-	-	-	-	-	98 76
Virginia,	-	-	-	-	-	60 00
						\$1,270 73
Pension of John Mushaway, including arrears, paid 23d November,	-	-	-	-	-	239 00
For the half year ending 31st December—						
In New Hampshire,	-	-	-	-	-	\$138 00
Massachusetts,	-	-	-	-	-	332 00
Rhode Island,	-	-	-	-	-	51 00
Connecticut,	-	-	-	-	-	114 00
New York,	-	-	-	-	-	389 70
Pennsylvania,	-	-	-	-	-	479 94
Maryland,	-	-	-	-	-	126 00
Virginia,	-	-	-	-	-	60 00
						1,690 64
					Dollars,	3,200 37

7th CONGRESS.]

No. 30.

[2d SESSION.

DRY DOCKS.

COMMUNICATED TO CONGRESS, DECEMBER 28, 1802.

*Gentlemen of the Senate and of the House of Representatives:*

In my message of the 15th instant, I mentioned that plans and estimates of a dry dock, for the preservation of our ships of war, prepared by a person of skill and experience, should be laid before you without delay: these are now transmitted; the report and estimates by duplicates, but the plans being single only. I must request an inter-communication of them between the Houses, and their return when they shall no longer be wanting for their consideration.

DECEMBER 27, 1802.

TH: JEFFERSON.

SIR:

NAVY DEPARTMENT, 8th December, 1802.

I have the honor to enclose two copies of a report made to me by B. H. Latrobe, Esq. on the subject of a dry dock at this place, of a size sufficient to contain twelve frigates of forty-four guns, in which report he mentions the site that would, in his opinion, be the best; the works necessary to be erected, accompanied by drawings, the means of supplying the dock with water, and the probable period it would take to complete the works, to which he has subjoined the necessary estimates, exhibiting the probable cost.

I also enclose two copies of a report made to me by Captain Tingey, in pursuance of instructions to examine the streams of water in the neighborhood.

I have the honor to be, with the greatest respect and esteem, sir, your most obedient servant,

RT. SMITH.

The PRESIDENT United States.



WASHINGTON, December 4, 1802.

SIR:

In conformity to your instructions, I repaired to the city of Washington, and have, since my arrival, devoted my best attention to the several objects committed by you to my consideration; I now beg leave to submit to you the result.

### I. Site of a Dry Dock or Naval Arsenal.

The principle of a dry dock or naval arsenal, in which twelve frigates of forty-four guns could be laid up, had been already so far matured by the President of the United States, before my arrival, that I have only to lay before you a description of the situation in which it can most advantageously be erected, and designs and estimates of the works which are necessary to carry it into effect.

The harbor of the Eastern Branch of the Potomac has, in almost every part, a bottom of mud, into which the wharves which have been erected sink to a great depth, and which affords, in very few places, a prospect of a good building foundation at a moderate depth and expense. But at the end of the street marked 9 east of the capitol, which bounds the navy yard to the east, a spot of hard gravel runs out near to the channel, which promises to furnish a solid foundation for the erection of the first lock necessary to raise the ships into the dock; another circumstance points out this spot as advantageous: a valley runs up in the direction of the street, the greatest part of the distance to which the works must be extended. This will save more than half of the digging which would otherwise be necessary. To render the situation as advantageous as possible, it will be requisite that the streets should be vacated so far as the square in which the Virginia and Georgia avenues intersect each other, and to purchase the squares east of the street No. 9 as far as No. 10. But should any objection occur to the vacating of the streets to such an extent, or to the terms on which the lots could be purchased, the plan herewith submitted may be executed at nearly the same estimated expense by vacating the streets only to the extent of the navy yard, according to its present limits, and by placing the arsenal at right angles with the locks, extending the same from east to west. A circle is marked on the plan, representing a turning dock, which would also be useful as a repairing and graving dock for three frigates, if necessary to execute the same. Its expense is included in the estimate herewith submitted. Should this mode of executing the plan be adopted it will render the purchase of only one hundred feet by two hundred and fifty feet necessary, to the eastward of the street No. 9, at the distance of about four hundred feet from the present shore. As, however, this plan has many disadvantages, it will be to be considered in how far the present purchase of the eastern squares could be effected by the sum which the erection of the turning dock will require; for if the arsenal be in a line with the locks, the erection of the turning dock may be well postponed until the extension of the arsenal or the construction of repairing or graving docks be found necessary. And should great part of the navy yard be occupied by the arsenal, the space which ought to be open for the erection of store houses, will not only be much curtailed but their situation deteriorated. If the eastern squares be obtained, a range of store houses, east of the locks, will not only enclose and protect the works, but be in the most advantageous situation for the delivery of the stores to the ships as they arrive from the arsenal at the pier heads. For the perfect comprehension of the situation, I beg to refer to the maps of the city.

### II. Works necessary to be erected.

The first works to be erected are two locks, of twelve feet lift each. The lowest of these locks being sunk twenty-three feet below high water, receives the ship from the channel of the harbor. The lower gates being shut, the lock is filled by water from the upper lock, until it rises to the height of twelve feet above high water, at which level the vessel will find twenty-three feet of water in the upper lock, into which she then enters. The water in the upper lock being then raised twelve feet higher, the vessels will be admitted to the dry dock or arsenal into twenty-three feet of water: her keel being then (if she draw twenty-three feet) one foot above high water mark. Whenever the number of vessels intended to be docked, or laid up, have been raised into the dry dock by this process (which is more fully explained by the model which I shall in a few days submit to you) all the water is permitted to discharge itself into the harbor, and the vessels being properly shored, as the water leaves them, settle upon the blocks which are prepared upon the slips marked in the drawing No. 2, fig. 1. It is very evident, to use the words of the President's letter to me, "that a vessel thus secured from the weather from above, and placed with her keel one foot above high water mark, may be perfectly drained, and rendered as safe against decay as the internal timbers of a house." In order to get rid of the foul air which is the most rapid cause of rot, and also perfectly to drain the vessels, it may be necessary, on laying them up, to take off one stroke on each side, on each floor below the gun deck, from stem to stern. In this dock a vessel may be built or repaired at leisure; a single vessel may be docked for repair between the dry dock and the locks, without filling the dry dock.

The naval arsenal, as appears by the drawing hereto annexed, is to be so constructed as to admit the free passage of the air from every quarter. It was essential that it should be permanent in its mode of construction, and secure from fire. The walls are therefore of solid masonry. For so extensive a span without a pillar, no better roof could be adopted than that recommended by the President, and of which he has furnished me with the model, namely, that of the Halle au blé or corn market, at Paris, an incombustible roof; that, covered with painted or varnished sheet iron, is certainly the cheapest, and I think the best. The drawings and estimates are therefore calculated for such a building and roof. As to the ornamental parts of the design they are not included in the estimate, nor are they within the compass of the arts in America at present.

### III. The means of supplying the dock with water.

In the letter of the President to me, two modes of supplying the dock with water were submitted to examination. 1st. From the Potomac canal. 2d. From the Tiber.

1st. There cannot be one moment's hesitation as to the abstract merits of each of these methods of supply. The Potomac canal may be brought by continuation from the locks at the Little Falls through Georgetown, to Rock creek, and through the city to the navy yard. This canal would not only fill all the works in twelve hours, but convey to the navy yard all the timber, stores, and provisions, which the whole range of the upper navigation of the Potomac could supply, comprehending not only a great part of Virginia and Maryland, but also a very considerable portion of the most fertile western counties of Pennsylvania. To this part of the subject I have paid particular attention, and have fully digested a plan which appears to me the best, and, perhaps, under all the circumstances of the property, and the levels of the ground in the city, the only feasible means of accomplishing such a navigation. Being, however, instructed by the President, to separate the consideration of this project from my present report, on account of its large expense, I will only mention here, that the plan of a company, either by way of extension of the old Potomac canal company, or of a new company for this separate object, has been suggested, which, if formed, under the sanction of the Legislature, would give to the nation all its advantages both as to the docks and the supply of stores, on no worse terms than those on which private citizens would obtain its commercial facilities.

2d. The Tiber. Captain Tingey and Mr. King, by your orders, have measured and levelled the ground between the hill on the Tiber which belonged to the late Mr. Notley Young, and also between the spring known by the name of Stoddert's spring and the navy yard. I have proceeded in my calculations of the expense of bringing the water of the Tiber to the navy yard, upon their survey. The correctness and fidelity of Mr. King, as a surveyor, are well known, and may always be depended upon. I have also carefully gone over the ground with a view to its quality, and to the best line of conducting the water. Nothing can be more easily effected than the canals, the whole of the ground being remarkably easy to be dug. At the navy yard, however, no more than a head of twenty-four feet above high water is wanted, while the head of water of Young's mill is forty-six feet seven inches, and the

level of Stoddert's spring is thirty-two feet three inches above high water. This difference of elevation, while it offers the advantage of large reservoirs to contain a sufficient quantity of water to fill the docks rapidly, renders it necessary to construct works of some expense to hold up and discharge the water in such a manner that it shall not destroy the banks of the canal by its rapidity, and fill the docks with the earth and sand brought down by the stream. For this reason, a dam, wear, and sluice, at Young's mill, must be built. The sluice to discharge the water from the reservoir in order to cleanse it, the wear to prevent injury to the works in time of heavy rains, and the dam to hold up a considerable body of water at all times. The works at Young's mill must be so constructed as to lower the water at once to the level of Stoddert's spring, by means of a sluice, which shall be capable of being so regulated as to keep a constant slow stream in the canal to prevent stagnation, or to discharge into it the whole of the water necessary to keep the canal full, when the sluice which fills the dock shall be drawn. The reservoir on the Piney branch must be nearly on a level with Stoddert's spring, below which, on the most convenient place, another wear and sluice must be erected to lower the water to the canal which supplies the dock. The last sluice must be at the dock itself, where no wear is required, as it will be constantly under inspection. The whole quantity of water required to fill the works at the dock, is three millions five hundred and fifteen thousand two hundred cubic feet. If the quantity of water yielded by the Tiber and Stoddert's spring, at the time of Captain Tingey's survey, (see his report) were not made to accumulate in reservoirs, it would require a month (twenty-nine days) to fill the dock and locks, allowing nothing for evaporation and soakage: for the joint streams yield only one hundred and twenty-five thousand and eighty-eight cubic feet in twenty-four hours. But, by collecting the water at Young's mill, and the reservoir on the Piney Branch of Tiber, and by making the canal of large dimensions as proposed, namely, sixteen feet on the surface, six at the bottom, and three feet deep, the works may be completely filled in three days.

The expense of these works is annexed in estimate No. 2.

#### IV. The time of completing the works.

Should the works be undertaken immediately, while the very numerous skilful and experienced workmen, who have been collected and in part educated in the execution of large and difficult works at the Pennsylvania bank, and the works for supplying the city of Philadelphia with water, are within reach; I have not the smallest doubt that the assistance of those collected in the city of Washington, and in a tolerably favorable season, a frigate may ascend the locks and be placed above high water mark before the end of the year 1803, and that the naval arsenal may be completed before the end of the year 1804. The supply by means of the Tiber may probably be effected in the year 1803, but if not, the locks only may be filled in December, 1803, by means of the pumps employed in their erection, in three days. The Potomac canal could not be completed before the end of the year 1805, but would, by that time, with tolerable seasons, discharge itself into the dock.

I need not mention to you, sir, that the operations of the ensuing year depend in a great measure upon very active preparations before the first of March; by that time, every good workman has usually planned and engaged in the employment of the season.

In respect to the estimates, I must beg leave to remark, that, as to the rate of charge for materials and workmanship, they are founded upon the experience of expense in works in Philadelphia, the nature of which is similar, and as far as they are designated and described in the drawings, I trust that no material difference will arise. There are, however, two points of expense upon which I must make an observation. The first is, the price to be paid for land, on which it is impossible to be at present informed, and in which it is easy to commit a mistake; the other is the uncertainty of the foundations below the bed of the harbor, for though there is no indication of a failure of solid foundation at the place at which the lower lock chamber is proposed to be founded, yet, as the rest of the bed of the river is muddy, it is possible that mud may be found below the gravel, in which case, piling to the extent of perhaps ten thousand dollars may be necessary.

With these observations, I submit to you the result of my attention to your instructions, and hold myself in readiness to offer such additional information and explanations as you may please to command.

I am, with true respect, your faithful humble servant,

B. H. LATROBE.

To ROBERT SMITH, Esq. *Secretary of the Navy.*

#### ESTIMATE OF THE LOCKS.

20,160 yards earth to be removed to make the flanks of the coffer dam, digging and carting,	at 30 cts.	\$6,048 00
Coffer dam, framed, piled, and puddled, if rated agreeably to the actual cost of a similar dam, erected at Philadelphia, which measures two hundred and ninety-two thousand eight hundred cubic feet, and cost in labor, machinery, and all materials, thirty thousand dollars nearly, it would stand in ten cents per foot.		
54,000 feet cube of dam,	at 10 cts	5,400 00
Digging below high water mark.		
29,756 yards lower lock pit,	at 25 cts.	7,439 00
14,878 yards upper lock pit,	at 25 do.	3,719 50
14,875 yards above high water,	at 15 do.	2,231 70
This will account for all the digging of the lock and turning dock: for the amount accounted to the flank dams will come out of these places.		

#### WALLING.

334 perches in wings,	at \$3 00	1,152 00
4,992 perches in piers and round the gate recesses,	at 4 00	19,968 00
Faced with Aquia stone above high water, and the whole bedded and jointed in taves.		
2,932 perches lock chamber, in common stone,	at 3 50	10,262 00
1,579 perches above, in ashler,	at 5 00	7,895 00
2,240 perches gate and sluice walls to upper locks,	at 4 00	8,960 00
1,579 perches lock chamber, below high water,	at 3 50	5,526 00
2,932 perches lock above, in ashler,	at 5 00	14,660 00
2,956 perches in the turning dock,	at 5 00	14,780 00
4,836 perches gates to the dry docks and arsenal,	at 5 00	24,180 00
1,896 perches paving in lock chambers and gates,	at 3 00	5,688 00
2,660 feet cube, at twenty-five cents, labor and workmanship in each of six pair of gates,	\$665	
2,000 pounds iron work,	at 20 400	
	1065	6,390 00
12 sluices,	at 150 00	1,800 00
Pumping, being the expense incurred in a similar work in Philadelphia,		3,000 00
Scaffolding and utensils,		10,000 00
		\$152,699 00

To this sum must be added ten per cent for incidental expenses of direction, superintendence, office expenses, and other small charges, impossible to be foreseen or enumerated,

15,269 00

Total, \$167,968 00



## NAVAL ARSENAL.

13,703 perches in the dock,	-	-	-	at \$3 50	-	\$47,960
21,210 perches above,	-	-	-	5 00	-	106,050
8 capitals,	-	-	-	200 00	-	1,600

There is nothing about the building but plain masonry, faced with Aquia stone, excepting only the cornices of the piers and the capitals of the columns; five dollars per perch is a good allowance for the whole of the work, including arches, the small quantity of moulded work which is in the piers, and for the stairs, which have been measured as solid.

1,374 squares of compound ribs, labor, nails, and all materials, including sheeting,	-	-	at \$10 00	-	13,740
1,374 squares of sheet iron roof, laid down and painted,	-	-	20 00	-	27,480
Scaffolding and utensils, beyond what has served for the locks, say	-	-	-	-	5,000
Add ten per cent. for incidental charges, as before,	-	-	-	-	20,183
Total,	-	-	-	-	\$222,013

B. HENRY LATROBE, *Engineer.*

WASHINGTON, December 4, 1802.

*Estimate of the expense of supplying the Canal by means of the Tiber and Stoddert's spring.*

Yards.	Perches.	Items.	Dollars.
	720	Masonry, sluices, and wears, at Young's mill,	-
	360	At the second reservoir on Piney Branch,	-
		Dam at Young's mill,	-
7,200	-	Canal,	-
9,680	-	Dam at Piney Branch, second reservoir,	-
17,500	-	(3 miles) Canal to the Navy Yard,	-
31,680	-	Sluice to discharge into the dock,	-
	192	Sluices,	-
	3	Purchase of land at Notley Young's mill,	-
		Purchase of land along the line of the canal, thirty feet wide, about five	-
		acres, at an average of	-
		Purchase of lands for reservoirs in Piney Branch,	-
		Add ten per cent. for direction, superintendence, and incidental expenses,	-
		Total,	-

B. HENRY LATROBE, *Engineer.*

WASHINGTON, December 4, 1802.

## RECAPITULATION.

The two lower docks,	-	-	-	-	\$167,968
The dry dock, or arsenal,	-	-	-	-	222,013
Water of the Tiber,	-	-	-	-	27,295
					\$417,276

NAVY YARD, WASHINGTON, October 22, 1802.

SIR: Conformably to your letter of instructions of the 13th July past, I proceeded, without delay, to examine the streams of water, &c. mentioned therein. On this business I availed myself of the assistance of Mr. Nicholas King, a judicious and accurate surveyor, and have now the honor to communicate the result.

The first spring to which you refer, by the name of Young's, is known generally and more particularly as Mr. Stoddert's. This spring rises at thirty-two feet three inches above the level of high water mark (spring tides) in the Anacostia or Eastern Branch. The quantity of water discharged from it is thirteen hundred and twenty-four cubic feet, or forty-nine cubic yards and one foot, in an hour. To convey this water to the navy yard, a channel or race must necessarily be cut in the face of the hill or bank which margins the Eastern Branch, and of necessity so nearly level as only to allow a current sufficient to overcome slight obstructions, and prevent the water from stagnating. The length of this race, from the head of the spring to the navy yard, would be about three miles and one-eighth: for, in ascertaining the levels, we measured a line exceeding two miles and one-quarter, to which, in our judgment, one-third should be added for passing the heads of certain valleys or ravines which occurred in its course. This race would course generally along the side of gravelly banks or hills, and some part of the water will consequently be lost by absorption; yet, as there are two or three lesser springs in this distance, the waters of which may with ease be brought into the race, it is presumed that the full quantity which runs from the head spring will be delivered at the navy yard.

To ascertain the fall and quantity of water discharged by Tiber creek, we levelled along its meanders to the mill belonging to the estate of the late Notley Young, Esq. and found the water in the race below the wheel twenty-nine feet five and three-tenth inches above the high water in the Tiber and Potomac. The wheel being overshot, the water in the race above it is forty-six feet seven and three-tenth inches above the high water mark aforesaid. The quantity of water which passes down the Tiber at this mill (though it was a dry season) we found equal to one hundred and forty-four and forty-four hundredth cubic yards in an hour. To bring the water of the Tiber from this mill to the navy yard, in an open channel, two courses may be pursued. One by tracing the level line, or nearly so, until it passes the upper end of the Piney Branch of the Tiber, then continuing across the low and nearly level ground to Stoddert's spring; there falling into, and blending with the water of the first mentioned race to the navy yard. In this case, the distance to cut would be from the mill to the spring, one mile and six eighths; thence to the navy yard, three miles and one-eighth, as aforesaid. The other course would be the same until it crossed round the head of Piney Branch; then continuing the level, westward, along the face of the hill, and coming round by the capitol to the navy yard, a distance of four miles and a half.

When the water is sufficiently high to admit the boats to navigate between the Great and Little Falls of the Potomac, to the locks of the latter, it is then thirty-one feet and four and two-tenth inches above the high water in the river.

The distance between the canal, at the Little Falls, and the navy yard, as the race would be obliged to course, would be eight miles, making use of aqueducts to convey the water over the stream at Mr. Foxall's furnace, over Rock creek, and over the Tiber, near the capitol; namely, two miles and seven eighths from the locks to Rock creek bridge, and thence, five miles and one eighth through the city to the navy yard.

The season, as is before intimated, was, at the time this survey was taken, extremely dry, and the quantity of water in the Little Falls canal consequently small; not so high by two feet as when the boats pass along it. Thus, allowing for dry seasons, the height of this canal above high water may not be reckoned more than twenty-nine feet, for the purposes contemplated by this survey.

In the event of using the waters of the Tiber and Stoddert's spring, it would be eligible for the purpose of speedily filling the dry docks, to have a large reservoir, of capacity sufficient to contain two fold, or upwards, of the cubic contents of the docks, for which it would, probably, be necessary to purchase the mill (late Notley Young's) and some convenient ground adjacent. On inquiry relative to this subject, I understand that, for the purchase of the mill, and six acres of ground adjoining, the sum of about four thousand dollars will be expected.

I have not yet learned from Mr. Carroll the price he means to affix on the ground on the Eastern Branch, most convenient for cutting the docks. But I feel firmly persuaded that, in case of a very extravagant value being laid thereon, it would be full as eligible (if not more so) to make use of a part of the navy yard, to the westward of the warehouses, which, being already public property, and of capacity sufficient for the purposes contemplated, will preclude the necessity of stopping any other of the streets of the city, which, in the event of making use of Mr. Carroll's ground, must inevitably take place, and which circumstance might furnish specious pretexts to disaffected persons to oppose the whole.

I forbear making any calculation on the probable expense of digging and completing the canals for the conveyance of the waters to the navy yard, as you are in possession of superior data, for the purpose, than any I am capacitated to give.

I have the honor to be, with much respect, sir, your obedient servant,

THOMAS TINGEY.

HON. ROBERT SMITH.

*Extract of a letter from B. Henry Latrobe to the President, dated*

PHILADELPHIA, December 15th, 1802.

"SIR:

Captain Dale, of the United States' navy, called upon me this morning, and, in conversation upon the naval arsenal, or dry docks proposed by you to be erected at the Federal City, which he most warmly approved, he informed me that the Swedish Government had lately conceived the idea of adopting the same means of preserving their navy in times of peace. The Swedish Admiral Soderstrom described to him the situation of the dock, which was then in the progress of construction. It was intended to contain eight ships of seventy-four guns, and another was projected to contain twelve, in all making provision for twenty ships of the line. The situation was remarkably favorable. Deep water, close to a perpendicular rock, which can be easily wrought, gives the opportunity of excavating the dock; the rock forms the wall, and the roof is laid over at such a height that the ships go in with their lower masts standing. Captain Dale did not exactly know how the ships were worked into the dock, but from his description of the situation, I presume they are tide docks. Admiral Soderstrom said, that the vessels were to be washed with fresh water, perfectly drained, and opened to a circulation of air, and that he had no doubt of their remaining in perfect repair in the dock for a century, and gave many reasons for his opinion, which were convincing."

7th CONGRESS.]

No. 31.

[2d SESSION.]

## PRESERVATION OF TIMBER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 7, 1803.

NAVY DEPARTMENT, January 6, 1803.

SIR:

In obedience to the resolution of the honorable the House of Representatives, of the third instant, calling for information as to the situation of the timber deposited in the navy yards of the United States, for the purpose of building ships of war, and whether, in order to preserve the same, it should not be covered with sheds,

The following report is respectfully submitted:

Under the impression that adequate means ought to be provided for the effectual preservation of the timber of the United States, deposited, and to be deposited, in the navy yards, amounting, in value, to the sum of \$580,000, I sent to the several navy agents a circular letter, bearing date February 22, 1802, which, among other subjects, contained the following instruction:

"It is presumed that all the public property committed to your care, but more especially the timber, will be kept in a state of due preservation. This is an article of such immense consequence, and may suffer so much for want of care, that no pains or expense ought to be spared to season and preserve it in the most effectual manner. You will please to state the situation of all the timber in your custody."

After I had received, in answer to this letter, the reports of the navy agents, stating the situation of the timber in their respective navy yards, and after the passing of the act of Congress, entitled "An act making an appropriation for the support of the navy of the United States, for the year one thousand eight hundred and two," the following circular letter, dated the 20th of May, 1802, was sent to the navy agents at Portsmouth, Boston, New York, Philadelphia, and Norfolk.

"Such of the timber as is not entirely covered with water, must be immediately put under a shed; and, if necessary, a shed may be built for that purpose.

"We cannot allow you for the erection of a shed, should it be necessary to erect one, a sum exceeding two thousand dollars. The shed, however, should be so constructed that it may be enlarged at pleasure.

"You may draw on me for this sum, for this object; but our appropriations will not admit of a cent beyond it."

And in reply to these letters, the following reports have been received, viz:

PORTSMOUTH, October 14, 1802.

"The shed is finished; it is a very good one, and as cheap as I could possibly procure it done. The plank, the wall pieces, and other thick stuff, are all completely housed, and it will be unnecessary to build any more sheds, unless all the timber in the docks was put into sheds, the cost of which would be very considerable."



BOSTON, June 22, 1802.

"I beg leave to observe that all the live oak timber, which has been delivered into the navy yard, here, (excepting three loads received this month) has been covered from the sun and weather under a building and shed erected for the purpose. No part of it has, at any time, been docked, or touched with sea water. Another shed is now preparing to cover the freights lately received, and the remaining quantity to be delivered here. The timber and thick stuff exposed to the sun and weather, in the basin, at low water, is oak and pine."

NEW YORK, 1st of June—29th July, 1802.

"The necessary directions for securing the timber, (agreeably to your letter of the 20th of May) I have given to the carpenter of the yard, and every expedition is making to its completion. Two vessels, with timber, have arrived from Georgia, for the seventy-four gun ships; all which, together with what was on hand, is perfectly secured from any injury, being well docked."

PHILADELPHIA, June 22, 1802.

"The shed would cost \$2,800, and the expense of hauling, exclusive of laborers, \$160 to \$200, exceeding the appropriation at least \$1,100. I, therefore, with the best advice I could obtain, determined on levelling the timber, in its present situation, and getting it into the water, as far as possible, with safety, and then covering the whole with boards, to be secured to the timber, and in addition, to be kept down with some old iron ballast. Two respectable ship-wrights, Messrs. Bowers and Hutton, are of opinion that it will not only be as well, but better preserved than by shedding. The expense will not exceed \$200. For the preservation of the white oak, (gun-carriage stuff) yellow-heart pine boards, and cedar, I have taken a shed in the yard. For the live oak expected, I shall erect a shed."

NORFOLK, 27th of May, and 8th of June, 1802.

"We have no timber in the yard entirely covered with water. The greater part of that which lately lay in the dock has been drawn out, and we are now busily employed in removing the remainder."

"After making every possible arrangement at the navy yard, for the preservation of the public property, it is now my intention to visit my family in Jefferson county. At present it may perhaps be only necessary to say that things are in such a train as to admit of my absence for a time, it is thought, without the smallest inconvenience or detriment to the public service."

The timber at the navy yard at Washington is principally docked, and, for the present, it is thought, is in a state of security and preservation.

From the arrangements that have thus been made, my opinion of the necessity of sheds, for the preservation of the timber of the United States, is apparent, and this opinion is confirmed by universal experience. Among practical men, there exists a difference of opinion as to the time when sheds ought to be used. Some are of opinion that the timber ought to remain immersed in water, for a certain period of time, before it be put under sheds. Others think that it ought not to be previously deposited in water, but that it should, in the first instance, be placed under cover. All, however, agree that, without sheds or roofs, timber cannot be completely seasoned and preserved.

I have the honor to be, with great respect, sir, your most obedient servant.

RT. SMITH.

The Honorable the SPEAKER of the House of Representatives of the United States.

7th CONGRESS.]

No. 32.

[2d Session.

## DRY DOCK AT WASHINGTON.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 10, 1803.

Mr. MITCHELL, from the committee to whom was referred so much of the President's message as relates to our navy yards and the building of docks, reported two resolutions, providing for the safe keeping of timber, frigates, and other public property:

1st. *Resolved*, That, for securing from waste and loss the timber and other public property in the different navy yards, and towards improving the same for the greater despatch of business, the Secretary of the Navy, under the direction of the President of the United States, shall cause the requisite buildings and sheds to be erected, and other needful repairs and improvements to be made; and that, for accomplishing the same, ——— dollars are hereby appropriated, to be paid out of any moneys in the treasury, not otherwise appropriated.

2d. *Resolved*, That for preventing rottenness and decay in the ships of the navy, the President of the United States be, and hereby is, authorized to cause a dry dock, with convenient canals, locks, machinery, and water courses, to be constructed, at or near the public navy yard in the city of Washington; which dock shall be capable of containing twelve frigates, or ships of war, and of preserving them dry, and safely sheltered from sunshine and rain; and that, for carrying the same into effect, ——— dollars be, and the same hereby are, appropriated, to be paid out of any moneys in the treasury, not otherwise appropriated.

7th CONGRESS.]

No. 33.

[2d SESSION.]

## DRY DOCKS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 28, 1803.

Mr. MITCHELL, from the committee appointed to inquire into the usefulness and propriety of constructing a dock or docks at either of the public navy yards, or elsewhere within the United States, for the building and repair of ships of war, reported:

That an act was passed in February, 1799, authorizing the establishment of two docks for the convenience of repairing the public ships and vessels, in suitable places, under the direction of the President of the United States, and that fifty thousand dollars were then appropriated towards effecting this object. It appears that this sum was never expended for the intended purpose, and consequently reverted to the treasury, in the manner provided by law for unexpended appropriations, after two years. The committee therefore recommend, that, to carry into effect the aforesaid act, according to its original provisions, the sum therein specified should be again appropriated, and for that purpose recommend the adoption of a resolve, in the following words, to wit:

*Resolved*, That, for carrying into effect the act, entitled "An act authorizing the establishment of docks," the sum of fifty thousand dollars be appropriated as an equivalent, for the appropriation therein made, but which since reverted to the treasury unexpended.

7th CONGRESS.]

No. 34.

[2d SESSION.]

## LIEUTENANT COLONEL OF MARINES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 14, 1803.

NAVY DEPARTMENT, 14th February, 1803.

SIR:

Your letter of the 7th instant, requesting a detail of the duties performed by the Lieutenant Colonel Commandant of the marine corps, was this day handed to me. I have, therefore, in reply, to inform you that he has to give orders for recruiting men, and, when recruited, they are supplied with clothing and provisions, under orders issued by him. He has to order detachments to and from different places, agreeably to the necessities of the service; to keep up guards on board the ships in ordinary, and at the navy yards; to superintend the discipline of the men on shore, and to see that all the arms are kept in a state of preservation; he has to correspond with the Navy Department and with the marine officers and others at the different posts; he has a paymaster under him, who keeps the accounts of the corps; but all moneys for the use of the corps are advanced upon the commandant's requisitions, and all payments pass through him and on his responsibility; and all accounts of expenditures on account of the corps are settled with him. From this detail the committee will be able to judge what rank the commanding officer of the marine corps ought to bear; and from the enclosed statement, showing the present distribution of the officers and privates, they can determine upon the expediency or in expediency of reducing the marine corps.

I have the honor to be,  
Sir, your obedient servant,

RT. SMITH.

Jos. H. NICHOLSON, Esq.

*Statement of the distribution and employment of the officers and privates of the marine corps.*

## OFFICERS.

In service in the Mediterranean,	-	-	-	-	-	-	-	-	9
Wanted for the two relieving frigates and four small vessels,	-	-	-	-	-	-	-	-	7
for the proposed guards at the six navy yards,	-	-	-	-	-	-	-	-	6
to have charge of the marines at the barracks, and those in the ships in ordinary, one of whom to act also as adjutant, one as quartermaster, and the other as paymaster,	-	-	-	-	-	-	-	-	3
									25

There are at present belonging to the marine corps twenty-five commissioned officers only, exclusively of the lieutenant colonel commandant.

## NON-COMMISSIONED OFFICERS AND PRIVATES.

In service in the Mediterranean,	-	-	-	-	-	-	-	-	216
In ships in ordinary,	-	-	-	-	-	-	-	-	80
Guard at the barracks,	-	-	-	-	-	-	-	-	24
For the proposed guards at the six navy yards, each guard to consist of twenty-four,	-	-	-	-	-	-	-	-	144
Will be wanted for the next relieving squadron, viz:									
For two frigates,	-	80							160
Four small vessels twenty each,	80								320
									624

There are, at present, belonging to the marine corps, four hundred and fifty-three non-commissioned officers and privates, from which it appears that there is, at present, a deficiency of - 171

But if the Chesapeake, the Constellation, and the Adams, should return before the relieving squadron be sent out, the non-commissioned officers and privates of those ships, amounting to - 125

Would reduce the deficiency to - 46

RT. SMITH.

NAVY DEPARTMENT, 8th February, 1803.



8th CONGRESS.]

No. 35.

[1st Session.]

## MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 2, 1803.

SIR:

NOVEMBER 2, 1803.

The committee appointed "to inquire whether any, and, if any, what, alterations are necessary in the several acts relative to the establishment of a marine corps, and in 'An act fixing the rank and pay of the commanding officer of the corps of marines,'" have instructed me to request information of you on the following points:

What is the whole number of marines, and marine officers, contemplated by the establishment?

Is the establishment complete, and, if not, what is the deficiency?

What number of marines and officers are at present in service in the Mediterranean?

What is the number on shore?

How many marine stations are there, and how many officers and marines are there at each station?

How many officers are there, and how many of each grade?

How many vessels are there in actual service? what is the force of each, and how many marines and officers has each vessel on board?

What is the annual amount of pay and emoluments of the commanding officer of the corps?

I am, sir, with much respect, your fellow-citizen,

MICHAEL LEIB.

ROBERT SMITH, Esq. *Secretary of the Navy.*

NAVY DEPARTMENT, November 4, 1803.

SIR:

The following statement exhibits answers to the queries which you have proposed, in your letter of the second instant, in relation to the marine corps. The answers are arranged in the order in which the queries have been proposed.

	Lieut. Col.	Command't.	Captains.	First Lieutenants.	Second Lieutenants.	Surgeons.	Sergeants.	Corporals.	Music.	Privates.
The acts of Congress of July, 1798, March, 1799, and April, 1800, which constituted the marine corps, authorized	1	4	18	18	8	48	48	50		890
The corps is not complete; there is a deficiency of	-	1	3	14	8	12	15	14		494
We have now in service, in the Mediterranean,	-	1	5	4	-	17	16	15		239
But the frigates New York, Adams, and John Adams, whose return is shortly expected, will bring	-	-	-	2	3	-	6	5	6	83
Of which it is intended to discharge,	-	-	-	-	-	-	4	5	5	49
There will then be in service, in the Mediterranean,	-	1	3	1	-	11	11	9		156
And we shall then have on shore, and in the vessels in ordinary,	1	2	12	3	-	21	17	22		191
There are on shore seven marine stations, viz: barracks, navy yards at Washington, Norfolk, Philadelphia, New York, Boston, and Portsmouth.										
We have at barracks, at present, including staff, music, armorers, artificers, servants, sick, &c.	1	1	6	-	-	13	11	15		112
But, on the arrival of the New York, Adams, and John Adams, we shall have	1	1	8	3	-	15	11	16		146
Of which guards will be supplied for eleven ships in ordinary, (each ship having, agreeably to the law of 3d March, 1801, one sergeant, or corporal, and eight marines) and of which guards for the barracks, and for the navy yard at Washington, will also be supplied.	-	-	1	-	-	2	2	2		15
We have at the navy yard at Norfolk,	-	-	1	-	-	2	2	2		15
at Philadelphia,	-	-	1	-	-	2	2	2		15
at New York—none.	-	-	-	-	-	-	-	-		-
at Boston,	-	-	1	-	-	2	2	2		15
at Portsmouth—none.	-	-	-	-	-	-	-	-		-
There are belonging to the corps—officers,	1	3	15	4						

We have in actual service—

The Constitution, of forty-four guns; the Philadelphia, of forty; the New York, of thirty-six guns.

The Adams, and John Adams, of thirty-two guns, each.

The Syren and Argus, of sixteen guns, each.

The Enterprise, Vixen, and Nautilus, of twelve guns, each.

But, as before observed, the frigates New York, Adams, and John Adams, are expected home shortly.

	Captain.	First Lieutenants.	Second Lieutenants.	Sergeants.	Corporals.	Music.	Privates.
The frigate Constitution, having on board,	1	-	1	2	2	2	40
Philadelphia, having on board,	-	1	-	2	2	2	35
Syren, having on board,	-	1	-	2	2	2	21
Argus, having on board,	-	1	-	2	-	2	27
Enterprise, having on board,	-	-	1	1	1	-	9
Vixen, having on board,	-	-	1	2	1	1	11
Nautilus, having on board,	-	-	1	2	1	-	13
In service in the Mediterranean, as before stated,	1	3	1	11	11	9	156

The annual amount of the pay and emoluments of the commanding officer of the marine corps is one thousand seven hundred and twenty-two dollars ninety cents.

I have the honor to be, respectfully, sir, your most obedient servant,

MICHAEL LEIB, Esq. *Chairman of a Committee of Congress.*

RT. SMITH.

JOSEPH NOURSE, *Register.*



## B.

*A List of the Navy Pensioners of the United States, with the pension allowed to each.*

IN NEW HAMPSHIRE.							Dolls. cts.
1	Robert Forsith, marine,	-	-	-	-	per month,	3 00
2	Richard Wilson, boatswain,	-	-	-	-	do.	10 00
3	John Mushaway, do.	-	-	-	-	do.	10 00
MASSACHUSETTS.							
4	George Arbuckle, seaman,	-	-	-	-	do.	3 33 $\frac{1}{2}$
5	Gavin Walkinshaw, do.	-	-	-	-	do.	8 50
6	John Shapely, cook,	-	-	-	-	do.	9 00
7	Uriah Hanscom, ordinary seaman,	-	-	-	-	do.	6 00
8	John Davidson, lieutenant,	-	-	-	-	do.	20 00
9	Andrew Hanson, seaman,	-	-	-	-	do.	8 50
10	Richard W. Cooper, do.	-	-	-	-	do.	8 50
11	Charles Sandys, sailmaker's mate,	-	-	-	-	do.	8 50
CONNECTICUT.							
12	Edward Field, surgeon's mate,	-	-	-	-	do.	15 00
13	Jason Bebee, corporal of marines,	-	-	-	-	do.	4 00
RHODE ISLAND.							
14	John Hoxse, seaman,	-	-	-	-	do.	8 50
NEW YORK.							
15	George Bonner, seaman,	-	-	-	-	do.	8 50
16	William Fitzsimmons, ordinary seaman,	-	-	-	-	do.	7 00
17	John Baptiste, boy,	-	-	-	-	do.	3 00
18	Francis Rose, seaman,	-	-	-	-	do.	8 50
19	Daniel Brown, quarter gunner,	-	-	-	-	do.	9 00
20	Enoch Brown, midshipman,	-	-	-	-	do.	9 50
21	Jacob Dorn, seaman,	-	-	-	-	do.	8 50
22	William Barry, ordinary seaman,	-	-	-	-	do.	5 00
23	James Currin, do.	-	-	-	-	do.	7 00
PENNSYLVANIA.							
24	Jno. Andrews, ordinary seaman,	-	-	-	-	do.	5 00
25	Patrick Fowler, marine,	-	-	-	-	do.	2 50
26	Philip Morrison, do.	-	-	-	-	do.	3 00
27	John Casson, do.	-	-	-	-	do.	3 00
28	Jeremiah Riley, seaman,	-	-	-	-	do.	6 80
29	Thomas Burns, boatswain's mate,	-	-	-	-	do.	7 60
30	Thomas Baker, captain,	-	-	-	-	do.	37 50
31	Hamilton Sellers, ordinary seaman,	-	-	-	-	do.	7 00
32	Charles Christian, seaman,	-	-	-	-	do.	8 50
MARYLAND.							
33	Ed. Murray, sergeant marines,	-	-	-	-	do.	4 50
34	Daniel Fullen, ordinary seaman,	-	-	-	-	do.	7 00
35	William Barker, boy,	-	-	-	-	do.	6 00
VIRGINIA.							
36	James Pitt, seaman,	-	-	-	-	do.	8 50
37	William Small, marine,	-	-	-	-	do.	1 50

## C.

*The United States in account with Thomas Tudor Tucker, Agent to the Commissioners of the Navy Pension Fund.*

Dr.

		To warants paid, viz:		Dolls. cts.
1802, June	25	No. 5	To William Gardner, . . . . .	78 00
"	"	6	Thomas Perkins, . . . . .	220 00
"	"	7	Jabez Bowen, . . . . .	51 00
"	"	8	William Imlay, . . . . .	114 00
"	"	9	James Nicholson, . . . . .	246 07
"	"	10	Stephen Moylan, . . . . .	402 90
"	"	11	Benj. Harwood, . . . . .	98 76
"	"	12	John Hopkins, . . . . .	60 00
"	29	13	Abishai Thomas, . . . . .	390 95
"	"	14	Do. . . . .	448 30
"	"	15	Do. . . . .	732 74
"	"	16	Do. . . . .	140 25
"	"	17	Do. . . . .	114 00
"	"	18	Do. . . . .	104 43
"	"	19	Do. . . . .	160 60
"	"	20	Do. . . . .	372 66
"	"	21	Do. . . . .	54 00
"	"	22	Do. . . . .	70 50
Nov. 23	23	William Gardner, . . . . .	239 00	
"	"	24	Do. . . . .	138 00
"	"	25	Thomas Perkins, . . . . .	332 00
"	"	26	Jabez Bowen, . . . . .	51 00
"	"	27	William Imlay, . . . . .	114 00
"	"	28	James Nicholson, . . . . .	389 70
"	"	29	Stephen Moylan, . . . . .	479 94
"	"	30	Benj. Harwood, . . . . .	126 00
"	"	31	John Hopkins, . . . . .	36 68
"	"	32	Abishai Thomas, . . . . .	23 32
Dec. 13	33	Geo. Harrison, . . . . .	20,000 00	
"	28	Do. . . . .	26,000 00	
"	"	35	Thomas Perkins, . . . . .	85 53
1803, Jan. 8	36	Do. . . . .	127 50	
"	10	William Barker, . . . . .	36 00	
June 15	38	William Gardner, . . . . .	138 00	
"	39	Thomas Perkins, . . . . .	436 83	
"	40	Jabez Bowen, . . . . .	51 00	
"	41	William Imlay, . . . . .	114 00	
"	42	James Nicholson, . . . . .	396 00	
"	43	Stephen Moylan, . . . . .	485 40	
"	44	Benj. Harwood, . . . . .	135 40	
"	45	John Hopkins, . . . . .	60 00	
July 18	46	William Barker, . . . . .	36 00	
Oct. 27	47	Thomas Perkins, . . . . .	82 16	
Dec. 13	48	William Gardner, . . . . .	138 00	
"	49	Thomas Perkins, . . . . .	439 67	
"	50	Jabez Bowen, . . . . .	51 00	
"	51	William Imlay, . . . . .	114 00	
"	52	James Nicholson, . . . . .	396 00	
"	53	Stephen Moylan, . . . . .	485 40	
"	54	Benj. Harwood, . . . . .	69 00	
"	55	John Hopkins, . . . . .	60 00	
"	56	John Stricker, . . . . .	36 00	
Dec. 16		Balance of cash in my hands this day, . . . . .	4,539 68	
				60,301 37

*The United States in account with Thomas Tudor Tucker, Agent for the Commissioners of the Navy Pension Fund.*

Cr.

				Dolls. cts.
1803, Dec. 1	By balance of cash transferred to me by S. Meredith, late Treasurer of the United States, arising from the sale of prizes, . . . . .			1,923 45
1802, June 28	By cash received from the Office of Discount and Deposit, Washington, and Bank of Columbia, interest, &c. due on stock belonging to the fund, . . . . .			6,800 79
August 12	By Treasury warrant No. 3,036, on Thomas Tudor Tucker, . . . . .			40,639 44
	By cash received from Office Discount and Deposit, Washington, being interest, &c. due 1st July, . . . . .			1,371 33
Dec. 27	By cash received from do. interest, &c. due 1st October, . . . . .			1,371 33
1803, Jan. 21	Do. do. do. do. 1st January, 1803, . . . . .			1,574 45
June 18	Do. do. do. do. 1st April, . . . . .			2,286 86
Dec. 14	Do. do. do. do. 1st July, . . . . .			2,166 86
"	Do. do. do. do. 1st October, . . . . .			2,166 86
				60,301 37

TREASURY OF THE UNITED STATES, December 16, 1803.

TH. T. TUCKER, Treasurer United States.



## D.

*Abstract of warrants drawn by the Commissioners of the Navy Pension Fund on the Treasurer of the United States, as treasurer of the fund, for the payment of Navy pensions during the year 1803.*

		Dolls. cts.
January 8	Warrant No. 36, in favor of Thomas Perkins, Commissioner of Loans, Massachusetts, for the pension of Richard W. Cooper, a disabled seaman, to 31st December, 1802, .	127 50
" 10	Do. No. 37, in favor of William Barker, for his pension, from 1st July to 31st December, 1802, .	36 00
June 17	Do. No. 38, in favor of William Gardner, Commissioner of Loans, New Hampshire, for payment of pensions in that State for the half year ending 30th instant, .	138 00
	Do. No. 39, in favor of Thomas Perkins, Commissioner of Loans, Massachusetts, for payment of pensions in that State to the same period, .	436 83
	Do. No. 40, in favor of Jabez Bowen, Commissioner of Loans, Rhode Island, for the same purpose in that State, .	51 00
	Do. No. 41, in favor of William Inlay, in Connecticut, for same purpose in that State, .	114 00
	Do. No. 42, in favor of James Nicholson, New York, for same purpose in that State, .	396 00
	Do. No. 43, in favor of Stephen Moylan, Pennsylvania, for same purpose in that State, .	485 40
	Do. No. 44, in favor of Benj. Harwood, Maryland, for same purpose in that State, .	135 40
	Do. No. 45, in favor of John Hopkins, Virginia, for same purpose in that State, .	60 00
July 18	Do. No. 46, in favor of William Barker, for his pension to 30th June ultimo, .	36 00
Oct. 27	Do. No. 47, in favor of Thomas Perkins, Commissioner of Loans, Massachusetts, for the pension of Charles Sandys, to 30th June last, .	82 16
Dec. 13	Do. No. 48, in favor of William Gardner, Commissioner of Loans, New Hampshire, for payment of pensions in that State to 31st December instant, .	138 00
	Do. No. 49, in favor of Thomas Perkins, Massachusetts, for the same purpose, .	439 67
	Do. No. 50, in favor of Jabez Bowen, Rhode Island, for the same purpose, .	51 00
	Do. No. 51, in favor of William Inlay, Connecticut, for the same purpose in that State, .	114 00
	Do. No. 52, in favor of James Nicholson, New York, for the same purpose, .	396 00
	Do. No. 53, in favor of Stephen Moylan, Pennsylvania, for the same purpose, .	485 40
	Do. No. 54, in favor of Benj. Harwood, Maryland, for the same purpose, .	69 00
	Do. No. 55, in favor of John Hopkins, Virginia, for the same purpose in that State, .	60 00
	Do. No. 56, in favor of John Stricker, Baltimore, .	36 00
		3,887 36

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 13, 1803.

THOMAS TURNER, *Accountant.*

8th CONGRESS.]

No. 37.

[1st SESSION.

## CAPTORS OF THE MOORISH VESSELS MESHOUDA AND MURBOKA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 10, 1804.

SIR:

27th December, 1803.

The Committee of Ways and Means have instructed me to request that you will cause to be laid before them such information, in the possession of the Department of the Navy, as may enable them to carry the enclosed resolution into effect.\*

I beg you to accept the assurance of my high respect.

JOHN RANDOLPH, Jr.

ROBERT SMITH, Esq. *Secretary of the Navy.*

NAVY DEPARTMENT, January 4th, 1804.

SIR:

In answer to your letter of the 27th ult. enclosing a resolution of the House of Representatives of the 22d ult., on the subject of the armed vessels belonging to the Emperor of Morocco, captured by our cruisers and surrendered to that Power, I have the honor to inform you that the Meshouda was captured by the United States' frigate John Adams, commanded by Captain John Rodgers, and that the Murboka was captured by the United States' frigate Philadelphia, commanded by Captain William Bainbridge; and that the Meshouda and the Murboka were both surrendered to the Emperor of Morocco by the captors.

The accompanying papers, No. 18 and 19, will explain to you the circumstances under which the surrender was made. Papers No. 1 and 2 exhibit the respective valuations of the vessels so captured and surrendered.

I have the honor to be, with high respect,  
sir, your most obedient servant,

Hon. JOHN RANDOLPH, Jr.

ROBERT SMITH.

*Chairman of the Committee of Ways and Means.*

UNITED STATES' FRIGATE NEW YORK,

Tangier Bay, October 14th, 1803.

SIR:

Agreeably to your request that we would examine the Moorish ship Murboka, now in this bay, prize to the United States' frigate Philadelphia, and state to you what we consider the real value as she now lays, we have the honor to inform you that we have examined said ship, and consider that her hull, masts, spars, sails, rigging, cables, anchors, cannon, military stores, and other articles belonging to her, are worth ten thousand dollars.

We have the honor to be, &c.

JOHN RODGERS,  
TOBIAS LEAR,  
ISAAC CHAUNCEY.

Com. PREBLE.

\*Resolved, That provision ought to be made, by law, to indemnify the captors of such armed vessels, belonging to the Emperor of Morocco, as have been captured and surrendered to the said Power, for the prize money to which they are entitled, and that a bill be brought in for that purpose by the Committee of Ways and Means.

*Estimate of the value of the ship Meshouda, prize to the United States' frigate John Adams.*

The ship with her boats, masts, spars, cables and anchors, sails and rigging, water casks, colors, compasses, and other ship chandlery,	\$6,500
Twenty pieces of cannon, with carriages, tackles, breechings, worms, ladles, rammers and sponges, &c. &c. complete,	5,000
Muskets, cutlasses, pistols, and boarding pikes,	1,136
Thirty barrels of powder, and all the shot on board, agreeably to inventory,	1,000
Merchandise on board, estimated at <i>prime cost</i> , to be delivered up with the ship,	3,553
	<u>\$17,189</u>

GIBRALTAR BAY, October 17, 1803.

SIR:

Agreeable to your request of this date, to us directed, we have taken a survey of the ship Meshouda, for the purpose of estimating her value; and it is our unanimous opinion that the ship, together with her guns, and stores of every description, and merchandise on board, as per inventory presented to us by you, would be worth in the United States seventeen thousand one hundred and eighty-nine dollars, agreeably to the foregoing statement.

EDWARD PREBLE,  
H. G. CAMPBELL,  
ISAAC CHAUNCEY.

To Com. JOHN RODGERS,  
U. S. frigate *New York*.

UNITED STATES' FRIGATE CONSTITUTION,  
Tangier Bay, October 5, 1803.

SIR:

I have the honor to inform you that I arrived here this day, and as the Nautilus was in sight to the westward, I made her signal to join me, considering it of importance to display as respectable a force to his Imperial Majesty's view as possible. Several letters passed between Mr. Simpson and myself. Among my despatches you will find arranged all my correspondence since I have been on this station.

October 6th. Mr. Simpson paid us a visit on board the ship; informed me that the Emperor was momentarily expected.

The *New York* and *John Adams* joined company. Our ships are constantly kept clear for action, and men sleep at quarters.

I sent a boat on shore with a letter to the Consul. The letter was delivered, and the boat returned without molestation. At 2 P. M. the Emperor arrived, and in consequence of his declaration that he was pacifically inclined, I ordered the ship dressed, and a salute of twenty-one guns, as a compliment to his majesty. The morning following he received a salute from the other ships. All our salutes were returned.

October 7th. The Emperor sent a present of ten bullocks, twenty sheep, and four dozen of fowls, for the squadron, as a token of his friendship.

October 8th. The Emperor appeared on the beach with his court and army, for the purpose of viewing the squadron. I saluted him from the ship, and was complimented with a return.

October 9th. The Emperor gave an order, under his seal, for the release of the brig *Hannah*, her cargo and crew, detained at Mogadore, and appointed Monday next to grant Mr. Simpson and myself an audience. The proofs which the Emperor has given of his pacific disposition, since his arrival, inclines me to believe that our differences will soon be adjusted, and peace fully restored. The weather has constantly been very stormy for several days past.

October 10th. The prize-ship *Murboka* arrived here from Gibraltar by my orders. I gave those orders to enable me to restore her to the Emperor as soon after the adjustment of our differences as possible, to get clear of the trouble and expense of the crew.

The *Syren* passed to the westward with a convoy of seven sail of American vessels. I landed at Tangier about 11 o'clock in the forenoon, accompanied by Colonel Lear, Mr. Morris, as Secretary, and two midshipmen. At one P. M. with the addition of Mr. Simpson to our company, we were all conducted to the castle, and were soon ushered through a double file of guards, and conducted into the presence of the Emperor. Mr. Simpson and myself were desired to advance close to his majesty; the other gentlemen were kept back. We conversed with him by the means of an interpreter. He expressed much regret that any differences had arisen between the two nations; disavowed having given any hostile orders, and declared he would punish those of his Governors who had. He said he was at present at peace with the United States, and wished to continue so. He promised to restore all American property, and release all our citizens that have been or may be detained in consequence of orders from any of his Governors. We assured him, on our part, that it was the wish of the President of the United States to be on terms of peace and friendship with his majesty; and I promised to deliver up to him the *Murboka*, and all other vessels of his nation that may have been detained by any of the vessels of my squadron, and to recall the orders I had given to capture Moorish vessels; and observed to him that I was authorized by Commodore Rodgers to say he would restore the *Meshouda*, but that we expected his majesty to ratify the treaty made by his father in 1786; this he promised most sacredly to do, and said his friendship for the Americans should last forever, and increase in strength in consequence of our disposition to oblige him. At two o'clock, Colonel Lear and the other gentlemen, not admitted to the audience, returned to town. Mr. Simpson and myself finished with the Emperor, after his having assured us that whatever his prime minister should do with us, should be sanctioned by him, and receive his seal; and that he would authorize him to do whatever we pleased to ask of him, as a proof of his declarations. We were then conducted to a building in the castle, where we had a long conversation with the minister. I endeavored to impress on his mind the advantages of a free commercial intercourse which they might have with all nations; and that the revenues of the Emperor arising from that source, would be much greater than any thing they could expect if at war with us; as I should immediately blockade all his ports, and not suffer a vessel of any nation to enter or pass out; this appeared to have its full weight. He assured us every thing should be settled perfectly to our satisfaction. I ordered his majesty's colors to be hoisted on board the *Murboka* to gratify him.

October 12th. I received the orders of the Emperor, addressed to all his Governors and officers, for the release of the *Hannah*, at Mogadore, and all other vessels, &c. detained; his declaration, or proclamation of peace, and his ratification of the treaty, all with the imperial seal. I this day delivered up the *Murboka* to the Moors, agreeable to my promise, and Mr. Simpson and myself had an audience with the prime minister, who delivered me a letter from his Imperial Majesty to the President of the United States, expressive of his friendship for our nation, and his ratification of the treaty. The original Arabic and translation of the letter, and translations of all the other papers relative to the treaty, I shall forward to the Secretary of State, under cover to you, and shall send you copies of the whole, at the same time, in my despatches.

October 13. Peace having been re-established, I despatched the *Nautilus* to Mogadore, to carry the news, and the order for the release of the brig *Hannah* and crew, and to recall the *Enterprise*, cruising off that port, and sent orders countermanding those for capturing Moors. The passage to Mogadore is fourteen days by land, and not more than forty-eight hours by water, with an easterly wind, which is now blowing a fresh gale. The *Syren* entered the bay; I immediately despatched her for Gibraltar, and sent letters to you and to our Consuls at different ports in Europe, with the news of peace, and ordered the *Syren* to prepare for convoying a number of merchant vessels from



Gibraltar to Leghorn, which have been waiting several days for the settlement of our affairs with Morocco. The John Adams left the bay for Gibraltar.

*October 14th.* Commodore Rodgers, for the first time, landed with me, and, on our return, Colonel Lear accompanied us on board the Murboka, to estimate her value, and I hope the United States will make some allowance to the ship that captured her, as an encouragement to the officers and men. In the evening the New York left the bay for Gibraltar.

*October 15th.* Having settled every thing here, at six in the evening weighed and sailed for Gibraltar, saluted the garrison, and had an equal return. In the whole of this business, I have advised with Colonel Lear, Mr. Simpson, and Commodore Rodgers. I am confident we have all been actuated by the same motives—the good of our country; and I hope the President will approve our conduct.

I lost one of my heavy anchors, and a part of a bower cable, in the bay, and, as the buoy rope parted, I could not recover it, although several trials were made; I also lost half my stream cable; both were cut by the rocks.

*October 16th.* Arrived at Gibraltar, and anchored. The Syren getting ready for Leghorn; and the New York and John Adams for America. I shall wait here a few days for the Enterprise, Nautilus, and Argus; and proceed to Algiers. The Nautilus will go with me; the Enterprise will follow, as soon as she is new rigged, and has a convoy to take up; the Argus, Lieutenant Hull, I shall leave on this station this winter, and until she can be relieved by some vessel from the United States; as it is absolutely necessary that one vessel, at least, should always rendezvous at Gibraltar, and show herself in Tangier Bay, and along the Morocco coast, occasionally. If this is done, we shall always be good friends with the Emperor. Mr. Simpson can give notice of any unfriendly appearance. I beg leave to recommend, in the strongest terms, the necessity of sending out, in addition to the present squadron, one of the small frigates and a brig or schooner, to remain on this station. I could call the frigate to my aid, if Tunis should threaten, and the schooner or brig would always be ready to come with despatches, while the frigate could remain here, if Morocco should again break with us. However, I do not believe they will; but it is best to look out for them.

While I was absent from this bay, four men, belonging to the Philadelphia, and two to this ship, deserted from on board the prize ship in this bay; three of them got on board the British frigate Medusa, Captain Gore, and were refused to the officer of the prize, who went and demanded them. The Medusa is now at sea, but expected in a few days. I have a letter prepared for the captain, which, I think, will bring the men back. I shall write you more of this business when it is concluded. Mr. Cathcart is here, and will proceed to Leghorn, in the Syren, to deliver the public property to Captain Stewart, to be transported to Algiers for Colonel Lear. I shall, agreeably to Colonel Lear's request, give Captain Stewart orders for that purpose. I expect to be able to leave this bay in eight days, for Algiers, and from thence off Tripoli. I do not expect to do much this winter, but, when the spring opens, I hope to convince the Bashaw of Tripoli that it will be for his interest to have peace with us on our own terms. I am confident that more active exertions have never been made by the same number of ships and vessels, of any nation, than have been made by the ships and vessels of the United States on this station, within these four weeks past. I have much pride and pleasure in making the assertion, as it adds reputation to our navy in the opinion of other nations. The ships sail this evening for the United States. My time is very much engaged in the various duties that call for my attention, and I hope you will excuse any want of information which I may have neglected to give you.

*October 17th.* The ships not being ready to sail, I kept my letter open, and have the pleasure to acquaint you that the ship Betsey Walker, which loaded at Norfolk, for Algiers, has delivered her cargo there, and arrived here this day. Every thing stands fair and friendly at that regency, but I much fear some accident has happened to the other ship loaded at Norfolk, as I have not heard any thing of her.

I have sent home, by the New York and John Adams, eight invalids, belonging to the Philadelphia, and eight belonging to this ship; also, the acting boatswain and gunner which I brought out, neither of which being competent to their duty; and have taken the boatswain of the New York, and the gunner of the John Adams, to fill their stations.

It is absolutely necessary that every article of the provision, &c. composing our rations, should be sent from the United States, as well as wood and coal, as they cannot be procured in this country, in consequence of the war between France and England. I would inform you that Mr. Gavino has but a small quantity of provision on hand.

It is probable that we shall fix on Malta for our deposit of provisions; it is, however, impossible to determine on this till I go there myself; it would, therefore, be advisable to charter the provision ships to go to Gibraltar, stipulating that they should proceed to Malta, if required.

I have the honor to be, with the highest respect, sir, your most obedient servant,

EDWARD PREBLE.

UNITED STATES' FRIGATE CONSTITUTION, TANGIER BAY, *October 8th, 1803.*

SIR: I am honored with your favor of this date, and have duly considered its contents, and think your arguments so far conclusive, that I shall not hesitate in giving up the Murboka, and am authorized by Commodore Rodgers to assure you that he will do the same by the Meshouda, on the emperor's renewal and acknowledgment of the treaty of peace and friendship, entered into between the Emperor, Sidi Mahomet, his father, and the United States, in the year 1786, and the fulfilment of his promise to release all American property and citizens he may have in his possession.

I am fully aware of the happy combination of circumstances which has facilitated that so much desired object of our Government, without the agency of money, or even the promise of any future tribute or present, either of which must have degraded us in the eyes of these barbarians, and would only have been a prelude to greater insolence and demands.

If the arguments adduced in favor of the restoration of the Murboka and Meshouda should appear rather specious to the Secretary of State, I feel confident they will give place to the importance of the object accomplished thereby. Indeed, your extract from his instructions assures to us his approbation of the measures we have taken for the security of our large and increasing commerce to this part of the world, by the establishment of an honorable and permanent peace.

I have the honor to be, with respect, sir, your obedient servant,

JAMES SIMPSON, Esquire.

EDWARD PREBLE.

8th CONGRESS.]

No. 38.

[1st SESSION.]

## ADDITIONAL NAVAL FORCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 11, 1804.

Mr. SAMUEL L. MITCHILL made the following report:

*Report of the Committee of Commerce and Manufactures, on the bill from the Senate, entitled "An act to authorize the sale of the ship General Greene, and a further addition to the naval armament of the United States, and on the resolve of the House, passed the 4th instant, directing an inquiry to be made whether any, and what, further addition be necessary to the naval establishment of the United States."*

It does not appear, from any document accompanying the papers referred to, or in the possession of the committee, that the commercial prosperity, or external relations of the nation, require the addition of any more ships to our naval establishment, at this juncture. The peace lately concluded with Morocco, and the prospect of the termination of the war with Tripoli, would appear to render more vessels unnecessary at present. Did the public defence and general welfare seem to demand the building or purchasing the two vessels contemplated in the bill, the committee would have no hesitation to recommend not only that number, but a further and sufficient armament.

The ship General Greene, as is alleged, is so far decayed as to be likely to sell but for a very moderate price. Even the debates in Congress are believed to have countenanced the belief that she would bring but a small sum into the treasury, if disposed of either at private sale or at auction. At the same time, it occurs to the committee that she might probably be turned into a sheer hulk or store ship, and thus be very serviceable in the neighborhood of a navy yard, by aiding in taking out and putting in masts, in heaving ships down, and in other operations incidental to the construction and repairing of vessels.

It is therefore submitted, as the opinion of the committee,

That no legislative provision is necessary, at present, to authorize the buying, selling, or building of vessels.

That the ship General Greene be kept for public use, and converted into a *sheer hulk* or store ship, if, upon a survey made, she shall be found fit for either of those purposes.

And that the first, second, and third sections, be stricken out of the bill.

8th CONGRESS.]

No. 39.

[1st SESSION.]

## NAVY YARD AT WASHINGTON.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 17, 1804.

NAVY DEPARTMENT, February 7, 1804.

SIR:

I have received your letter of the 4th instant. The arrangements contemplated at the navy yard at this place are—

1st. To discontinue the services of certain officers and men who have been found to be superfluous.

2d. Instead of entering a certain portion of men for each ship, and as the peace establishment law directs, attaching them permanently to such ship, to enter the men for the general service of the yard, and to assign to them one ship, as a place of eating, sleeping, &c.

The officers proposed to be discontinued may retire on half pay, like other officers of the navy not in actual service.

The accompanying copy of a letter from Captain Cassin to me, exhibits a detailed view of the grounds upon which the proposed arrangements are founded.

Statement B exhibits a view of the officers and men at present employed at the yard and on board of the ships in ordinary; also a view of the officers and men proposed to be discontinued, and of those proposed to be retained.

Statement C is an estimate of the saving which the adoption of the contemplated arrangements would produce.

I have the honor to be, sir, respectfully, your most obedient servant,

ROBERT SMITH.

Honorable JOSEPH NICHOLSON.

A.

JANUARY 23, 1804.

SIR:

Since I have had the honor of being entrusted with the charge of the ships in ordinary, many objections to the system prescribed by the act of Congress, providing for a naval peace establishment, in relation to the officering and manning the vessels in ordinary, have occurred to me. To provide a remedy, and suggest it for your consideration, I have reflected much on the subject, and have advised with gentlemen of the first practical information. The result I now beg leave, respectfully, to submit:

By the act of March 3, 1801, it is provided that there shall be permanently attached to each frigate laid up in ordinary, one sailingmaster, one boatswain, one gunner, one carpenter, one cook, one sergeant, or corporal of marines, and eight marines; and to the large frigates, twelve, and to the small frigates, ten seamen. The sailingmaster of each ship to have the general care and superintendence of the ship, and generally to execute such duties of a purser as may be necessary.

Agreeably to the provisions of this law, and the instructions which you have, from time to time, honored me with, the ships placed under my care have heretofore been officered and manned. My objections to the present system, are, 1st. The officers and men being dispersed in small squadrons on board of a number of ships, cannot be collected with that facility or despatch which is desirable.

2d. There being a squadron of men on board of each ship, there must necessarily be a fire kept on board each ship to cook at, and in proportion to the number of fires is our danger of suffering from them.

3d. The officers cannot be sufficiently employed, and our experience has demonstrated that even good officers will degenerate if not actively employed. It will be perceived, in the sequel, that there are other objections to the



present system. They are, however, subordinate to the three principal objections above recited, and proceed from them.

With respect to the first objection, it is obviously desirable that our force should be concentrated as much as possible. If all were drawn from one point, it could be applied at a moment's warning. For many days together the services of the men are required for one common object; every day, therefore, when their services are so required, we unavoidably lose time in collecting them.

2dly. It is manifestly true that, under the present system, we are exposed to great and constant danger from fire, and a considerable proportion of the time of the men is unavoidably employed in cleaning up dirt made by themselves on board of their respective vessels, and dirt is a powerful auxiliary in rotting a ship.

3dly. As our officers are not sufficiently employed, they will not avoid setting an evil example of idleness and inactivity. While at sea, sailingmasters, boatswains, gunners, and carpenters, have all important duties to discharge, and they would have important duties in a vessel in ordinary, if all the rigging, sails, cables, guns, spars, &c. were kept on board.

But, under the present system, every article belonging to these departments is taken from on board the vessels, and deposited on shore, and neither of these officers have a single article under their charge, excepting the master, who, under my superintending control, has the general charge of the ship; our experience having evinced the inexpediency of requiring masters to perform the duties of pursers, the provision which has been substituted will, I have no doubt, be found a very salutary one.

Having suggested these defects in the present system, it becomes me also to suggest a remedy, which I do, with great deference, by proposing—

1st. That the establishment of officers and men at the navy yard shall consist of only the following:

- |  |  |
|--|--|
| 1 Master of the yard,                            | 2 Gunners, one sail-maker,               |
| 1 Head carpenter and constructor, with his crew, | 1 Ship-keeper to each ship, and          |
| 1 Purser,  | 100 Seamen, and three guards of marines, |
| 1 Clerk, to keep the account of the stores,      | Plumber, blacksmith, and crew,           |
| 1 Clerk of the yard,                             | Block-maker and crew,                    |
| 2 Boatswains,                                    | Cooper and crew.                         |

We have at present,

- |   |                                |
|---|--------------------------------|
| 10 Sailingmasters,                          | 1 Clerk of the yard,           |
| 1 Carpenter, head and crew,                 | Plumber, blacksmith, and crew, |
| 11 Boatswains,                              | Block-maker and crew,          |
| 11 Gunners,                                 | Cooper and crew,               |
| 11 Carpenters, one sail-maker,              | 130 Seamen,                    |
| 1 Clerk, to keep the account of the stores, | 11 Guards of marines.          |
| 1 Purser,                                   |                                |

2d. That all the men have their cooking done, diet and sleep, on board of one ship, or in a house to be built for the purpose. This arrangement would not only diminish the expense, as appears by paper A, and increase the security of the public property, but would enable me to discharge the duties assigned to me with increased facility and despatch.

Under the proposed arrangement, it would be the duty of the master of the yard to attend to laying down the buoys, marking out the channel, to be in readiness with the proper pilots to go on board of ships of the United States, at the mouth of the branch, and to bring them up to their moorings, and take them from thence to sea; to be vigilant in despatching boats necessarily provided for the relief of such vessels coming into port, and for the discharge of stores, &c. having them carefully conveyed to the warehouses appropriated to the same. To visit the ships in ordinary at least once a day, in order that they should be kept clean and sweet, and properly ventilated to prevent decay, and in case of delinquency to report thereof. When any ship or ships should be ordered for sea, to attend particularly to the distribution of officers and men, as may be found necessary to facilitate the execution of such order. To state from under his hand a proportion of rigging, ground tackle, and stores, for the boatswains, that the superintendent may warrant the store-keeper in the issue thereof. He is to specify the size, length, and quantity, of each required, in order to frame indentures for the boatswains of each ship to sign previous to leaving port. When it becomes necessary for the crews in ordinary to perform duty in the yard, to regulate the distribution of officers and men for the better performance thereof; to attend to the moorings of the ships in proper season; to see the cables well secured from ice or other injury; their boats carefully collected and placed under cover, when no longer necessary to be exposed to the weather; to attend in person on board of ships removing from their moorings to dock, &c. It is also necessary that he should pay great care and attention to the ships' spars received at the navy yard, and suggest such measures as will prevent their decay. It is further necessary that he should visit the warehouses frequently, and examine the stores of each ship, placing them in a state of forwardness, as far as the state of ordinary will admit.

The boatswains and gunners would be placed under the immediate eye of the master of the yard, and should have the particular charge and direction of crews employed in their respective departments.

The three guards of marines would be placed, one on board the headmost and one on board the sternmost ships, to prevent boats coming inside of the moorings at night, &c. and one guard in the yard to prevent desertion and to guard the public property there.

The duties of the other officers have already been prescribed to them by you, and are well known to themselves.

Thus, sir, I have taken the liberty of suggesting to you the aforementioned arrangement, which, in my opinion, would effectually remove all the obstacles at present opposed to the security of the public property committed to my care, and to the due and prompt execution of any orders with which you may honor me, as superintendent of the yard.

All which is most respectfully submitted.

I have the honor to be, sir, your obedient humble servant,

JOHN CASSIN, *Superintendent Navy Yard.*

Honorable ROBERT SMITH, *Secretary of the Navy.*

At present we consume annually about one hundred and thirty cords of wood, and one thousand bushels of coal. Under the proposed arrangement forty cords of wood and two hundred and fifty bushels of coal would be sufficient, and the proposed arrangement contemplates our dispensing with the service of

- 9 Sailing masters,
- 9 Boatswains,
- 9 Gunners,
- 11 Carpenters,
- 30 Seamen,
- 8 Guards of marines;

All of which, it will be found, diminish the expenses of the yard from twenty to thirty thousand dollars per annum. If the sailing masters, boatswains, gunners, and carpenters, proposed to be dispensed with, were furloughed and put on half pay, in that case the saving to the public would be upwards of twenty thousand dollars a year.

## B.

*View of the officers and men at present employed at the navy yard, and on board the ships in ordinary, at Washington; also, a view of the officers and men proposed to be discontinued, and of those proposed to be retained.*

Officers and men at present employed.	Officers and men proposed to be discontinued.	Officers and men proposed to be retained.
1 Navy agent, 1 Superintendent, 1 Surgeon, 1 Surgeon's mate, 10 Sailing masters, 1 Head carpenter, 1 Purser, 1 Clerk to keep the accounts of stores, 1 Clerk of the yard, 11 Boatswains, 11 Gunners, 11 Carpenters, 1 Sailmaker and crew, 1 Plumber and crew, 1 Blockmaker and crew, 1 Cooper and crew, 130 Seamen, 11 Guards of marines.	9 Sailing masters,  9 Boatswains, 9 Gunners, 11 Carpenters,  30 Seamen, 8 Guards of marines.	1 Captain of the navy,* 1 Superintendent, 1 Surgeon, 1 Surgeon's mate, 1 Sailing master, 1 Head carpenter, 1 Purser, 1 Clerk to keep the accounts of stores, 1 Clerk of the yard, 2 Boatswains, 2 Gunners,  1 Sailmaker and crew, 1 Plumber and crew, 1 Blockmaker and crew, 1 Cooper and crew, 100 Seamen,† 3 Guards of marines.

\* 1 Captain of the navy, proposed to be attached to the establishment, would have the general superintendence of the navy yard, and perform the duties of navy agent.

† In no state of things shall we require more than one hundred seamen at the yard.

## C.

*Estimate of the annual expense of keeping in actual service the officers and men proposed in statement B to be discontinued, which exhibits the annual saving that would be produced by adopting the arrangements contemplated.*

## PAY.

9 Sailing masters, - - - - -	at \$40 per month,	\$4,320 00	
9 Boatswains, - - - - -	at 20 do.	2,160 00	
9 Gunners, - - - - -	at 20 do.	2,160 00	
11 Carpenters, - - - - -	at 20 do.	2,640 00	
		\$11,280 00	
Deduct the amount of the half pay of the above officers, which they would receive when not in actual service, - - - - -		5,640 00	
		\$5,640 00	
30 Seamen, - - - - -	at \$12 per month,	4,320 00	\$9,960 00

## PROVISIONS.

38,690 rations, at 20 cents, - - - - -		7,738 00
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## GUARDS OF MARINES.

8 Guards of marines, - - - - -		12,705 28
In the articles of wood, coal, candles, &c. we should save about - - - - -		1,000 00

Total amount of saving which would be produced, by adopting the contemplated arrangements, \$31,403 28

8th CONGRESS.]

No. 40.

[1st SESSION.]

## MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 29, 1804.

Mr. EFFES, from the committee appointed under a resolution of the 18th of February, to inquire whether the moneys drawn from the Treasury of the United States on account of the marine corps, from the year 1798, to the end of the year 1803, have been faithfully applied to the public service, in conformity to the existing laws, reported:

That, in the prosecution of the object of their inquiry they applied to the Secretary of the Navy for copies of such papers and documents as they thought necessary for a fair investigation of the accounts; that, on a suggestion from the Secretary of the Navy, that copies of the documents applied for would require much time and labor, and that the originals might be examined at his office, where every aid in his power would be afforded, the committee attended at the office, and although aided in their examination by the Accountant of the Navy Department, who manifested every disposition to furnish them with the necessary information, they found the papers and documents too volumi-



nous for a thorough examination at this late period of the session of Congress, and that a general view of the accounts was the only one which could by them be exhibited.

They find that the advances on account of the marine corps, commenced in the year 1798; from that period to the end of the year 1803, it appears that the sum of three hundred and fifty-three thousand five hundred and seventy-three dollars and fifty-three cents have been advanced on account of this corps; that it appears that this sum of three hundred and fifty-three thousand five hundred and seventy-three dollars and fifty-three cents, the sum of two hundred and fifty-two thousand eight hundred and thirty-four dollars were advanced to the colonel commanding of the marine corps, before he had adjusted or settled any account at the Navy Department, except for the sum of nine hundred and fifteen dollars and fifty-five and one-sixth cents, of which sum five hundred and eighty-three dollars and fifty-five and one-sixth cents were for services performed by him as paymaster to the corps during the years 1798 and 1799. It appears that, from the adjustment of this account, the last item of which is on the 31st day of December, 1802, no subsequent account had been filed or adjusted at the office of the Accountant of the Navy Department to the end of the year 1803. And that, on the 31st day of December, 1803, there appeared on the books of the Accountant an unsettled and unadjusted balance against William W. Burrows, of seventy-four thousand four hundred and sixty-eight dollars and fifty-five cents. On the 8th day of January, 1804, Colonel William W. Burrows filed, at the office of the Accountant of the Navy Department, accounts amounting to sixty-one thousand five hundred and forty-three dollars and ninety-two cents, which are not yet adjusted or examined; and on the 13th of February he filed other accounts, not yet examined, amounting to three thousand four hundred and ninety-seven dollars. No subsequent account has been filed at the office of the Accountant of the Navy Department. Supposing these accounts to be correct, Colonel William W. Burrows is indebted to the United States, for moneys advanced and not accounted for, in the sum of nine thousand four hundred and twenty-eight dollars and fifty-five cents, as will appear by a general statement from the Accountant of the Navy Department, marked No. 1, which accompanies this report. It appears further that, from the establishment of the corps to the end of the year 1803, William W. Burrows has received for his own personal emolument, under the heads of pay, subsistence, forage, quarters, and wood, the sum of eleven thousand six hundred and twenty-two dollars. That he was entitled to receive, during this period, as appears by the annexed statement from the Navy Department, marked No. 2, for his pay, subsistence, and forage, the sum of eight thousand, five hundred and twenty-five dollars and thirty cents, leaving a balance of three thousand and ninety-seven dollars, of which sum two thousand five hundred and fourteen dollars, allowed for quarters, as appears by document No. 3, annexed; and the sum of five hundred and eighty-three dollars and fifty-five cents for services as paymaster, appear not to have been authorized by any existing law. The committee, however, consider it due to the Navy Department to state, that the allowance for quarters did not commence with the present Secretary of the Navy, but has only been continued by him as established by his predecessors. They believe that provision by law for a monthly or quarterly adjustment of the accounts of the marine corps would promote economy, and guard the public against the danger which always attends advances of money on individual responsibility. They, therefore, submit the following resolution:

*Resolved*, That provision ought to be made by law for a monthly or quarterly adjustment of the accounts of the marine corps.

## No. 1.

Amount of advances to William W. Burrows, to the 31st December, 1803,	-	-	\$353,573 53
Amount of expenditures admitted,	-	-	279,104 98
Balance remaining on the books of the office, 31st December, 1803,	-	-	74,468 55
Amount of accounts exhibited and filed on the 8th January, 1804, including an account for expenditures by Captain Wharton,	-	61,543 92½	
Amount of accounts exhibited and filed on the 13th February, 1804,	-	3,490 70	
			65,034 62½
Which would leave to be accounted for,	-	-	\$9,433 92½

THO. TURNER, Accountant.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, February 28, 1804.

## No. 2.

*Statement of the pay, subsistence, and forage, received by William W. Burrows, as Commandant of the Marine Corps.*

## AS MAJOR.

Pay from 16th July, 1798, to 30th April, 1800, inclusive,	-	-	\$1,076 67
Subsistence,	-	-	853 20
Forage,	-	-	215 33
			2,145 20

## AS LIEUTENANT COLONEL.

Pay from 1st May, 1800, to 31st December, 1803, inclusive,	-	-	3,300 00
Subsistence,	-	-	2,552 10
Forage,	-	-	528 00
			6,380 10
			\$8,525 30

THO. TURNER, Accountant.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, February 28, 1803.

## No. 3.

*Statement of the sums paid for quarters for the Commandant of the Marine Corps.*

At Philadelphia, from the 16th July, 1798, to 30th June, 1800,	-	-	960 53
At Washington, from 5th August, 1800, to 6th November, 1802,	-	-	1,204 17
			\$2,164 70

No account has been exhibited for the rent of the commandant's quarters since November, 1802. The last rent paid was at three hundred and fifty dollars per annum; and as the Colonel has ever since occupied the same house, it may be presumed to be at the same rent.

THO. TURNER, Accountant.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, February 28, 1804.

[Explanatory letter, subsequently communicated to the House of Representatives.]

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, *March 3d, 1804.*

SIR:

In pursuance of your request of this morning, I have examined the report of the committee relative to the application of moneys drawn from the treasury, on account of the marine corps, and it seems to me that the report carries on the face of it evidence of its being incorrect. It also appears susceptible of a construction, calculated to make an impression that would be unjust as well as unfounded.

The committee state, "that they find that the advances on account of the marine corps commenced in the year 1798; from that period to the end of the year 1803, it appears that the sum of three hundred and fifty-three thousand five hundred and seventy-three dollars and fifty-three cents has been advanced on account of this corps; that it appears that of this sum of three hundred and fifty-three thousand five hundred and seventy-three dollars and fifty-three cents, the sum of two hundred and fifty-two thousand eight hundred and thirty-four dollars was advanced to the Colonel Commandant of the marine corps, before he had adjusted or settled any account at the Navy Department, except the sum of nine hundred and fifteen dollars and fifty-five and one-sixth cents, of which sum five hundred and eighty-three dollars and fifty-five and one-sixth cents were for services performed by him as paymaster to the corps, during the years 1798 and 1799. It appears from the adjustment of this account, the last item of which is on the 31st December, 1802, no subsequent accounts had been filed or adjusted at the office of the Accountant of the Navy Department, to the end of the year 1803; and on the 31st of December, 1803, there appeared on the books of the Accountant, an unsettled and unadjusted balance of seventy-four thousand four hundred and sixty-eight dollars and fifty-five cents."

If they were correct in this statement, how could they manage to reduce three hundred and fifty-three thousand five hundred and seventy-three dollars and fifty-three cents, the amount of advances, to seventy-four thousand four hundred and sixty-eight dollars and fifty-five cents, the balance stated by them? Not by deducting nine hundred and fifteen dollars and fifty-five and one-sixth cents, the only amount of accounts settled mentioned by them. They are, however, correct, both in the amount advanced, and in the balance remaining to the debit of Colonel Burrows, on the 31st of December, 1803. It is, therefore, evident that they have omitted to insert the accounts settled and admitted, subsequent to the credits stated by them, and antecedent to the end of the year 1803, which accounts and amount of credits are stated in the report to Congress, on the 11th of January.

The nine hundred and fifteen dollars and fifty-five and one-sixth cents mentioned by the committee, were admitted in accounts settled previous to the 23d March, 1801; the five hundred and eighty-three dollars and fifty-five and one-sixth cents allowed to the commandant, for services as paymaster, in the years 1798 and 1799, was by direction of Mr. Stoddert, the then Secretary of the Navy.

On the 27th of October, 1801, I wrote a letter to Colonel Burrows, a copy of which you have enclosed; and on the 20th of November following, Colonel Burrows filed accounts and vouchers, amounting to two hundred and four thousand five hundred and eighty-one dollars and fifteen cents, at which time there was to his debit only two hundred and eight thousand two hundred and eleven dollars and nineteen and five-sixth cents.

Those accounts, shortly after they were exhibited, were put into the hands of an examining clerk, but, from their magnitude and intricacy of calculation and investigation, were not finally adjusted until the 30th June, 1802, at which time a settlement was made, including these accounts, as well as others, exhibited by Colonel Burrows, to the 3d day of May, 1802, and the sum of two hundred and eighteen thousand five hundred and ninety-nine dollars and ninety-five cents passed to his credit, and on the 8th of February, 1803, a further sum was passed to his credit by Charles Wadsworth, Purser, of forty-five dollars.

Colonel Burrows also exhibited accounts to the close of the year 1802, which were adjusted, and the sum of fifty-eight thousand six hundred dollars and forty-seven and five-sixth cents passed to his credit on the 18th July, 1803; and on the 17th of November following he obtained a further credit for expenditures by Lieutenant Caldwell, amounting to nine hundred and forty-four dollars; subsequent to which no accounts were filed by Colonel Burrows, until after the expiration of the year 1803, as stated by the committee.

The allowance for quarters for the commandant having been admitted by authority from the Secretary of the Navy, it is not necessary, in my justification, that I should remark on the construction of the committee, "that it appears not to have been authorized by any existing law." It will, however, no doubt, readily occur to you, that the sum, supposed to be necessary for this object, has been uniformly inserted in the estimates and appropriated by law.

With very great respect, I have the honor to be, sir, your most obedient servant,

THO. TURNER.

The SECRETARY of the Navy.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, *October 27th, 1801.*

SIR:

Under the general instructions I have received from the Secretary of the Navy, to call on *all persons* who have had the expenditure of money on account of the Department, to settle their accounts, I must request that you will, with as little delay as possible, exhibit all your accounts, accompanied by the necessary vouchers, to the 1st of the present month, and, at the same time, inform you that it is now laid down as a rule not to be dispensed with, that all accounts for expenditures must be exhibited monthly, to the close of each month.

It may be of importance, and I am extremely anxious that all your accounts to the present time should be exhibited, examined, and adjusted, previous to the meeting of Congress.

With great respect, I have the honor to be, sir, your obedient servant,

THO. TURNER.

Lieutenant Colonel BURROWS.

9th CONGRESS.]

No. 41.

[1st SESSION.]

## LOSS OF THE FRIGATE PHILADELPHIA.

COMMUNICATED TO CONGRESS, MARCH 20, 1804.

To the Senate and House of Representatives of the United States:

I communicate to Congress a letter received from Captain Bainbridge, commander of the Philadelphia frigate, informing us of the wreck of that vessel on the coast of Tripoli, and that himself, his officers, and men, had fallen into the hands of the Tripolitans. This accident renders it expedient to increase our force, and enlarge our expenses in the Mediterranean, beyond what the last appropriation for the naval service contemplated. I recommend, therefore, to the consideration of Congress, such an addition to that appropriation, as they may think the exigency requires.

TH: JEFFERSON.

MARCH 20, 1804.



TRIPOLI, November 1, 1803.

SIR:

Misfortune necessitates me to make a communication the most distressing of my life, and it is with the deepest regret that I inform you of the loss of the United States' frigate Philadelphia, under my command, by being wrecked on rocks between four and five miles to the eastward of the town of Tripoli. The circumstances relating to this unfortunate event are: At 9 A. M. being about five leagues to the eastward of Tripoli, saw a ship, in shore of us, standing before the wind to the westward; we immediately gave chase; she hoisted Tripolitan colors, and continued her course very near the shore; about eleven o'clock had approached the shore to seven fathoms water; commenced firing at her, which we continued, by running before the wind, until half past 11; being then in seven fathoms water, and finding our fire ineffectual to prevent her getting into Tripoli, gave up the pursuit, and was bearing off the land, when we ran on the rocks in 12 feet water forward, and 17 feet abaft; immediately lowered down a boat from the stern, sounded, and found the greatest depth of water astern; laid all sails aback, loosed top-gallant sails, and set a heavy press of canvass on the ship, blowing fresh, to back her off; cast three anchors away from the bows, started the water in the hold, hove overboard the guns, except some abaft, to defend the ship against the gunboats which were then firing on us; found all this ineffectual; then made the last resort, of lightening her forward, by cutting away the foremast, which carried the main top-gallant mast with it: but labor and enterprise were in vain: for our fate was direfully fixed. I am fully sensible of the loss that has occurred to our country, and the difficulty which it may further involve her in with this regency; and feel, beyond description, for the brave unfortunate officers and men under my command, who have done every thing in their power, worthy of the character and stations they filled; and I trust, on investigation of my own conduct, that it will appear to my Government and country consistent to the station in which I had the honor of being placed.

Striking on the rocks was an accident not possible for me to guard against by any intimation of charts, as no such shoals were laid down in any on board, and every careful precaution (by three leads kept heaving) was made use of in approaching the shore, to effect the capture of a Tripolitan cruiser; and, after the ship struck the rocks, all possible measures were taken to get her off, and the firm determination made, not to give her up as long as a possible hope remained, although annoyed by gunboats, which took their position in such a manner that we could not bring our guns to bear on them, not even after cutting away part of the stern to effect it.

When my officers and self had not a hope left of its being possible to get her off the rocks, and, having withstood the fire of the gunboats for four hours, and a reinforcement coming out from Tripoli, without the smallest chance of injuring them in resistance, to save the lives of brave men, left no alternative but the distressing one of hauling our colors down, and submitting to the enemy whom chance had befriended. In such a dilemma, the flag of the United States was struck; however painful it will be to our fellow-citizens to hear the news, they may be assured that we feel in a national loss equally with them. Zeal of serving our country, in doing our duty, has placed us in that situation which can be better conceived than described, and from which we rely on our country's extricating us.

The gunboats, in attacking, fired principally at our masts; had they directed their shot at the hull, no doubt but they would have killed many.

The ship was taken possession of a little after sunset; and, in the course of the evening, myself, and all officers, with part of the crew, were brought on shore, carried before the Bashaw, who asked several questions. From his palace, the officers were conducted to the house which Mr. Cathcart lived in, where we lodged last night, and this day the *minister* has become the guarantee to the Bashaw for us officers, and we have given him our parole of honor.

Enclosed you will receive a list of the officers, and a few of the people to attend them, who are quartered in the American consular house, and are to be provided for by such ways and means as I can best adopt, which will be on as economical a plan as possible: the remainder of the crew will be supported by this regency.

We have all lost every thing but what was on our backs, and even part of that was taken off; the loss of the officers is considerable, as they were well provided in every necessary for a long station.

Mr. Nissan, the Danish consul, has been extremely attentive, and kindly offers every service of assistance.

I trust, sir, you will readily conceive the anxiety of mind I must suffer. After the perusal of the enclosed certificate from the officers, on my conduct, should you be pleased to express the opinion of Government, you will much oblige me.

I have the honor to be, sir, with the greatest respect, your most obedient servant,

WILLIAM BAINBRIDGE.

HONORABLE ROBERT SMITH, *Secretary of the Navy, Washington.*

P. S. Notwithstanding our parole, we are not permitted to leave the house, or to go on the top of it, and they have closed our view of the sea.

SIR:

We, late officers of the United States frigate Philadelphia, under your command, wishing to express our full approbation of your conduct concerning the unfortunate event of yesterday, do conceive that the charts and soundings justified as near an approach to the shore as we made; and that, after the ship struck, every exertion was made, and every expedient tried, to get her off, and to defend her, which either courage or abilities could have dictated. We wish to add, that, in this instance, as well as every other since we have had the honor of being under your command, the officer and seaman have distinguished you. Believe us, sir, that our misfortunes and sorrows are entirely absorbed in our sympathy for you.

We are, sir, with sentiments of the highest and most sincere respect, your friends and fellow sufferers,

DAVID PORTER, *Lieutenant.*  
 J. JONES, *Lieutenant.*  
 THEODORE HUNT, *Lieutenant.*  
 BEN. SMITH, *Lieutenant.*  
 WM. S. OSBORN, *Lieutenant Marines.*  
 JOHN RIDGELY, *Surgeon.*  
 KEITH SPENCE, *Purser.*  
 WM. KNIGHT, *Sailing Master.*  
 JONA. COWDERY, *Surgeon's Mate.*  
 NICH. HARWOOD, *do.*  
 BERNARD HENRY, *Midshipman.*  
 JAMES GIBBON, *do.*  
 BENJAMIN F. REED, *do.*  
 WALLACE WORMLEY, *do.*  
 ROBERT GAMBLE, *do.*  
 JAMES BIDDLE, *do.*  
 RD. B. JONES, *do.*  
 D. T. PATTERSON, *do.*  
 WM. CUTBUSH, *do.*  
 SIMON SMITH, *do.*  
 JOSEPH DOUGLASS, *Sailmaker.*  
 GEORGE HODGE, *Boatswain.*  
 RD. STEPHENSON, *Gunner.*  
 JAMES RENSHAW, *Midshipman.*  
 WM. GODBY, *Carpenter.*

*List of Officers and Men quartered at the American Consular house at Tripoli.*

Wm. Bainbridge, *Captain*.  
 David Porter, *Lieutenant*.  
 Jacob Jones, *do*.  
 Theodore Hunt, *do*.  
 Benjamin Smith, *do*.  
 Wm. S. Osborn, *Lieutenant of Marines*.  
 John Rideley, *Surgeon*.  
 Keith Spence, *Purser*.  
 Wm. Knight, *Sailing Master*.  
 Jonathan Cowdery, *Surgeon's Mate*.  
 Nicholas Harwood, *do*.  
 George Hodge, *Boatswain*.  
 Bernard Henry, *Midshipman*.  
 Dan. T. Patterson, *do*.  
 James Gibbon, *do*.  
 Benj. F. Reed, *do*.  
 Wm. Cutbush, *do*.  
 Wallace Wormley, *do*.  
 Robert Gamble, *do*.  
 Richard B. Jones, *do*.  
 James Renshaw, *do*.  
 James Biddle, *do*.

Simon Smith, *Midshipman*.  
 Joseph Douglass, *Sailmaker*.  
 Richard Stephenson, *Gunner*.  
 Wm. Godby, *Carpenter*.  
 William Anderson, *Captain's Clerk*.  
 Minor Forentan, *Master's Mate*.  
 James C. Morris, *Ship's Steward*.  
 Otis Hunt, *Sergeant of Marines*.  
 David Irvine, *do*.  
 William Leith, *Ship's Cook*.  
 James Casey, *Master-at-arms*.  
 Peter Williams, *Corporal*.  
 John Baptist.  
 Lewis Hecksenner.  
 Frederick Lewis.  
 Charles Mitchell.  
 Peter Cook.  
 Leonard Foster.  
 William James.  
 William Gardner.  
 William Kemperfill.—43

43  
 264 men and boys in the Bashaw's palace.

307 Total of crew.

8th CONGRESS.]

No. 42.

[2d Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, NOVEMBER 14, 1804.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the Navy of the United States," respectfully report to Congress the following statements in relation to the fund.

Paper A. Exhibiting a statement of stock on the books of the Treasury, to the credit of the commissioners, with the interest and reimbursement for the year 1804.

Paper B. List of navy pensioners, with the amount of pension allowed to each.

Paper C. Account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund.

Paper D. Abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 13th of December, 1803, to the present day.

Paper E. Account of the commissioners with George Harrison, Esq. for the purchase of stock in the month of October last, which exhibits the amount of stock added to the fund since the last report of the commissioners.

All which statements are respectfully submitted.

For the commissioners:

R. SMITH, *Secretary of the Navy*.

NAVY DEPARTMENT, November 10, 1804.

A.

*Statement of the Stock on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War; for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement accruing for the year 1804.*

Denomination of Stocks.	Commencement of Interest.	Nominal amt of Stock.	Interest and reimbursement for the year 1804.	Reimbursement on 6 per cent. and deferred stocks, Dec'r 31, 1804.	Irredeemed amount of Stock first of January, 1805.
Six per cent. stock,	- January 1, 1804, -	\$13,620 64	\$1,489 65		
Ditto,	- October 1, 1804, -	3,681 99	128 86	\$5,916 94	\$16,385 69
Deferred stock,	- January 1, 1804, -	21,503 94	1,730 31		
Ditto,	- October 1, 1804, -	6,474 82	236 61	2,452 64	25,526 12
Navy stock,	- January 1, 1804, -	31,800 00	1,908 00		
Ditto,	- October 1, 1804, -	1,600 00	24 00	- -	33,400 00
Eight per cent. stock,	- January 1, 1804, -	54,400 00	4,352 00	- -	54,400 00
Total,	- - -	\$138,081 39	\$9,849 43	\$8,369 58	\$129,711 81

TREASURY DEPARTMENT,

REGISTER'S OFFICE, November 9, 1804.

I certify, that the sum of nine thousand eight hundred and forty-nine dollars and forty-three cents will be the amount of interest and reimbursement on the stock to the credit of the Commissioners of the Navy Pension Fund, accruing to 31st December, 1804, inclusive; and that the capital stock to their credit, in the books of the Treasury, amounts to one hundred and thirty-eight thousand and eighty-one dollars and thirty-nine cents, according to the following schedule.

JOSEPH NOURSE, *Register*.



	Six per cent. Stock.	Deferred Stock.	Navy Stock.	Eight per cent. Stock.	Total.
Nominal amount, as per Register's certificate of 14th December, 1803, - - -	\$18,620 64	\$21,503 94	\$31,800 00	\$54,400 00	\$126,324 58
Transferred on 29th October, - - -	3,681 99	6,474 82	1,600 00	-	11,756 81
Total, - - -	\$22,302 63	\$27,978 76	\$33,400 00	\$54,400 00	\$138,081 39

## B.

*List of Navy Pensioners, amount of Pension allowed to each, &c.*

Pensioners' Names.	Rank.	Amount per month.	Annual amount.	Annual amt't paid in each State.
<i>New Hampshire.</i>				
Robert Forsith, - - -	Marine, - - -	\$3 00	\$36 00	276 00
Richard Wilson, - - -	Boatswain, - - -	10 00	120 00	
John Mushaway, - - -	Boatswain, - - -	10 00	120 00	
<i>Massachusetts.</i>				
George Arbuckle, - - -	Seaman, - - -	3 33½	40 00	868 00
Gavin Walkinshan, - - -	Seaman, - - -	8 50	102 00	
John Shapeley, - - -	Cook, - - -	9 00	108 00	
Uriah Hanscom, - - -	Ordinary seaman, - - -	6 00	72 00	
Richard W. Cooper, - - -	Seaman, - - -	8 50	102 00	
John Davidson, - - -	Lieutenant, - - -	20 00	240 00	
Andrew Hanson, - - -	Seaman, - - -	8 50	102 00	
Charles Sandys, - - -	Sailmaker's mate, - - -	8 50	102 00	
<i>Connecticut.</i>				
Edward Field, - - -	Surgeon's mate, - - -	15 00	180 00	228 00
Jason Beebe, - - -	Corporal of Marines, - - -	4 00	48 00	
<i>Rhode Island.</i>				
John Hoxe, - - -	Seaman, - - -	8 50	102 00	102 00
<i>New York.</i>				
George Bonner, - - -	Seaman, - - -	8 50	102 00	684 00
William Fitzsimmons, - - -	Ordinary seaman, - - -	7 00	84 00	
John Baptiste, - - -	Boy, - - -	3 00	36 00	
Francis Rose, - - -	Seaman, - - -	8 50	102 00	
Enoch Brown, - - -	Midshipman, - - -	9 50	114 00	
Jacob Dorn, - - -	Seaman, - - -	8 50	102 00	
William Barry, - - -	Ordinary seaman, - - -	5 00	60 00	
James Currin, - - -	Ordinary seaman, - - -	7 00	84 00	
<i>Pennsylvania.</i>				
John Andrews, - - -	Ordinary seaman, - - -	5 00	60 00	745 80
Patrick Fowler, - - -	Marine, - - -	2 50	30 00	
Philip Morrison, - - -	Marine, - - -	3 00	36 00	
Jeremiah Riley, - - -	Seaman, - - -	6 80	81 60	
Thomas Burns, - - -	Boatswain's mate, - - -	7 60	91 20	
Thomas Baker, - - -	Captain, - - -	37 50	225 00	
Hamilton Sellers, - - -	Ordinary seaman, - - -	7 00	84 00	
Charles Christian, - - -	Seaman, - - -	8 50	102 00	
John Casson, - - -	Marine, - - -	3 00	36 00	
<i>Maryland.</i>				
Edward Murray, - - -	Sergeant of Marines, - - -	4 50	54 00	246 00
Daniel Fullen, - - -	Ordinary seaman, - - -	7 00	84 00	
William Barker, - - -	Ordinary seaman, - - -	6 00	72 00	
William Pitman, - - -	Boy, - - -	3 00	36 00	
<i>Virginia.</i>				
James Pitt, - - -	Seaman, - - -	8 50	102 00	120 00
William Small, - - -	Marine, - - -	1 50	18 00	
Whole annual amount paid in the United States, -		-	-	\$3,260 80

CHARLES W. GOLDSBOROUGH,

*Secretary to the Board of Commissioners.*

## C.

*The United States in account with Thomas Tudor Tucker, Agent to the Commissioners of the Navy Pension Fund.*

1804.	To warrants paid, viz:					Dr.
June 4,	No. 57, William Barry,	-	-	-	-	\$10 00
" 20,	58, William Gardner,	-	-	-	-	133 00
" "	59, Jabez Bowen,	-	-	-	-	51 00
" "	60, William Inlay,	-	-	-	-	114 00
" "	61, John Stricker,	-	-	-	-	36 72
" "	62, William Few,	-	-	-	-	50 00
July 6,	63, Andrew and George Way,	-	-	-	-	21 75
" 10,	64, William Few,	-	-	-	-	267 82
August 4,	65, Samuel T. Anderson,	-	-	-	-	19 90
October 28,	66, Charles W. Goldsborough,	-	-	-	-	62 50
" 6,	67, Andrew and George Way,	-	-	-	-	13 50
" 12,	68, George Harrison,	-	-	-	-	10,000 00
" 18,	69, Charles W. Goldsborough,	-	-	-	-	65 97
	70, Benjamin Harwood,	-	-	-	-	43 32
	Balance of cash in my hands this day,	-	-	-	-	5,191 67
					Dollars,	16,086 15
1804.						Cr.
January 1,	By balance of cash in my hands, December 16, 1803,	-	-	-	-	4,539 68
" "	By warrant No. 4413, on T. T. Tucker,	-	-	-	-	2,969 35
" "	By warrant No. 4664, on ditto,	-	-	-	-	2,166 87
May 8,	By cash of T. Truxtun, per order of the Secretary of the Navy,	-	-	-	-	2,076 51
June 28,	By warrant No. 4933, on T. T. Tucker,	-	-	-	-	2,166 87
Septem. 29,	By warrant No. 5164, on ditto,	-	-	-	-	2,166 87
					Dollars,	16,086 15

TREASURY OF THE UNITED STATES, *October 27, 1804.*

T. T. TUCKER,

*Treasurer United States.*

## D.

*Abstract of Warrants drawn by the Secretary of the Navy on the Treasurer of the Navy Pension Fund, from the 13th December, 1803, to the 7th November, 1804, viz.*

June 4, 1804,	No. 57, Warrant in favor of W. Barry, on account of his pension,	-	-	\$10 00
June 13, 1804,	No. 58, do. do. William Gardner, for the paying of pensions in New Hampshire,	-	-	138 00
	No. 59, do. do. Jabez Bowen, for do. in Rhode Island,	-	-	51 00
	No. 60, do. do. Wm. Inlay, for do. in Connecticut,	-	-	114 00
	No. 61, do. do. J. Stricker, for the purpose of paying Wm. Barker's pension,	-	-	36 72
July 6, 1804,	No. 62, do. do. Wm. Few, to pay pensioners in New York,	-	-	50 00
	No. 63, do. do. A. & G. Way, for blank books,	-	-	21 75
	No. 64, do. do. Wm. Few, to pay pensioners in New York,	-	-	267 82
Aug. 4, 1804,	No. 65, do. do. S. T. Anderson, for James Pittman's pension,	-	-	19 90
Aug. 28, 1804,	No. 66, do. do. C. W. Goldsborough, on account of his salary as Secretary to the Board,	-	-	62 50
Oct. 4, 1804,	No. 67, do. do. A. & G. Way, for stationary and printing,	-	-	13 50
Oct. 12, 1804,	No. 68, do. do. George Harrison, for the purpose of purchasing stock,	-	-	10,000 00
Oct. 16, 1804,	No. 69, do. do. Benjamin Harwood, balance due him,	-	-	43 32
	No. 70, do. do. C. W. Goldsborough, salary as Secretary to the Board up to the 1st instant,	-	-	65 97
				\$10,894 48

NAVY DEPARTMENT, *Accountant's Office, November 7, 1804.*

THOMAS TURNER, *Accountant.*



## E.

*Navy Department (for the purchase of stock, account of Navy Pensioners) with George Harrison.*

		Dr.
1804.		
October 24,	To amount of \$8,835 01 navy 6 per cent. stock of the United States, and \$1,600 navy debt, purchased in pursuance of directions of the Secretary of the Navy, and transferred to the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, commissioners of the fund for the support of navy pensioners, amounting, as per account of Thomas Newman, broker, to	\$9,963 93
	To my commissions thereon, at one-half per cent.	49 81
	Balance in my hands,	61
		<hr/> \$10,014 35
1803.		
January 31,	By balance per account rendered this day,	Cr. \$1 16
Feb. 28,	By cash received of George Simpson, Cashier of the Bank of the United States,	13 19
1804.		
October 15,	By cash received from the Treasurer of the United States, in pursuance of warrant No. 68, drawn by the Secretary of the Navy, on the fund for the support of navy pensioners,	10,000 00
		<hr/> \$10,014 35
	By balance, brought down,	61

PHILADELPHIA, October 24, 1804.

GEO. HARRISON.

*Purchased by order of George Harrison, Esq.*

PHILADELPHIA, October 24, 1804.

For account of the Secretary of the Navy, Secretary of the Treasury, Secretary of War,	}	Commissioners of the Navy Pensions.	
\$6,474 82 deferred 6 per cent. stock. 431 86 redeemed, say \$6 67 per cent.			
<hr/> \$6,042 96			
\$3,681 99 old 6 per cent. stock. 889 94 redeemed, say \$24 17 per cent.			
<hr/> \$2,792 05 6,042 96			
\$8,835 01 navy stock, at 94 $\frac{3}{4}$ per cent.	-	-	\$8,371 17
1,600 00 navy debt, 98 per cent.	-	-	1,568 00
			<hr/> \$9,939 17
Commission,	-	-	24 76
			<hr/> \$9,963 93

Received payment, October 24, 1804.

THOMAS NEWMAN.

8th CONGRESS.]

No. 43.

[2d SESSION.

# DESTRUCTION OF THE FRIGATE PHILADELPHIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, NOV. 15, 1804.

*To the House of Representatives of the United States:*

Agreeably to your resolution of the 9th instant, I now lay before you a statement of the circumstances attending the destruction of the frigate Philadelphia, with the names of the officers and the number of men employed on the occasion: to which I have to add that Lieutenant Decatur was thereupon advanced to be a captain in the navy of the United States.

NOVEMBER 15, 1804.

TH: JEFFERSON.

SIR:

NAVY DEPARTMENT, November 13, 1804.

Agreeably to your letter of the 10th instant, and the resolution of the House of Representatives of the 9th instant, therewith sent to me, I have the honor to enclose a statement of the circumstances attending the destruction of the frigate Philadelphia, with the names of the officers and the number of men employed on the occasion.

I have the honor to be, with great respect, sir, your most obedient servant,

ROBERT SMITH.

PRESIDENT of United States.

*Statement of the circumstances attending the destruction of the frigate Philadelphia, with the names of the officers, and the number of men employed on the occasion, as laid before the President by the Secretary of the Navy, November 13, 1804.*

On the 31st January, 1804, Commodore Preble, lying with his squadron in the harbor of Syracuse, gave orders to Lieutenant Charles Stewart, commanding the brig Syren, of sixteen guns, and to Lieutenant Stephen Decatur, junr. commanding the ketch Intrepid, of four guns and seventy-five men, to proceed to Tripoli, and to destroy the frigate Philadelphia, of forty-four guns, then lying in the harbor of Tripoli. Lieutenant Decatur had orders to enter the harbor in the night, board and set fire to the Philadelphia, and Lieutenant Stewart was ordered to take the best possible position, without the harbor, to cover the retreat.

Under these orders they proceeded immediately to the coast of Tripoli, but, owing to very heavy gales of wind, that usually prevail there in the winter season, the enterprise could not be undertaken until the 16th February, when Lieutenant Stewart having taken the best possible position to effect the object of his instructions, Lieutenant Decatur, at 7 o'clock in the night, entered the harbor of Tripoli, boarded, and took possession of the Philadelphia.

This frigate, at the time she was boarded, had all her guns mounted and charged, and was lying within half gun shot of the Bashaw's castle and of his principal battery. Two Tripolitan cruisers were lying within two cables length on the starboard quarter, and several gun boats within half gun shot on the starboard bow; and all the batteries on shore were opened upon the assailants; about twenty men of the Philadelphia were killed, a large boat full got off, and one man was made prisoner.

After having gained possession of the frigate, Lieutenant Decatur set fire to her store room, gun room, cockpit and birth deck, and with a firmness highly honorable to him, his officers and men, they remained on board until the flames had issued from the ports of the gun deck and the hatchways of the spar deck, and they continued in the ketch along side the frigate until the fire had communicated to her rigging and tops.

Lieutenant Decatur did not lose a man, and had but one slightly wounded.

*The following is a list of the officers, and the number of men, employed in the destruction of the Philadelphia.*

Lieutenant Stephen Decatur, junr.  
James Lawrence, *Lieutenant*.  
Joseph Bainbridge, *do*.  
Jonathan Thorn, *do*.  
Lewis Herman, *Surgeon*.  
Ralph Izard, *Midshipman*.  
John Rowe, *do*.

Charles Morris, *Midshipman*.  
Alexander Laws, *do*.  
John Davis, *do*.  
Thos. McDonough, *do*.  
Thos. Oakley Anderson, *do*.  
Mr. ———— *Salvader, pilot*.  
Sixty-two men.

Lieutenant Decatur has stated that all his officers and men behaved with the greatest coolness and intrepidity, and Commodore Preble has informed me that Lieutenant Stewart's conduct was judicious and meritorious.

Respectfully submitted.

R. SMITH.

8th CONGRESS.]

No. 44.

[2d Session.]

## INDEMNITY MADE TO AN OFFICER FOR RESPONSIBILITY INCURRED IN THE EXECUTION OF MILITARY ORDERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 8TH DAY OF JANUARY, 1805.

Mr. DANA, from the Committee of Claims, to whom was referred the memorial of Alexander Murray, a Captain in the navy of the United States, made the following report:

Captain Murray commanded the frigate Constellation, in the service of the United States, and was cruising near Guadaloupe, about the first of July, 1800, when two vessels were discovered standing in for the port of Basse-terre. The vessels were a French privateer and her prize. Under cover of the night, the privateer escaped; but the prize was recaptured by Captain Murray, and carried to Martinique. This vessel was an American-built schooner, with a tier of ports, and had on board a French prize-master, and seven or eight hands, with a procès verbal, representing her as an American vessel, which the captors had determined to take to Guadaloupe. The persons before on board (except the master, an old man, and two boys) had been taken off by the privateer. The schooner was furnished with Danish papers; named the Charming Betsey; and bound to the island of Guadaloupe, from St. Thomas.

In the month of April, 1800, the same vessel, under the name of the Jane, being owned by citizens of the United States, and registered accordingly, sailed from Baltimore, with a cargo chiefly of flour, for the West Indies, and was furnished with ammunition, cannon, and arms. At the time of the recapture, she had been chiefly dismantled of these articles; a small part of the ammunition and arms excepted. The cargo on board, at this time, consisted of American produce; a considerable portion of which was found, at Martinique, to be in a damaged condition; and the whole was therefore sold at auction, by the navy agent of the United States at that Island, in pursuance of Capt. Murray's direction. A proposal was there made, by Captain Murray, to deliver up the property, on condition of having security for the value, in case of condemnation. The security not being given, he ordered the vessel to be taken to the United States, and the nett proceeds of the cargo to be remitted to the United States' Bank, to await the result of a trial.

A libel for condemnation was afterwards exhibited, in the District Court of the United States, for the district of Pennsylvania, in the name of Capt. Murray, as well for the United States, as for himself, the officers, and men, belonging to the frigate Constellation. The property was claimed as belonging to Jared Shattuck, a resident merchant in the Danish Island of St. Thomas, who was born within the limits of the United States; but had become a Danish burgher about the year 1796; and damages were also claimed for him on account of seizure and detention. The District Court ordered that the vessel should be restored, and that the proceeds of the cargo should be paid to the claimant, or his agent, with costs, and such damages as should be assessed by the clerk of the court, and two merchants of the district. The damages, after deducting the moneys arising from the sales of the cargo, were assessed at \$14,930 30. And a decree was pronounced accordingly, for the recovery of the damages, with costs.

On the libellant's appeal to the Circuit Court of the United States, the decree of the District Court was affirmed, so far as it ordered the restitution of the vessel, and payment of the nett proceeds of the cargo, and was reversed for the residue; each party to pay his own costs, and one moiety of the bills for the custody and wharfage of the vessel, until restitution.

From this decision both parties appealed to the Supreme Court of the United States. This court affirmed the decree of the Circuit Court, so far as it affirmed the decree of the District, which ordered the restitution of the vessel, and the payment of the nett proceeds of the cargo, and so far as it directed the parties to bear their own



costs; but reversed so much thereof as rejected the claim for damages. This court further decreed, that so much of the decree of the District Court as adjudged the libellant to pay the costs and damages, be affirmed; but that the estimate of damages, before mentioned, be annulled; and that the cause be remanded to the Circuit Court, with directions for referring it to commissioners, to ascertain the damages according to a specified standard; each party to pay his own costs, in the two upper courts.

In pursuance of this determination, a special mandate was sent to the Circuit Court. Whereupon commissioners were appointed, who assessed the damages, including expenses, according to the standard specified by the Supreme Court. For the damages so assessed, judgment was ultimately rendered by the Circuit Court; and Captain Murray is now liable to process of execution thereon.

The object of the present application is, that he may be relieved, by the Government of the United States, from the damages and expenses to which he has thus been subjected, in consequence of acting, as he believed to be his duty, under the public instructions which he had received.

A communication from the Secretary of the Navy, in relation to this subject, is herewith presented, and prayed to be received as part of the present report. The observations of the Secretary explain the responsibility of the Government in so clear a manner, that the committee deem it unnecessary for them to attempt a further elucidation of the principle.

On a view of the circumstances of this case, the committee consider it as but an act of justice to state explicitly their opinion, that, in the re-capture of the *Charming Betsey*, and the subsequent proceedings respecting the property, Captain Murray conducted as became an officer of the navy, attentive to his orders, and solicitous to perform his duty with fidelity.

The following resolution is therefore recommended to the House:

*Resolved*, That the prayer of the memorial of Alexander Murray is reasonable, and ought to be granted.

*Opinion of the Supreme Court of the United States in the case of Alexander Murray, and others, vs. the schooner Charming Betsey.*

The *Charming Betsey* was an American built vessel, belonging to citizens of the United States, and sailed from Baltimore under the name of the *Jane*, on the 10th of April 1800, with a cargo of flour, for St. Bartholomew's; she was sent out for the purpose of being sold. The cargo was disposed of at St. Bartholomew's, but finding it impossible to sell the vessel at that place, the captain proceeded with her to the island of St. Thomas, where she was disposed of to Jared Shattuck, who changed her name to that of the *Charming Betsey*, and having put on board her a cargo consisting of American produce, cleared her out as a Danish vessel, for the island of Guadeloupe.

On her voyage she was captured by a French privateer, and eight hands were put on board her for the purpose of taking her into Guadeloupe as a prize. She was afterwards re-captured by Captain Murray, commander of the Constellation frigate, and carried into Martinique. It appears that the Captain of the *Charming Betsey* was not willing to be taken into that island; but when there, he claimed to have his vessel and cargo restored, as being the property of Jared Shattuck, a Danish burgher.

Jared Shattuck was born in the United States, but had removed to the island of St. Thomas while an infant, and was proved to have resided there ever since the year 1789, or 1790. He had been accustomed to carry on trade as a Danish subject, had married a wife and acquired real property in the island, and also taken the oath of allegiance to the crown of Denmark, in 1797.

Considering him as an American citizen who was violating the law prohibiting all intercourse between the United States and France or its dependencies, or the sale of the vessel as a mere cover to evade that law, Captain Murray sold the cargo of the *Charming Betsey*, which consisted of American produce, in Martinique, and brought the vessel into the port of Philadelphia, where she was libelled under what is termed the non-intercourse law. The vessel and cargo were claimed by the Consul of Denmark, as being the bona fide property of a Danish subject.

This cause came on to be heard before the judge for the district of Pennsylvania, who declared the seizure to be illegal, and that the vessel ought to be restored, and the proceeds of the cargo paid to the claimant or his lawful agent, together with costs, and such damages as should be assessed by the clerk of the court, who was directed to inquire into and report the amount thereof; for which purpose he was also directed to associate with himself two intelligent merchants of the district, and duly inquire what damage Jared Shattuck had sustained by reason of the premises. If they should be of opinion that the officers of the Constellation had conferred any benefit on the owner of the *Charming Betsey*, by rescuing her out of the hands of the French captors, they were, in the adjustment, to allow reasonable compensation for the service.

In pursuance of this order the clerk associated with himself two merchants, and reported that, having examined the proofs and vouchers exhibited in the cause, they were of opinion that the owner of the vessel and cargo had sustained damage to the amount of twenty thousand five hundred and ninety-four dollars and sixteen cents, from which is to be deducted the sum of four thousand three hundred and sixty-three dollars and eighty-six cents, the amount of moneys paid into court arising from the sales of the cargo, and the further sum of one thousand three hundred dollars, being the residue of the proceeds of the said sales remaining to be brought into court, five thousand six hundred sixty-three dollars and eighty-six cents. This estimate is exclusive of the value of the vessel, which was fixed at three thousand dollars.

To this report an account is annexed, in which the damages, without particularizing the items on which the estimate was formed, were stated at fourteen thousand nine hundred and thirty dollars and thirty cents.

No exceptions having been taken to this report, it was confirmed; and, by the final sentence of the court, Captain Murray was ordered to pay the amount thereof.

From this decree an appeal was prayed to the circuit court, where the decree was affirmed, so far as it directed restitution of the vessel and payment to the claimant of the nett proceeds of the sale of the cargo in Martinique, and reversed for the residue.

From this decree each party has appealed to this court.

It is contended on the part of the captors, in substance:

1st. That the vessel *Charming Betsey* and cargo, are confiscable under the laws of the United States. If not so,  
2d. That the captors are entitled to salvage. If this is against them,  
3dly. That they ought to be excused from damages, because there was probable cause for seizing the vessel and bringing her into port.

1st. Is the *Charming Betsey* subject to seizure and condemnation for having violated a law of the United States? The libel claims this forfeiture under the act passed in February, 1800, further to suspend the commercial intercourse between the United States and France and the dependencies thereof.

That act declares "that all commercial intercourse," &c. It has been very properly observed, in argument, that the building of vessels in the United States for sale to neutrals, in the islands, is, during war, a profitable business, which Congress cannot have intended to prohibit, unless that intent be manifested by express words or a very plain and necessary implication.

It has also been observed that an act of Congress ought never to be construed to violate the law of nations, if any other possible construction remains, and, consequently, can never be construed to violate neutral rights, or to affect neutral commerce, further than is warranted by the law of nations as understood in this country.

These principles are believed to be correct, and they ought to be kept in view in construing the act now under consideration.

The first sentence of the act, which describes the persons whose commercial intercourse with France or her dependencies is to be prohibited, names any person or persons, resident within the United States or under their protection. Commerce carried on by persons within this description is declared to be illicit.



From persons the act proceeds to things, and declares explicitly the cases in which the vessels employed in this illicit commerce shall be forfeited. Any vessel owned, hired, or employed, wholly or in part, by any person residing within the United States, or by any citizen thereof, residing elsewhere, which shall perform certain acts recited in the law, becomes liable to forfeiture. It seems to the court to be a correct construction of these words to say, that the vessel must be of this description, not at the time of the passage of the law, but at the time when the act of forfeiture shall be committed. The cases of forfeiture are, 1st. A vessel of the description mentioned which shall be voluntarily carried, or shall be destined or permitted to proceed to any port within the French republic. She must, when carried, or destined, or permitted to proceed to such port, be a vessel within the description of the act.

The second class of cases are those where vessels shall be sold, bartered, entrusted, or transferred, for the purpose that they may proceed to such port or place. This part of the section makes the crime of the sale dependent on the purpose for which it was made. If it was intended that any American vessel sold to a neutral should, in the possession of that neutral, be liable to the commercial disabilities imposed on her while she belonged to citizens of the United States, such extraordinary intent ought to have been plainly expressed; and if it was designed to prohibit the sale of American vessels to neutrals, the words placing the forfeiture on the intent with which the sale was made ought not to have been inserted.

The third class of cases are those vessels which shall be employed in any traffic by or for any person resident within the territories of the French republic, or any of its dependencies.

In these cases, too, the vessels must be within the description of the act at the time the fact, producing the forfeiture, was committed.

The Jane having been completely transferred, in the island of St. Thomas, by a bona fide sale to Jared Shattuck, and the forfeiture alleged to have accrued on a fact subsequent to that transfer, the liability of the vessel to forfeiture must depend on the inquiry whether the purchase was within the description of the act.

Jared Shattuck having been born within the United States, and not being proved to have expatriated himself according to any form prescribed by law, is said to remain a citizen, entitled to the benefit and subject to the disabilities imposed upon American citizens; and, therefore, to come expressly within the description of the act which comprehends American citizens residing elsewhere.

Whether a person born within the United States, or becoming a citizen, according to the established laws of the country, can divest himself absolutely of that character, otherwise than in such manner as may be prescribed by law, is a question which it is not necessary at present to decide. The cases cited at bar, and the arguments drawn from the general conduct of the United States on this interesting subject seem completely to establish the principle that an American citizen may acquire, in a foreign country, the commercial privileges attached to his domicile, and be exempted from the operation of an act expressed in such general terms as that now under consideration. Indeed, the very expressions of the act would seem to exclude a person under the circumstances of Jared Shattuck. He is not a person under the protection of the United States. The American citizen who goes into a foreign country, although he owes local and temporary allegiance to that country, is yet, if he performs no other act changing his condition, entitled to the protection of our Government; and if, without the violation of any municipal law, he should be oppressed unjustly, he would have a right to claim that protection, and the interposition of the American Government in his favor would be considered a justifiable interposition. But his situation is completely changed, where, by his own act, he has made himself the subject of a foreign Power. Although this act may not be sufficient to rescue him from punishment for any crime committed against the United States, a point not intended to be decided, yet it certainly places him out of the protection of the United States, while within the territory of the sovereign to whom he has sworn allegiance, and consequently takes him out of the description of the act.

It is, therefore, the opinion of the court, that the Charming Betsey, with her cargo, being, at the time of her recapture the bona fide property of a Danish burgher, is not forfeitable, in consequence of her being employed in carrying on trade and commerce with a French island.

The vessel not being liable to confiscation, the court is brought to the second question, which is:

2d. Are the re-captors entitled to salvage?

In the case of the *Amelia* it was decided, on mature consideration, that a neutral armed vessel in possession of the French might, in the then existing state of hostilities between the two nations, be lawfully captured; and if there were well founded reasons for the opinion, that she was in imminent hazard of being condemned as a prize, the re-captors would be entitled to salvage. The court is well satisfied with the decision given in that case, and considers it as a precedent not to be departed from in other cases, attended with circumstances substantially similar to those of the *Amelia*. One of these circumstances is, that the vessel should be in a condition to annoy American commerce.

The degree of arming which should bring a vessel within this description has not been ascertained, and perhaps it would be difficult precisely to mark the limits, the passing of which would bring a captured vessel within the description of the acts of Congress on this subject. But although there may be difficulty in some cases, there appears to be none in this. According to the testimony of the case, there was on board but one musket, a few ounces of powder, and a few balls. The testimony respecting the cutlasses is not considered as showing that they were in the vessel at the time of her re-capture. The capacity of this vessel for offence, appears not sufficient to warrant the capture of her as an armed vessel. Neither is it proved, to the satisfaction of the court, that the Charming Betsey was in such imminent hazard of being condemned as to entitle the re-captors to salvage.

It remains to inquire whether there was, in this case, such probable cause for sending in the Charming Betsey for adjudication, as will justify Captain Murray for having broken up her voyage, and excuse him from the damages sustained thereby.

To effect this, there must have been substantial reason for believing her to have been, at the time, wholly, or in part, an American vessel, within the description of the act, or hired, or employed by Americans, or sold, bartered, or trusted for the purpose of carrying on trade to some port or place belonging to the French republic.

The circumstances relied upon are principally—

1st. The process verbal of the French captors.

2d. That she was an American built vessel.

3d. That the sale was recent.

4th. That the captain was a Scotchman, and the muster roll showed the crew were not Danes.

5th. The general practice in the Danish islands of covering neutral property.

1st. The process verbal contains an assertion that the mate declared that he was an American, and that their flag had been American, and had been changed during the cruise to Danish, which declaration was confirmed by several of the crew.

If the mate had really been an American, the vessel would not, on that account, have been liable to forfeiture, nor should that fact have furnished any conclusive testimony of the character of the vessel. The process verbal, however, ought, for several reasons, to have been suspected. The general conduct of the French West India cruisers, and the very circumstances of declaring that the Danish colors were made during the chase, were sufficient to destroy the credibility of the process verbal. Captain Murray ought not to have believed that an American vessel, trading to a French port in the assumed character of a Danish bottom would have been without Danish colors.

That she was an American vessel, and that the sale was recent, cannot be admitted to furnish just cause of suspicion, unless the sale of American built vessels had been an illegal or an unusual act.

That the captain was a Scotchman, and that the names of the crew were not generally Danish, are circumstances of small import, when it is recollected that a very great proportion of the inhabitants of St. Thomas are British and Americans.

The practice of covering American property in the islands might, and would, justify Captain Murray in giving to other causes of suspicion more weight than they would otherwise be entitled to, but cannot be, itself, a motive for seizure. If it was, no neutral vessel could escape, for this ground of suspicion will be applicable to them all.

These causes of suspicion, taken together, ought not to have been deemed sufficient to counterbalance the evidence of fairness with which they were opposed. The ship's papers appear to have been perfectly correct, and the



information of the captain, uncontradicted by those belonging to the vessel who were taken with him, corroborated their verity. No circumstance existed which ought to have discredited them. That a certified copy of Shattuck's oath, as a Danish subject, was not on board, is immaterial, because, being apparently on all the papers a burgher, and it being unknown that he was born in the United States, the question, whether he had ceased to be a citizen of the United States, could not present itself.

Nor was it material that the power given by the owners of the vessel to their captain, to sell her in the West Indies, was not exhibited. It certainly was not necessary to exhibit the instructions under which the vessel was acquired, when the fact of acquisition was fully proved by the documents on board, and by other testimony.

Although there does not appear to have been such cause to suspect the Charming Betsey and her cargo to have been American, as would justify Captain Murray in bringing her in for adjudication, yet many other circumstances combine, with the fairness of his character, to produce a conviction that he acted upon correct motives, from a sense of duty: for which reason this hard case ought not to be rendered still more so, by a decision in any respect oppressive.

His orders were such as might well have induced him to consider this as an armed vessel within the law, sailing under authority from the French republic; and such, too, as might well have induced him to trust to very light suspicions respecting the real character of a vessel appearing to belong to one of the neutral islands. A public officer, entrusted on the high seas to perform a duty deemed necessary by his country, and executing, according to the best of his judgment, the orders he has received, if he is the victim of any mistake he commits, ought certainly never to be assessed with vindictive or speculative damages. It is not only the duty of the court to relieve him from such when they plainly appear to have been imposed on him, but no sentence against him ought to be affirmed, where, from the nature of the proceedings, the whole case appears upon the record, unless those proceedings are such as to show on what the decree has been founded, and to support that decree.

In the case at bar, damages are assessed as they would be by the verdict of a jury, without any specifications of items which can show how the account was made up, or on what principles the sum given as damages was assessed. This mode of proceeding would not be approved of if it was even probable, from the testimony contained in the record, that the sum reported by the commissioners of the district court was really the sum due. The district court ought not to have been satisfied with a report giving a gross sum in damages, unaccompanied by any explanation of the principles on which that sum was given. It is true Captain Murray ought to have excepted to this report. His not having done so, however, does not cure an error apparent upon it, and the omission to show how the damages which were given had accrued, so as to enable the judge to decide on the propriety of the assessment of his commissioners, is such an error.

Although the court would, in any case, disapprove of this mode of proceeding, yet, in order to save the parties the costs of further prosecuting this business in the circuit court, the error which has been stated might have been passed over, had it not have appeared probable that the sum for which the decree of the district was rendered, is really greater than it ought to have been, according to the principles by which the claim should be adjudged.

This court is not, therefore, satisfied with either the decree of the district or circuit court, and has directed me to report the following decree:

#### *Decree of the Court.*

This cause came on to be heard on the transcript of the record of the circuit court, and was argued by counsel; on consideration whereof, it is adjudged, ordered, and decreed, as follows, viz: That the decree of the circuit court, so far as it affirms the decree of the district court, which directed restitution of the vessel, and payment to the claimant of the nett proceeds of the sale of the cargo in Martinique, deducting the costs and charges there, according to amount exhibited by Captain Murray's agent, being one of the exhibits in the cause, and so far as it directs the parties to bear their own costs, be affirmed; and that the residue of the said decree, whereby the claim of the owner to damages for the seizure and detention of his vessel was rejected, be reversed.

And the court, proceeding to give such further decree as the circuit court ought to have given, doth further adjudge, order, and decree, that so much of the decree of the district court as adjudges the libellant to pay costs and damages, be affirmed; but that the residue thereof, by which the said damages are estimated at twenty thousand five hundred and ninety-four dollars and sixteen cents, and by which the libellant was directed to pay that sum, be reversed and annulled. And this court doth further order and decree, that the cause be remanded to the circuit court, with directions to refer it to commissioners, to ascertain the damages sustained by the claimants, in consequence of the refusal of the libellant to restore the vessel and cargo at Martinique, and in consequence of his sending her into a port of the United States for adjudication; and that the said commissioners be instructed to take the actual prime cost of the cargo and vessel, with interest thereon, including the insurance actually paid, and such expenses as were necessarily sustained in consequence of bringing the vessel into the United States, as the standard by which the damages ought to be measured. Each party to pay his own costs in this court and the circuit court. All which is ordered and decreed accordingly.

A true copy.

E. B. CALDWELL,  
Clerk Supreme Court U. S.

NAVY DEPARTMENT, December 26, 1804.

SIR:

I have had the honor of receiving your favor, in which you have been pleased to request me to communicate to you such observations as I may think proper to make in relation to the admissibility of the claim of Captain Murray, or to the necessity of the legislative interposition which he has solicited.

In this case, two questions present themselves for consideration—

1st. Was the recapture of the Charming Betsey warranted by any statute of Congress?

2d. Was it warranted by the instructions which Captain Murray had received from the Executive?

The first was a question between Captain Murray and the owner of the vessel and cargo. The second is a question between Captain Murray and the Government.

Upon the first question, the courts of the United States having decided that the recapture was not authorized by any statute of Congress, Captain Murray has been adjudged to pay to the owner the damages sustained by him in consequence of such recapture.

Upon the second question, the ultimate responsibility of Government essentially depends: for, if the recapture was not authorized by the instructions from the Executive, Captain Murray has no claim upon the Government for indemnity. But if it was so authorized, then he is to be considered merely as an agent of the Government, and in such case, the Government is, I trust, to be considered responsible for an act thus done by him in obedience to their orders.

The instructions given to Captain Murray were *military orders*; and, founded or not founded in law, he was at his peril bound to obey them. They gave to him a great latitude of discretion. They authorized him to capture, not only upon positive proof, but upon presumptive evidence, grounded on mere circumstances of suspicion.

The judges of the Supreme Court have stated that "many circumstances combine with the fairness of the character of Captain Murray to produce a conviction, that he acted upon correct motives, from a sense of duty, and that his orders were such as might well have induced him to consider this vessel as an armed vessel within the law, sailing under authority from the French republic, and such, too, as might well have induced him to trust to very light suspicions respecting the real character of a vessel appearing to belong to one of the neutral islands."

Such has been the construction of the judges of the Supreme Court upon the orders which Captain Murray had received from the Executive. And in addition thereto, I am warranted in stating that my predecessor in office, who had prepared and issued those instructions, and who necessarily must have well known their true intent and meaning, as well as the real circumstances of the case, has been invariably of the opinion, that Captain Murray was bound by his orders to recapture as he did the Charming Betsey.

From the view I have taken of his instructions and of the circumstances of this case, it has appeared to me also, that he was warranted, by the tenor of his orders, in the recapturing of this vessel. Under this impression, I have considered that, agreeably to the principles of political justice, recognized as well by the practice of the United States, as by the theory of the ablest jurists, Government is answerable for the damages that have been decreed against Captain Murray. Whatever doubts might have existed respecting the responsibility of Government in such cases, the question has appeared to me to have been settled in this country, by the judicial decision in the case of the *Niger*, which was afterwards deliberately sanctioned by the act of Congress passed March 2d, 1799.

Considering Captain Murray a military officer, who had in this case acted under and in pursuance of the orders of the Executive, and believing as I did, that Government would ultimately have to pay whatever damages might be decreed against him, I, by letter dated 23d September, 1801, authorized and directed the navy agent at Philadelphia to give the requisite security upon the appeal that had been prayed by Captain Murray, and to request the District Attorney to attend to the prosecution of the appeal.

With respect to your inquiry in relation to the necessity of the Legislative interposition which Captain Murray has solicited, it is, I presume, sufficient for me to state, that there is not at this time any money in the treasury, subject to the control of this Department, that could be applied by me to this case.

I have the honor to be, respectfully, sir, your most obedient servant.

R. SMITH.

The Honorable SAMUEL W. DANA,  
Chairman of the Committee of Claims.

*Instructions to the commanders of armed vessels belonging to the United States, given at Philadelphia, the tenth day of July, in the year of our Lord one thousand seven hundred and ninety-eight, and in the twenty-third year of our independence.*

In pursuance of the acts of Congress, passed the twenty-eighth day of June, and the ninth day of July, You are hereby authorized, instructed, and directed, to subdue, seize, and take, any armed French vessel or vessels, sailing under authority, or pretence of authority, from the French republic; which shall be found within the jurisdictional limits of the United States, or elsewhere, on the high seas, and such captured vessel, with her apparel, guns, and appurtenances, and the goods and effects which shall be found on board the same, together with all French persons and others, who shall be found acting on board the same, to bring within some port of the United States; and also to retake any vessels, goods, and effects, of the citizens of the United States, or persons resident therein, which may have been captured by any French vessel. In order that proceedings may be had concerning such capture or recapture, in due form of law, and as to right shall appertain.

By command of the President of the United States of America:

BEN. STODDERT, Secretary of the Navy.

CIRCULAR.

NAVY DEPARTMENT, 29th December, 1798.

SIR:

It is the positive command of the President, that, on no pretence whatever, you permit the public vessels of war under your command to be detained or searched, nor any of the men to be taken from her by the ships or vessels of any foreign nation, so long as you are in a capacity to repel such outrage on the honor of the American flag. If force should be exerted to compel your submission, you are to resist that force to the utmost of your power; and whenever overpowered by superior force, you are to strike your flag, and then yield your vessel, as well as your men; but never your men without your vessel.

You will remember, however, and it is strictly enjoined by the President, that your demeanor be respectful and friendly to the vessels and people of all nations in amity with the United States, and that you avoid as carefully the commission of, as the submission to, insults or injuries.

I have the honor to be, &c.

BEN. STODDERT.

CIRCULAR.

NAVY DEPARTMENT, 12th March, 1799.

SIR:

Herewith you will receive an act of Congress "further to suspend the commercial intercourse between the United States and France, and the dependencies thereof," the whole of which requires your attention. But it is the command of the President, that you consider particularly the fifth section as part of your instructions, and govern yourself accordingly.

A proper discharge of the important duties enjoined on you, arising out of this act, will require the exercise of a sound and impartial judgment. You are not only to do all that in you lies, to prevent all intercourse, whether direct or circuitous, between the ports of the United States and those of France and her dependencies, in cases where the vessels or cargoes are apparently as well as really American, and protected by American papers, only, but you are to be vigilant that vessels or cargoes really American, but covered by Danish or other foreign papers, and bound to or from French ports, do not escape you.

Whenever, on just suspicion, you send a vessel into port, to be dealt with according to the aforementioned law, besides sending with her all her papers, send all the evidence you can obtain to support your suspicions, and effect her condemnation. At the same time that you are thus attentive to fulfil the objects of the law, you are to be extremely careful not to harass or injure the trade of foreign nations with whom we are at peace, nor the fair trade of our own citizens.

A misconception of his authority by Captain Nicholson, in relation to vessels of friendly nations, captured by the French, renders it necessary that I should make some explanatory observations on that subject. Our laws direct the capture of all armed vessels sailing under the authority, or pretence of authority, from the French republic. A vessel captured by the cruisers of France must be considered as sailing under the authority of France, and it is scarcely to be supposed that, in times like the present, when few vessels sail without arms, a captured vessel in possession of the captors will be so circumstanced as not to come under the description of an armed vessel, under the meaning of our laws.

To justify a recapture nothing is necessary but that the vessel be provided with such means of annoyance as will render her dangerous to an unarmed American vessel, in pursuit of lawful commerce. If, however, the vessel cannot be considered an armed vessel within the meaning of our laws, you are not to recapture her, unless you should have probable cause to suspect that the citizens of the United States, or persons resident therein, have some interest in the vessel or cargo. It is always your duty to recapture American property, and property of persons resident within the United States, whenever found in possession of the French, on the high seas.

I have the honor to be, &c.

BEN. STODDERT.

NAVY DEPARTMENT, 27th July, 1799.

SIR:

Prior to your sailing you will please to cause every officer on board the Insurgent, having charge of public stores of any kind, to make returns of the quantity on board; which returns, with your signature, you will please to transmit to this office. It will be well for you to keep copies of such returns, in a book kept for that purpose,



which will enable you to check extravagant demands from the different officers, on the return of the ship into port. The vigilant attention of the Commander in regard to stores, is the only circumstance which can prevent great waste and great fraud on board of our public ships. When you are on return to the United States, each officer should prepare his account of the expenditure of stores during the voyage; should show in the returns the quantity on hand, and what will be wanted for another cruise of six months. These returns, also with your signature, should be forwarded to this office, on the very day of your arrival in port; and duplicates should be given to the navy agent of the port, in order that the articles be prepared without the least delay. I must beg your particular attention to this letter, which you will consider as containing orders always to be adhered to.

BEN. STODDERT.

ALEXANDER MURRAY, Esq. Norfolk.

NOTE.—See the case of Captain Little, No. 46.

8th CONGRESS.]

No. 45.

[2d Session.]

## NAVAL OPERATIONS AGAINST TRIPOLI.

COMMUNICATED TO CONGRESS, FEBRUARY 20, 1805.

*To the Senate and House of Representatives of the United States:*

I communicate, for the information of Congress, a letter of September 18, from Commodore Preble, giving a detailed account of the transactions of the vessels under his command, from July the 9th, to the 10th of September, last past.

The energy and judgment displayed by this excellent officer, through the whole course of the service lately confided to him, and the zeal and bravery of his officers and men in the several enterprises executed by them, cannot fail to give high satisfaction to Congress and their country, of whom they have deserved well.

TH: JEFFERSON.

February 20, 1805.

*Copy of a letter from Commodore Edward Preble to the Secretary of the Navy.*

SIR:

I had the honor to write you from Messina, under date of the 5th of July; I then expected to have sailed the day following, but was detained, by bad weather, until the 9th, when I left it, with two small bomb vessels under convoy, and arrived at Syracuse, where we were necessarily detained four days. On the 14th I sailed, the schooners *Nautilus* and *Enterprise* in company, with six gun boats and two bomb vessels, generously loaned us by his Sicilian Majesty. The bomb vessels are about thirty tons, carry a thirteen inch brass sea-mortar, and forty men. Gunboats, twenty-five tons, carry a long iron twenty-four pounder in the bow, with a complement of thirty-five men. They are officered and manned from the squadron, excepting twelve Neapolitan bombardiers, gunners, and sailors, attached to each boat, who were shipped by permission of their Government. This step I found necessary, as every vessel in the squadron was considerably short of complement. The gunboats are constructed for the defence of harbors; they are flat bottomed and heavy, and do not sail or row even tolerably well. They were never intended to go to sea, and, I find, cannot be navigated with safety, unless assisted by tow ropes from larger and better sailing vessels, nor even then, in very bad weather; however, as they were the best I could obtain, I have thought it for the good of our service to employ them, particularly as the weather in July and August is generally pleasant, and, without them, my force too small to make any impression on Tripoli. On the 16th of July we arrived at Malta, where we were detained, by contrary gales, until the 21st, when we left it, and arrived in sight of Tripoli the 25th, and were joined by the *Syren*, *Argus*, *Vixen*, and *Scourge*. Our squadron now consisted of the *Constitution*, three brigs, three schooners, two bombs, and six gunboats, our whole number of men one thousand and sixty. I proceeded to make the necessary arrangements for an attack on Tripoli, a city well walled, protected by batteries judiciously constructed, mounting one hundred and fifteen pieces of heavy cannon, and defended by twenty-five thousand Arabs and Turks; the harbor protected by nineteen gunboats, two galleys, two schooners of eight guns each, and a brig mounting ten guns, ranged in order of battle, forming a strong line of defence, at secure moorings, inside a long range of rocks and shoals, extending more than two miles to the eastward of the town, which form the harbor, protects them from the northern gales, and renders it impossible for a vessel of the *Constitution's* draught of water to approach near enough to destroy them, as they are sheltered by the rocks, and can retire under that shelter to the shore, unless they choose to expose themselves in the different channels and openings of the reefs, for the purpose of annoying their enemies. Each of their gunboats mounts a heavy eighteen or twenty-six pounder in the bow, and two brass howitzers on their quarters, and carry from thirty-six to fifty men. The galleys have each one hundred men, schooners and brigs about the same number. The weather was not favorable for anchoring until the 28th, when, with the wind E. S. E. the squadron stood in for the coast, and, at 3 P. M. anchored, per signal, Tripoli bearing S. two and a half miles distant. At this moment the wind shifted suddenly from E. S. E. to N. N. W. and from thence to N. N. E. At 5 o'clock it blew strong, with a heavy sea, setting directly on shore. I made the signal to prepare to weigh. At 6 the wind and sea having considerably increased, the signal was made for the squadron to weigh and gain an offing: the wind continued veering to the eastward, which favored our gaining sea-room, without being obliged to carry so great a press of sail as to lose any of our gunboats, although they were in great danger. The gale continued varying from N. E. to E. S. E. without increasing much, until the 31st, when it blew away our reefed foresail, and close reefed maintopsail; fortunately the sea did not rise in proportion to the strength of the gale, or we must have lost all our boats. August 1st, the gale subsided, and we stood towards the coast: every preparation was made for an attack on the town and harbor. August 3d, pleasant weather, wind East; stood in with the squadron towards Tripoli. At noon we were between two and three miles from the batteries, which were all manned, and observing several of their gunboats and galleys had advanced, in two divisions, without the rocks, I determined to take advantage of their temerity. At half past 12, I wore off shore, and made the signal to come within hail, when I communicated to each of the commanders my intention of attacking the enemy's shipping and batteries. The gun and mortar boats were immediately manned, and prepared to cast off, the gunboats in two divisions of three each; the first division commanded by Captain Somers, in No. 1, Lieutenant Decatur in No. 2, and Lieutenant Blake, in No. 3; the second division commanded by Captain Decatur, in No. 4, Lieutenant Bainbridge, in No. 5, and Lieutenant Trippe, in No. 6. The two bombards were commanded by Lieutenant Commandant Dent, and Mr. Robinson, First Lieutenant of this ship. At half past 1 o'clock, having made the necessary arrangements for the attack, wore ship and stood towards the batteries. At 2, signal made to cast off the boats; at a quarter past 2, signal for bombs and gunboats to advance and attack the enemy. At half past 2, general signal for battle. At three-quarters past 2, the bombs commenced the action, by throwing shells into the town. In

an instant the enemy's shipping and batteries opened a tremendous fire, which was promptly returned by the whole squadron within grape-shot distance; at the same time the second division, of three gunboats, led by the gallant Captain Decatur, was advancing, with sails and oars, to board the eastern division of the enemy, consisting of nine boats. Our boats gave the enemy showers of grape and musket balls as they advanced; they, however, soon closed, when the pistol, sabre, pike, and tomahawk, were made good use of by our brave tars. Captain Somers being in a dull sailer, made the best use of his sweeps, but was not able to fetch far enough to windward to engage the same division of the enemy's boats which Captain Decatur fell in with; he, however, gallantly bore down with his single boat on five of the enemy's western division, and engaged within pistol shot, defeated, and drove them within the rocks, in a shattered condition, and with the loss of a great number of men. Lieutenant Decatur, in No. 2, was closely engaged with one of the enemy's largest boats of the eastern division, which struck to him, after having lost a large proportion of men, and, at the instant that brave officer was boarding her to take possession, he was treacherously shot through the head by the captain of the boat that had surrendered, which base conduct enabled the poltroon (with the assistance he received from other boats) to escape. The third boat of Captain Somers' division, kept to windward, firing at the boats and shipping in the harbor; had she gone down to his assistance, it is probable several of the enemy's boats would have been captured in that quarter. Captain Decatur, in No. 4, after having, with distinguished bravery, boarded and carried one of the enemy of superior force, took his prize in tow, and gallantly bore down to engage a second, which, after a severe and bloody conflict, he also took possession of. These two prizes had thirty-three officers and men killed, and twenty-seven made prisoners, nineteen of which were badly wounded. Lieutenant Trippe, of the Vixen, in No. 6, ran along side of one of the enemy's large boats, which he boarded with only Midshipman John Henley and nine men, his boat falling off before any more could get on board; thus was he left, compelled to conquer or perish, with the odds of *thirty-six to eleven*. The Turks could not withstand the ardor of this brave officer and his assistants; in a few minutes the decks were cleared, and her colors hauled down. On board of this boat fourteen of the enemy were killed, and twenty-two made prisoners, seven of which were badly wounded. The rest of their boats retreated within the rocks. Lieutenant Trippe received eleven sabre wounds, some of which are very severe: he speaks in the highest terms of Mr. Henley, and those who followed him. Lieutenant Bainbridge, in No. 5, had his sixteen yard shot away early in the action, which prevented his getting alongside the enemy's boats, but he galled them by a steady and well directed fire, within musket shot; indeed he pursued the enemy until his boat grounded under the batteries: she was, fortunately, soon got off. The bomb vessels kept their stations, although covered with the spray of the sea occasioned by the enemy's shot. They were well conducted by Lieutenants Dent and Robinson, who kept up a constant fire from the mortars, and threw a great number of shells into the town. Five of the enemy's gunboats, and two galleys, composing the centre division, and stationed within the rocks, as a reserve, joined by the boats that had been driven in, and supplied by fresh men from the shore to replace those they had lost, twice attempted to row out, to endeavor to surround our gunboats and their prizes: I as often made the signal to cover them, which was promptly attended to by the brigs and schooners, all of which were gallantly conducted, and annoyed the enemy exceedingly, but the fire from this ship kept their flotilla completely in check. Our grape shot made great havoc among their men, not only on board their shipping, but on shore. We were several times within two cables length of the rocks, and within three of their batteries, every one of which, in succession, were silenced, so long as we could bring our broadside to bear upon them; but the moment we passed a battery, it was re-animated, and a constant, heavy fire kept up from all that we could not point our guns at. We suffered most when wearing or tacking; it was then I most sensibly felt the want of another frigate. At half past 4, the wind inclining to the northward, I made the signal for the bombs and gunboats to retire from action, and, immediately after, the signal to tow off the gunboats and prizes, which was handsomely executed by the brigs, schooners, and boats of the squadron, covered by a heavy fire from the Constitution. At three-quarters past 4, P. M. the light vessels, gunboats, and prizes, being out of reach of the enemy's shot, I hauled off to take the bomb vessels in tow. We were two hours under the fire of the enemy's batteries, and the only damage received in the ship is, a twenty-four pound shot nearly through the centre of the mainmast, thirty feet from the deck; main royal yard and sail shot away; one of our quarter-deck guns damaged by a thirty-two pound shot, which, at the same time, shattered a marine's arm; two lower shrouds and two backstays were shot away, and our sails and running rigging considerably cut. We must impute our getting off thus well to our keeping so near that they overshot us, and to the annoyance our grape shot gave them: they are, however, but wretched gunners. Gunboat No. 5 had her main yard shot away, and the rigging and sails of the brigs and schooners were considerably cut. Lieutenant Decatur was the only officer killed, but in him the service has lost a valuable officer. He was a young man who gave strong promise of being an ornament to his profession. His conduct in the action was highly honorable, and he *died nobly*. The enemy must have suffered very much in killed and wounded, both among their shipping and on shore. Three of their gunboats were sunk in the harbor, several of them had their decks nearly cleared of men by our shot, and a number of shells burst in the town and batteries, which must have done great execution. The officers, seamen, and marines, of the squadron behaved in the most gallant manner. The Neapolitans, in emulating the ardor of our seamen, answered my highest expectations.

I cannot but notice the active exertions and officer-like conduct of Lieutenant Gordon, and the other Lieutenants of the Constitution. Mr. Harriiden, the master, gave me full satisfaction, as did all the officers and ship's company. I was much gratified with the conduct of Captain Hall and Lieutenant Greenleaf, and the marines belonging to his company, in the management of six long twenty-six pounders, on the spar deck, which I placed under his direction. Captain Decatur speaks in the highest terms of the conduct of Lieutenant Thorn, and Midshipman McDonough, of No. 4, as does Captain Somers of Midshipmen Ridgely and Miller, attached to No. 1.

Annexed is a list of killed and wounded; and, enclosed, a copy of my general orders on this occasion.

*Killed.* Gun-boat No. 2—Lieutenant James Decatur.

*Wounded.* Constitution—One marine.

Do. Gun-boat No. 4—Captain Decatur, (slight) one sergeant of marines, and two seamen.

Do. Gun-boat No. 6—Lieutenant Trippe, severely, one boatswain's mate, and two marines.

Do. Gun-boat No. 1—Two seamen.

Do. Gun-boat No. 2—Two seamen. Total—one killed, thirteen wounded.

*August 5th.* We were at anchor with the squadron about two leagues north from the city of Tripoli; the *Argus* in chase of a small vessel to the westward, which she soon came up with, and brought within hail; she proved to be a French privateer, of four guns, which put into Tripoli a few days since, for water, and left it this morning. I prevailed on the Captain, for a consideration, to return to Tripoli, for the purpose of landing fourteen very badly wounded Tripolitans, which I put on board his vessel, with a letter to the prime minister, leaving it at the option of the Bashaw to reciprocate this generous mode of conducting the war. The sending these unfortunate men on shore, to be taken care of by their friends, was an act of humanity, on our part, which I hope will make a proper impression on the minds of the Barbarians, but I doubt it. All hands were busily employed in altering the rig of the three prizes, from latteen vessels to sloops, and preparing for a second attack. Observed one of the enemy's schooners and the brig, (two corsairs in the harbor) to be dismantled. Was informed by the French captain, that the damage these vessels received in the action of the third had occasioned their masts being taken out.

*August 7th.* The French privateer came out, and brought me a letter from the French Consul, in which he observes, that our attack of the third instant has disposed the Bashaw to accept of reasonable terms, and invited me to send a boat to the rocks with a flag of truce, which was declined, as the white flag was not hoisted at the Bashaw's castle. At nine A. M. with a very light breeze from the eastward, and a strong current which obliged the Constitution to remain at anchor, I made the signal for the light vessels to weigh, and the gun and bomb boats to cast off, and stand in shore towards the western batteries; the prize boats having been completely fitted for service, and the command of them given to Lieutenants Crane, of the Vixen, Thorn, of the Enterprise, and Caldwell, of the Syren, the whole advanced with sails and oars. The orders were for the bombs to take a position in a small bay to the westward of the city, where but few of the enemy's guns could be brought to bear on them, but from whence they



could annoy the town with shells; the gun-boats to silence a battery of seven heavy guns which guarded the approach to that position, and the brigs and schooners to support them, in case the enemy's flotilla should venture out. At half past one P. M. a breeze from N. N. E. I weighed with the Constitution and stood in for the town, but the wind being on shore, made it imprudent to engage the batteries with the ship, as, in case of a mast being shot away, the loss of the vessel would probably ensue, unless a change of wind should favor our getting off. At half past two P. M. the bomb and gunboats having gained their station, the signal was made for them to attack the town and batteries. Our bombs immediately commenced throwing shells, and the gunboats opened a sharp and well directed fire on the town and batteries, within point blank shot, which was warmly returned by the enemy. The seven gun battery, in less than two hours, was silenced, except one gun; I presume the others were dismounted by our shot, as the walls were almost totally destroyed. At a quarter past three P. M. a ship hove in sight to the northward, standing for the town; made the Argus signal to chase. At half past three one of our prize gunboats was blown up by a hot shot from the enemy, which passed through her magazine: she had on board twenty-eight officers, seamen, and marines, ten of whom were killed, and six wounded; among the killed were James R. Caldwell, First Lieutenant of the Syren, and Midshipman John S. Dorsey, both excellent officers; Midshipman Spence, and eleven men, were taken up unhurt. Captain Decatur, whose division this boat belonged to, and who was near her at the time she blew up, reports to me, that Mr. Spence was superintending the loading of the gun at that moment, and, notwithstanding the boat was sinking, he, and the brave fellows surviving, finished charging, gave three cheers as the boat went from under them, and swam to the nearest boats, where they assisted during the remainder of the action. The enemy's gun-boats and galleys (fifteen in number) were all in motion close under the batteries, and appeared to meditate an attack on our boats; the Constitution, Nautilus, and Enterprise, were to windward, ready, at every hazard, to cut them off from the harbor, if they should venture down; while the Syren and Vixen were near our boats, to support and cover any of them that might be disabled. The enemy thought it most prudent, however, to retire to their snug retreat behind the rocks, after firing a few shot. Our boats, in two divisions, under Captains Somers and Decatur, were well conducted, as were our bomb vessels, by Lieutenants Dent and Robinson. The town must have suffered much from this attack, and their batteries, particularly the seven gun battery, must have lost many men. At half past five P. M. the wind began to freshen from the N. N. E.; I made the signal for the gun and bomb boats to retire from action, and for the vessels to which they were attached to take them in tow. The Argus made signal that the strange sail was a friend.

In this day's action No. 4 had a twenty-four pound shot through her hull; No. 6, her sixteen yard shot away; No. 8, a twenty-four pound shot through her hull, which killed two men; some of the other boats had their rigging and sails considerably cut. We threw forty-eight shells, and about five hundred twenty-four pound shot into the town and batteries. All the officers and men engaged in the action behaved with the utmost intrepidity. At half past six all the boats were in tow, and the squadron standing to the northwest. At eight the John Adams, Captain Chauncey, from the United States, joined company. At nine the squadron anchored, Tripoli bearing southeast, five miles distant. Gunboat No. 3 was this day commanded by Mr. Brooks, master of the Argus, and No. 6 by Lieutenant Wadsworth, of the Constitution.

Annexed is a return of our loss in this attack.

*Killed.* Gunboat No. 9—One Lieutenant, one midshipman, one boatswain's mate, one quarter gunner, one sergeant of marines, and five seamen.

*Do.* Gunboat No. 8—Two seamen.

*Wounded.* Gunboat No. 9—Six seamen, two of whom mortally. Total—twelve killed, six wounded.

Captain Chauncey brought me the first positive information that any reinforcement was to be expected. By him I was honored with your letters of the 7th, 23d, and 31st of May, informing me that four frigates were coming out, under Commodore Barron, who is to supersede me in the command of our naval forces in these seas, at the same time approving my conduct, and conveying to me the thanks of the President for my services. I beg you, sir, to accept my warmest thanks for the very obliging language in which you have made these communications, and to assure the President that to merit the applause of my country is my only aim, and, to receive it, the highest gratification it can bestow.

Captain Chauncey informed me that the frigates might be expected every moment, as they were to sail from Hampton Roads four days after him. In consequence of this information, (and as I could not bring the John Adams into action, she having left all her gun carriages for her gun deck, except eight, on board the Congress and Constellation, a day or two previous to her sailing) I determined to wait a few days for the arrival of Commodore Barron, before another attack, when, if he should arrive, the fate of Tripoli must be decided in a few hours, and the Bashaw completely humbled. Had the John Adams brought out her gun carriages, I should not have waited a moment, and can have no doubt but the next attack would make the arrival of more ships unnecessary for the termination of the Tripoline war. I gave Captain Chauncey orders to remain on the station, that we might be benefited by the assistance of his boats and men, as nearly half the crews of the Constitution, brigs, and schooners, were taken out to man the bombs, gun and ship's boats, when prepared for an attack.

*August 9th.* We were engaged supplying the bombs and gun-boats with ammunition and stores, and getting every thing in readiness for an attack, the moment Commodore Barron should arrive and make the signal. I cannot but regret that our naval establishment is so limited as to deprive me of the means and glory of completely subduing the haughty tyrant of Tripoli, while in the chief command; it will, however, afford me satisfaction to give my successor all the assistance in my power. At three P. M. I went on board the Argus, for the purpose of reconnoitering the harbor of Tripoli; we stood in towards the town, and were near being sunk by the enemy's fire; one of their heaviest shot, which struck about three feet short of the water line, raked the copper off her bottom under water, and cut the plank half through. In the evening the wind blew strong from the N. N. E.; the squadron weighed, and kept under sail all night. The day following we anchored, Tripoli bearing S. S. W. six miles distant. At ten A. M. the French consul hoisted a white flag at his flag staff, under the national colors, which was a signal that the Bashaw was ready to treat. I sent a boat into the harbor, and took this opportunity to forward Captain Bainbridge, and his officers, letters from their friends. The boat was not allowed to land, but returned in the afternoon and brought me a letter, advising that the Bashaw was ready to receive five hundred dollars for the ransom of each of the prisoners, and terminate the war, without any consideration for peace or tribute. This is three hundred and fifty thousand dollars less than was demanded previous to the action of the third instant. These terms I did not hesitate to reject, as I was informed by Captain Chauncey that it was the expectation of our Government, on the arrival of four frigates, to obtain the release of the officers and crew of the Philadelphia without ransom, and dictate the terms of peace. I enclose you copies of our correspondence, which will convince you that our attacks have not been made without effect.

*August 16th.* No news of the frigates, and but short allowance of water in the squadron. I sent the Enterprise to Malta, with orders to the agent there to hire transports, and send off immediately a supply of fresh water, provision, and other stores which have become necessary, as some of the squadron have now been upwards of five months in sight of this dismal coast, without once visiting a friendly port. Those vessels, as well as the gun-boats, received their supply of water and provisions from the Constitution.

*August 18th.* As the season is fast approaching when we may expect bad weather, and no news of the frigates, I have determined to make an attack as soon as the wind proves favorable. At eight P. M. I sent Captains Decatur and Chauncey, in two small boats, to reconnoitre the harbor, and observe the disposition of the enemy's flotilla at night. They returned at midnight, and reported that they were anchored in a line abreast, from the mole to the Bashaw's castle, with their heads to the eastward, for the defence of the inner harbor. At daylight the wind shifted suddenly from northeast to north northwest, and brought a heavy sea on shore, which obliged us, for greater safety, to weigh, and stand to sea.

*20th.* We had gained an offing of nine or ten leagues; still blowing hard. We met with the ketch Intrepid, from Syracuse, with a cargo of fresh water, stock, and vegetables, for the squadron.



22d. Fell in with a ship from Malta, with water and live stock for the squadron. These cargoes arrived very opportunely, as we have for some time past been on short allowance of water. The wind having moderated, we stood in and anchored with the squadron, six miles northeast by north from Tripoli. All the boats were engaged in discharging the transports. The *Enterprise* arrived from Malta, but brought no intelligence of the long expected frigates. 24th. With a light breeze from the northeast, we stood in with the squadron, prepared for action, intending to attack the town and shipping in the night. At eight in the evening, anchored about two and a half miles from the batteries. At midnight it fell calm; I sent the bomb vessels, under the protection of the gunboats, to bombard the town; the boats of the squadron were employed in towing them in. At two, A. M., the bombardment commenced, and continued until day-light, but with what effect is uncertain. At six, all the boats joined us, and were taken in tow by the squadron, which was under weigh and standing off. At seven, anchored four miles north of the town. The weather, for several days, proved unfavorable for approaching the shore. 28th, we were favored with a pleasant breeze from the eastward; at three, P. M., we weighed, and stood in for Tripoli; at five, anchored the *Constitution*, two miles north by east from Fort English, and two miles and a half from the Bashaw's castle; the light vessels ordered to keep under way; we were employed until eight, P. M., in making arrangements for attacking the town; a number of the officers, and many of the seamen, of the *Constitution* being attached to the bomb, gun, and ship's boats; Captain Chauncey, with several of his officers, and about seventy seamen and marines, volunteered their services on board the *Constitution*. All the boats in the squadron were officered and manned, and attached to the several gunboats. The two bomb vessels could not be brought into action, as one was leaky, and the mortar-bed of the other had given way. The John Adams, Scourge, transports, and bombs, were anchored seven miles to the northward of the town. Lieutenant Commandant Dent, of the Scourge, came on board the *Constitution*, and took charge on the gun-deck. Lieutenant Izard, of the Scourge, also joined me. Lieutenant Gordon commands gunboat No. 2, and Lieutenant Lawrence, of the *Enterprise*, No. 5; these are the only changes. At half past one, A. M., the gunboats, in two divisions, led by Captains Decatur and Somers, were ordered to advance and take their stations close to the rocks at the entrance of the harbor, within grape-shot distance of the Bashaw's castle. The *Syren*, *Argus*, *Vixen*, *Nautilus*, *Enterprise*, and boats of the squadron, accompanied them. At three, A. M., the boats anchored with springs on, within pistol shot of the rocks, and commenced a brisk firing on the shipping, town, batteries, and Bashaw's castle, which was warmly returned, but not as well directed. The ship's boats remained with the gunboats, to assist in boarding the enemy's flotilla, if it should venture out, while the brigs and schooners kept under weigh, ready for the same service, or for annoying the enemy as occasion might present. At day-light, presuming that the gunboats had nearly expended their ammunition, we weighed with the *Constitution*, and stood in for the harbor. Fort English, the Bashaw's castle, crown and mole batteries, kept up a heavy fire upon us as we advanced. At half past five, I made the signal for the gunboats to retire from action, and for the brigs and schooners to take them in tow. We were then within two cables' length of the rocks, and commenced a heavy fire of round and grape on thirteen of the enemy's gunboats and galleys, which were in pretty close action with our boats. We sunk one of the enemy's boats; at the same time two more, disabled, ran on shore to avoid sinking; the remainder immediately retreated. We continued running in until we were within musket shot of the crown and mole batteries, when we brought to and fired upwards of three hundred round shot, beside grape and canister, into the town, Bashaw's castle, and batteries. We silenced the castle and two of the batteries for some time. At a quarter past six, the gunboats being all out of shot and in tow, I hauled off; after having been three-quarters of an hour in close action. The gunboats fired upwards of four hundred round shot, besides grape and canister, with good effect. A large Tunisian galliot was sunk in the mole. A Spanish ship, which had entered with an ambassador from the Grand Seigneur, received considerable damage. The Tripoline galleys and gunboats lost many men, and were much cut. The Bashaw's castle and town have suffered very much; as have their crown and mole batteries.

Captains Decatur and Somers conducted their divisions of gunboats with their usual firmness and address, and were well supported by the officers and men attached to them. The brigs and schooners were also well conducted during the action, and fired a number of shot at the enemy, but their guns are too light to do much execution. They suffered considerably in their sails and rigging. The officers and crew of the *Constitution* behaved well. I cannot, in justice to Captain Chauncey, omit noticing the very able assistance I received from him on the quarter-deck of the *Constitution* during the whole of the action. The damage which we have received is principally above the hull. Three lower shrouds, two spring stays, two top-mast back stays, trusses, chains, and lifts of the main yard, shot away. Our sails had several cannon shot through them, and were beside considerably cut by grape; much of our running rigging cut to pieces. One of our anchor stocks, and our larboard cable, shot away, and a number of grape shot were sticking in different parts of the hull, but not a man hurt! A boat belonging to the John Adams, with a master's mate, (Mr. Creighton) and eight men, was sunk by a double headed shot from the batteries, while in tow of the *Nautilus*, which killed three men, and badly wounded one, who, with Mr. Creighton and the other four, were picked up by one of our boats. The only damage our gunboats sustained was in their rigging and sails, which were considerably cut by the enemy's round and grape shot. At eleven, A. M., we anchored with the squadron, five miles northeast by north from Tripoli, and repaired the damage received in the action.

29th and 30th, preparing the bomb vessels for service; supplying the gunboats with ammunition, &c. 31st, a vessel arrived from Malta with provisions and stores; brought no news of Commodore Barron or the frigates. We discharged this vessel's cargo and ordered her to return.

September 2. The bomb vessels having been repaired and ready for service, Lieutenants Dent and Robinson resumed the command of them. Lieutenant Morris, of the *Argus*, took command of No. 3, and Lieutenant Trippe, having nearly recovered from his wounds, resumed the command of No. 6, which he so gallantly conducted the third ultimo. Captain Chauncey, with several young gentlemen, and sixty men, from the John Adams, volunteered on board the *Constitution*. At four, P. M., made the signal to weigh; kept under sail all night. At eleven, P. M., a general signal to prepare for battle. A Spanish polacre in ballast came out of Tripoli, with an ambassador of the Grand Seigneur on board, who had been sent from Constantinople to Tripoli to confirm the Bashaw in his title; this ceremony takes place in all the Barbary regencies every five years. The captain of this vessel informed us that our shot and shells had made great havoc and destruction in the city, and among the shipping, and that a vast number of people have been killed: also informs us that three of the boats which were sunk by our shot in the actions of the third and twenty-eighth ultimo, had been got up, repaired, and fitted for service.

3d. At 2, P. M. Tripoli bore south southwest, two miles and a half distant; wind east by north. At half past two, the signals were made for the gunboats to cast off, advance, and attack the enemy's galleys and gunboats, which were all under weigh in the eastern part of the harbor, whither they had for some time been working up against the wind. This was certainly a judicious movement of theirs, as it precluded the possibility of our boats going down to attack the town, without leaving the enemy's flotilla in their rear, and directly to windward. I accordingly ordered the bomb vessels to run down within proper distance of the town and bombard it, while our gunboats were to engage the enemy's galleys and boats to windward. At half three, P. M., our bombs having gained the station to which they were directed, anchored, and commenced throwing shells into the city; at the same time, our gunboats opened a brisk fire on the galleys, &c. within point blank shot, which was warmly returned by them and Fort English, and by a new battery a little to the westward; but, as soon as our boats arrived within good musket shot of their galleys and boats, they gave way, and retreated to the shore within the rocks, and under cover of musketry from Fort English. They were followed by our boats, and by the *Syren*, *Argus*, *Vixen*, *Nautilus*, and *Enterprise*, as far as the reefs would permit them to go with prudence. The action was then divided. One division of our boats, with the brigs and schooners, attacked Fort English, whilst the other was engaged with the enemy's galleys and boats. The Bashaw's castle, the mole, crown, and several other batteries, kept up a constant fire on our bomb vessels, which were well conducted, and threw shells briskly into the town; but, from their situation, they were very much exposed, and in great danger of being sunk; I accordingly ran within them with the *Constitution*, to draw off the enemy's attention, and amuse them whilst the bombardment was kept up. We brought to within reach of grape, and fired eleven broadsides into the Bashaw's castle, town, and batteries, in a situation where more



than seventy guns could bear upon us. One of their batteries was silenced. The town, castle, and other batteries, considerably damaged. By this time, it was half past four o'clock; the wind was increasing, and inclining rapidly to the northward. I made the signal for the boats to retire from action, and for the brigs and schooners to take them in tow, and soon after hauled off with the Constitution to repair damages. Our main-top-sail was totally disabled by a shell from the batteries, which cut away the leech rope, and several cloths of the sail; another shell went through the fore-top-sail, and one through the jib; all our sails considerably cut; two top-mast backstays shot away; main sheets, fore tacks, lifts, braces, bowlines, and the running rigging, generally, very much cut, but no shot in our hull, excepting a few grape. Our gunboats were an hour and fifteen minutes in action. They disabled several of the enemy's galleys and boats, and considerably damaged Fort English. Most of our boats received damage in their rigging and sails. The bomb vessel No. 1, commanded by Lieutenant Robinson, was disabled, every shroud being shot away; the bed of the mortar rendered useless, and the vessel near sinking; she was, however, towed off. About fifty shells were thrown into the town, and our boats fired four hundred round shot, besides grape and canister. They were led into action by Captains Decatur and Somers, with their usual gallantry. The brigs and schooners were handsomely conducted, and fired many shot with effect at Fort English, which they were near enough to reach with their cannonades; they suffered considerably in their rigging, and the Argus received a thirty-two pound shot in the hull forward, which cut off a bower cable as it entered. We kept under weigh until eleven, P. M., when we anchored, Tripoli bearing south southwest three leagues. I again, with pleasure, acknowledge the services of an able and active officer in Captain Chaucey, serving on the quarter-deck of the Constitution. At sun-rise, I made the signal for the squadron to prepare for action. The carpenters were sent on board the bombs to repair damages, and our boats employed in supplying the bombs and gunboats with ammunition, and to replace the expenditures.

Desirous of annoying the enemy by all the means in my power, I directed to be put into execution a long contemplated plan of sending a fire ship, or *infernal*, into the harbor of Tripoli, in the night, for the purpose of endeavoring to destroy the enemy's shipping, and shatter the Bashaw's castle and town. Captain Somers, of the Nautilus, having volunteered his services, had, for several days before this period, been directing the preparation of the ketch Intrepid, assisted by Lieutenants Wadsworth and Israel. About one hundred barrels of powder, and one hundred and fifty fixed shells, were apparently judiciously disposed of on board her. The fuses leading to the magazine, where all the powder was deposited, were calculated to burn for a quarter of an hour. September 4th. The Intrepid being prepared for the intended service, Captain Somers and Lieutenant Wadsworth made choice of two of the fastest rowing boats in the squadron, for bringing them out, after reaching their destination, and firing the combustible materials which were to communicate with the fuses. Captain Somers' boat was manned with four seamen from the Nautilus, and Lieutenant Wadsworth's with six from the Constitution: Lieutenant Israel accompanied them. At eight in the evening, the Intrepid was under sail, and standing for the port, with a leading breeze from the eastward. The Argus, Vixen, and Nautilus, convoyed her as far as the rocks. On entering the harbor, several shot were fired at her from the batteries. In a few minutes after, when she had apparently nearly gained the intended place of destination, she suddenly exploded, without their having previously fired a room filled with splinters and other combustibles, which were intended to create a blaze, in order to deter the enemy from boarding while the fire was communicating to the fuses which led to the magazine. The effect of the explosion awed their batteries into profound silence with astonishment; not a gun was afterwards fired for the night. The shrieks of the inhabitants informed us that the town was thrown into the greatest terror and consternation by the explosion of the magazine, and the bursting and falling of shells in all directions. The whole squadron waited, with the utmost anxiety, to learn the fate of the adventurers, from a signal previously agreed on, in case of success; but waited in vain. No signs of their safety were to be observed. The Argus, Vixen, and Nautilus, hovered round the entrance of the port until sunrise, when they had a fair view of the whole harbor. Not a vestige of the ketch or her boats was to be seen. One of the enemy's largest gunboats was missing, and three others were seen very much shattered and damaged, which the enemy were hauling on shore. From these circumstances, I am led to believe that these boats were detached from the enemy's flotilla to intercept the ketch, and, without suspecting her to be a fire ship, the missing boat had suddenly boarded her, when the gallant Somers and heroes of his party, observing the other three boats surrounding them, and no prospect of escape, determined, at once, to prefer *death* and the *destruction of the enemy to captivity and torturing slavery*, put a match to the train leading directly to the magazine, which at once blew the whole into the air, and terminated their existence. My conjectures respecting this affair are founded on a resolution which Captain Somers, Lieutenants Wadsworth and Israel had formed—neither to be taken by the enemy, nor suffer him to get possession of the powder on board the Intrepid. They expected to enter the harbor without discovery, but had declared that, should they be disappointed, and the enemy should board them, before they reached their point of destination, in such force as to leave them no hopes of a safe retreat, that they would put a match to the magazine, and blow themselves and their enemies up together; determined, as there was no exchange of prisoners, that their country should never pay ransom for them, nor the enemy receive a supply of powder through their means. The disappearance of one of the enemy's boats, and the shattered condition of three others, confirm me in my opinion that they were an advanced guard, detached from the main body of the flotilla on discovering the approach of the Intrepid, and that they attempted to board her before she had reached her point of destination; otherwise, the whole of their shipping must have suffered, and perhaps would have been totally destroyed. That she was blown up before she had gained her station is certain, by which the service has lost three very gallant officers. Captain Somers and Lieutenants Wadsworth and Israel were officers of conspicuous bravery, talents, and merit. They had uniformly distinguished themselves in the several actions; were beloved and lamented by the whole squadron.

September 5th. We were employed in supplying the gunboats with ammunition, &c. and repairing the bomb vessels for another attack, but, the wind shifting to the N. N. E. a heavy swell setting on shore, and other indications of bad weather, determined me, for greater safety, to take the guns, mortars, shot, and shells, out of the boats, into the Constitution and John Adams, which was accordingly done. The weather continuing to wear a threatening aspect until the 7th, and our ammunition being reduced to a quantity not more than sufficient for three vessels to keep up the blockade, no intelligence of the expected reinforcement, and the season so far advanced as to render it imprudent to hazard the gunboats any longer on the station, I gave orders for the John Adams, Syren, Nautilus, Enterprise, and Scourge, to take the bombs and gunboats in tow, and proceed to Syracuse with them. The Argus and Vixen to remain with the Constitution, to keep up the blockade.

September 10th. The United States' ship President, Commodore Barron, and Constellation, Captain Campbell, hove in sight, and soon joined company, when the command of the squadron was surrendered to Commodore Barron, with the usual ceremony. I continued in company with the squadron until the 12th, when three strange ships came in sight, standing direct for Tripoli. Chase was given, and two of them boarded and taken possession of by the Constitution, the President in company, about four leagues from Tripoli, but not more than five miles from the land, while the Constellation and Argus were in chase of the third. The two boarded by the Constitution were loaded with about sixteen thousand bushels of wheat. Tripoli is in a state of starvation, and there can be no doubt but these cargoes were meant as a supply and relief to our enemies.

Considering the season too far advanced, and weather too uncertain, to hazard any further operations against Tripoli, at present, Commodore Barron determined that the prizes should be sent to Malta, under convoy of the Constitution, it being necessary she should go into port to be re-caulked and refitted. I notified Commodore Barron that it was my wish to return to the United States, in the frigate John Adams, Captain Chaucey; this, readily, and in the handsomest manner, met his acquiescence. I shall accordingly return in that ship.

The service in this quarter cannot suffer from this arrangement, as Captain Decatur is at present without a ship, and my return will place him immediately in the exercise of the duties attached to that commission which he has so gallantly earned, and his country generously bestowed. I shall feel a pleasure in leaving the Constitution under the command of that officer, whose enterprising and manly conduct I have often witnessed, and whose merits eminently entitle him to so handsome a command.

The other commanders merit the highest commendations for their prompt obedience to orders, on all occasions, and for the zeal, spirit, and judgment, which they displayed in the several attacks on the enemy's shipping and batteries, as well as for the general good order and discipline in the most gallant and handsome manner; and the conduct of the different ships' companies has merited my warmest approbation since I have had the honor to command them. It affords me much satisfaction to observe that we have neither had a duel nor a court martial in the squadron since we left the United States.

I most sincerely regret the loss of our gallant countrymen, who have sacrificed their lives to the honor of the service, and that it has not been in my power, consistent with the interest and expectation of our country, to liberate Captain Bainbridge and the unfortunate officers and crew of the *Philadelphia*. Be assured, sir, I have incessantly endeavored to effect this desirable object. I have no doubt but my successor will be able to effect their release, and establish peace, on such terms as will reflect the highest honor on himself and his country.

*September 17th.* Arrived at Malta, with the two detained Greek vessels. We experienced very bad weather, but had the satisfaction to learn that the bombs and gunboats had arrived safe at Syracuse the 15th instant, without accident. Each of the Tripoline gunboats which we have captured has two brass howitzers abaft, and a handsome copper gun in the bow, which carries a twenty-nine pound shot, is eleven and a half feet long, and weighs six thousand six hundred pounds.

I send you a plan of the town and harbor of Tripoli, with the disposition of our squadron and the enemy's flotilla, at the time of the several attacks, with sundry other papers.

I have the honor to be, with the highest respect, sir, your most obedient servant.

EDWARD PREBLE,

*U. S. ship Constitution, Malta harbor, 18th September, 1804.*

Honorable SECRETARY OF THE U. S. NAVY, *Washington.*

8th CONGRESS.]

No. 46.

[2d SESSION.]

# INDEMNITY MADE TO AN OFFICER FOR RESPONSIBILITY INCURRED IN THE EXECUTION OF HIS INSTRUCTIONS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 20TH OF FEBRUARY, 1805.

MR. DANA, from the Committee of Claims, to whom was referred the memorial of George Little, made the following report:

The memorialist, being a captain in the navy, commanded the frigate *Boston*, in the service of the United States, and was cruising near the Island of Hispaniola, in company with the frigate *General Greene*, commanded by Captain Christopher Raymond Perry, in the month of December, in the year 1799, when they captured a brig called the *Flying Fish*, laden with coffee, and bound from Jeremie, a French port in Hispaniola, to the Danish Island of St. Thomas.

The vessel was sent to the United States for trial, and was afterwards libelled before the district court in Massachusetts, as well for the United States as for the officers and men belonging to the capturing frigates.

The vessel and cargo were claimed by the supercargo, Francis Bareme, in behalf of Samuel Goodman, a Prussian by birth, and residing in St. Thomas, except a quantity of coffee in sacks, claimed on the part of the master.

The district judge ordered the restoration of the property; but refused to award either damages or costs against the libellants, because, in his opinion, there was probable cause for the capture.

The master of the brig was born in St. Thomas, but for several years had been employed in vessels of the citizens of the United States, and sailed from the ports of the United States. He spoke the language perfectly in the accent of an American, and had the appearance of being such. The mate was born and always continued a citizen of the United States. The seamen were of different nations, British, Portuguese, Danish, or American, besides negroes. The supercargo was a Frenchman. The vessel had carried a cargo of provisions and dry goods from St. Thomas to Jeremie, and was returning with a cargo of coffee at the time of the capture. During the chase by the two frigates, the master threw overboard the log book and certain other papers. The vessel had no register. There was on board a protest signed by the master, supercargo, and several seamen, declaring that the vessel had been bound from St. Thomas's to Port-au-Prince, and compelled by the brigands to go into Jeremie; which was false and totally unfounded. After the capture the master inquired of the seamen, whether they would stand by him respecting this pretence. The law of the United States prohibiting intercourse with France and its dependencies had been long before known at St. Thomas's; and it had been since a common practice there to cover American property for the purpose of eluding the law.

Port-au-Prince is known to have been one of the ports in Hispaniola, with which a commercial intercourse was allowed under the proclamation of June, 1799, issued by the President of the United States in pursuance of the authority vested in him by the act of Congress, of the 9th of February, 1799, entitled "An act further to suspend the commercial intercourse between the United States and France, and the dependencies thereof." Jeremie was a port with which no commercial intercourse was allowed under that act.

On appeal to the circuit court, holden in and for the district of Massachusetts, the sentence of the district court was reversed, as to the refusal of damages and costs, because the *Flying Fish*, at the time of the capture, was on a voyage from and not to a French port; and damages were accordingly awarded, with costs, against the libellants. From this decision an appeal was taken to the Supreme Court of the United States, who affirmed the decree of the circuit court, with costs and damages, including interest. In pursuance of this determination of the Supreme Court, judgment was rendered by the circuit court, holden at Boston, in the month of October, 1804, against Captain Little, of Massachusetts, and Captain Perry, of the district of Rhode Island, for ten thousand two hundred and forty-five dollars and ninety-six cents, on account of damages and costs with interest. In this case, Captain Little being immediately liable to the process of execution, has made application to the Government, that he may be relieved from damages and charges.

The public instructions to the commanders of the armed vessels of the United States extended to the seizure of vessels bound to or from French ports. But the Supreme Court did not consider these instructions as legally excusing the captors from the claim for damages and costs.

The opinion of the Supreme Court, and the instructions herewith presented,\* will enable the House to estimate the justice of the present application. The committee deem it unnecessary for them at this time to enter into an examination of the principle on which the relief is requested. It has already been clearly recognized.

The following resolution is accordingly submitted to the House.

*Resolved*, That the prayer of the memorial of George Little is reasonable, and ought to be granted.

\*For these instructions see No. 44.



*Opinion of the Supreme Court of the United States, in the case of Little and others vs. Bareme and others.*

The Flying Fish, a Danish vessel having on board Danish or neutral property, was captured on the 3d of December, 1799, on a voyage from Jeremie to St. Thomas's, by the United States' frigate Boston, commanded by Captain Little, and brought into the port of Boston, where she was libelled as an American vessel that had violated the non-intercourse law. The judge before whom the cause was tried, directed a restoration of the vessel and cargo, as neutral property, but refused to award damages for the capture and detention, because, in his opinion, there was probable cause to suspect the vessel to be American. On an appeal to the circuit court, this sentence was reversed, because the Flying Fish was on a voyage *from*, not to a French port, and was, therefore, had she even been an American vessel, not liable to capture on the high seas.

During the hostilities between the United States and France, an act for the suspension of all intercourse between the two nations was annually passed. That under which the Flying Fish was condemned, declared "every vessel owned, hired, or employed, wholly or in part by an American, which should be employed in any traffic or commerce with or for any person resident within the jurisdiction, or under the authority of the French republic, to be forfeited, together with her cargo; the one half to accrue to the United States, and the other to any person or persons, citizens of the United States, who will inform and prosecute for the same."

The 5th section of this act authorizes the President of the United States to instruct the commanders of armed vessels "to stop and examine any ship or vessel of the United States on the high seas, which there may be reason to suspect to be engaged in any traffic or commerce contrary to the true tenor of the act, and if, upon examination, it should appear that such ship or vessel is bound or sailing to any place or port within the territory of the French republic or her dependencies, it is rendered lawful to seize such vessel, and send her into the United States for adjudication."

It is by no means clear, that the President of the United States, whose high duty it is to "take care that the laws be faithfully executed," and who is commander in chief of the armies and navy of the United States, might not, without any special authority for that purpose, in the then existing state of things, have empowered the officers commanding the armed vessels of the United States to seize and send into port for adjudication, American vessels which were forfeited by being engaged in this illicit commerce. But when it is observed that the general clause of the first section of the act which declares that such vessel may be seized, and may be prosecuted in any district or circuit court which shall be holden within or for the district where the seizure shall be made, "obviously contemplates a seizure within the United States," and that the fifth section gives a special authority to seize on the high seas, and limits that authority to the seizure of vessels bound or sailing to a French port, the Legislature seemed to have prescribed the manner in which this law shall be carried into execution, was to exclude a seizure of any vessel not bound to a French port. Of consequence, however strong the circumstances might be which induced Captain Little to suspect the Flying Fish to be an American vessel, they could not excuse the detention of her, since he would not have been authorized to detain her had she been really American. It was so obvious, that, if only vessels sailing to a French port could be seized on the high seas, that the law would be very often evaded, that this act of Congress appears to have received a different construction from the Executive of the United States—a construction much better calculated to give it effect.

A copy of this act was transmitted by the Secretary of the Navy to the captains of the armed vessels, who were ordered to consider the 5th section as a part of their instructions. The same letter contained the following clause: "A proper discharge of the important duties enjoined on you, arising out of this act, will require the exercise of a sound and impartial judgment. You are not only to do all that in you lies to prevent all intercourse, whether direct or circuitous, between the ports of the United States, and those of France and her dependencies, where the vessels are *apparently, as well as really American*, and protected by American papers only, but you are to be vigilant that vessels or cargoes, really American, but covered by Danish or other foreign papers, and bound to or from French ports, do not escape you."

These orders, given by the Executive, under the construction of the act of Congress, made by the Department to which its execution was assigned, enjoin the seizure of American vessels sailing *from* a French port. Is the officer who obeys them liable for damages sustained by this misconstruction of the act, or will his orders excuse him? If his instructions afford him no protection, then the law must take its course, and he must pay such damages as are legally awarded against him. If they excuse an act not otherwise excusable, it would then be necessary to inquire whether this is a case in which the probable cause which existed to induce a suspicion that the vessel was American, would excuse the captor from damages, when the vessel appeared in fact to be neutral.

I confess the first bias of my mind was very strong in favor of the opinion that, though the instructions of the Executive could not give a right, they might yet excuse from damages. I was much inclined to think that a distinction ought to be taken between acts of civil and those of military officers, and between proceedings within the body of the country and those on the high seas. That implicit obedience which military men usually pay to the orders of their superiors, which indeed is indispensably necessary to every military system, appeared to me strongly to imply the principle, that those orders, if not to perform a prohibited act, ought to justify the person whose general duty it is to obey them, and who is placed by the laws of his country in a situation which in general requires that he should obey them. I was strongly inclined to think that where, in consequence of orders from the legitimate authority, a vessel is seized with pure intention, the claim of the injured party for damages would be against that government from which the orders proceeded, and would be a proper subject for negotiation. But I have been convinced that I was mistaken, and I have receded from this first opinion. I acquiesce in that of my brethren, which is, that the instructions cannot change the nature of the transaction, or legalize an act, which, without those instructions, would have been a plain trespass.

It becomes, therefore, unnecessary to inquire whether the probable cause afforded by the conduct of the Flying Fish, to suspect her of being an American, would excuse Captain Little from damages for having seized and sent her into port, since, had she actually been an American, the seizure would have been unlawful.

Captain Little, then, must be answerable in damages to the owner of this neutral vessel, and as the account taken by the order of the circuit court is not objectionable on its face, and has not been excepted to by counsel before the proper tribunal, this court can receive no objection to it.

There appears then to be no error in the judgment of the circuit court, and it must be affirmed, with costs.

*Decree of the Court.*

The court having heard the arguments of counsel in this case, and maturely considered the same, doth adjudge, order, and decree, that the judgment and decree of the circuit court of the United States, in and for the district of Massachusetts, in this case be, and the same is hereby, affirmed, with costs and damages, at the rate of six per centum per annum, including interest.

E. B. CALDWELL, Clerk.

9th CONGRESS.]

No. 47.

[1st Session.]

## ADDITIONAL APPROPRIATIONS FOR THE NAVY FOR THE YEAR 1805.

COMMUNICATED TO THE SENATE, DECEMBER 6, 1805.

NAVY DEPARTMENT, 5th December, 1805.

SIR:

In obedience to the resolution of the Senate of this day, requiring the Secretary of the Navy "to lay before the Senate the reasons why an additional appropriation is required for the naval service for the current year," I have the honor to state,

That, out of the sum appropriated for the support of the navy, for the year 1805, the sum of \$312,370 has been paid for *extra* expenses, not contemplated in my estimate for that year. Statement A gives a view of these expenses.

The sum of \$287,630 has, moreover, been paid out of the money appropriated for the support of the navy for the year 1805, for expenses incurred during the year 1804, by the squadron fitted out under the act, entitled "An act further to protect the commerce and seamen of the United States against the Barbary Powers," and by Commodore Preble, in his preparatory arrangements for attacking Tripoli. With respect to these last mentioned expenses, it may be proper to observe that there existed, at the time they were incurred, an adequate appropriation, made by the act under which they were authorized, to pay them, if payment had been necessary, during the year 1804; but it was not necessary to pay them until the year 1805; and as the appropriation made by the act above referred to was not, agreeably to the treasury construction, subject to my order at the time that payment of these expenses was required, they were paid out of the money appropriated for the support of the navy for the year 1805.

From the preceding statements it appears that the following sums have been paid out of the money appropriated for the support of the navy for the year 1805, for expenses not contemplated in my estimate for that year, viz:

For extra expenses incurred during the year 1805, as per statement A, - - -	\$312,370
For expenses incurred during the year 1804, explained above, - - -	287,630
Constituting a total of - - -	<u>\$600,000</u>

Which is the existing deficiency.

Respectfully submitted,

ROBERT SMITH.

The Honorable the PRESIDENT of the Senate.

A.

*Estimate of the extra expenses of the Navy Department incurred during the year 1805.*

For vessels and gunboats captured and put into commission in the Mediterranean, by the commanding officer, - - -	\$32,000
For building the two vessels of war authorized by the act, entitled "An act further to protect the commerce and seamen of the United States against the Barbary Powers," by which act an adequate appropriation was made, but which appropriation was not subject to my order after the close of the year 1804, - - -	63,120
For expenditures under the resolution of Congress of the 27th November, 1804, voting a sword to Captain Decatur, and two months' extra pay to each of the officers of the ketch Intrepid, for which no appropriation was made, - - -	2,000
For expenditures under the resolution of Congress of the 3d March, 1805, voting a medal to Commodore Preble, a sword to each of the commissioned officers and midshipmen who distinguished themselves in the attacks against Tripoli, and one month's extra pay to each of the petty officers, seamen, and marines, of Commodore Preble's squadron, for which no appropriation was made, - - -	20,000
For six months' service of the frigate the Adams, \$23,000, and four months' service of the brigantine Hornet, \$16,500, which vessels were put into commission for the protection of our commerce on the coast, - - -	39,500
For nine months' service of eight gunboats, having only men enough to navigate them across the Atlantic, - - -	35,000
For two bombards, purchased and fitted out by Commodore Preble, and seven months' service, - - -	47,000
For nine months' service of 400 extra men, sent out in the John Adams to the Mediterranean, - - -	63,750
For bounty to seamen, which we were obliged to give, to induce them to enter the service, the pay in the merchant service being extravagantly high, - - -	10,000
	<u>\$312,370</u>

9th CONGRESS.]

No. 48.

[1st Session.]

## INCREASE OF THE NAVY, AND STATEMENT OF MATERIALS ON HAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 23, 1805.

Mr. DAWSON made the following report:

The committee to whom was referred "so much of the message of the President of the United States as relates to aggressions committed on our coasts by foreign armed vessels; to the defence of our ports and harbors; to the building of seventy-four gun ships; and to the preventing the exportation of arms and ammunition,"\* have, according to order, had the same under consideration, and beg leave to offer sundry resolutions, as a report, in part:

1st. *Resolved*, That a sum of money, not exceeding one hundred and fifty thousand dollars, be appropriated to enable the President of the United States to cause our ports and harbors to be better fortified and protected against any insult or injury.

\* See Foreign Relations No. 24, page 66.



2d. *Resolved*, That a further sum of money, not exceeding two hundred and fifty thousand dollars, be appropriated to enable the President of the United States to cause to be built a number of gunboats, not exceeding fifty, for the better protection to the harbors, coasts, and commerce, of the United States.

3d. *Resolved*, That a further sum of money, not exceeding six hundred and sixty thousand dollars, be appropriated, to enable the President of the United States to cause to be built six line of battle ships, to be added to the naval establishment of the United States.

SIR:

I had the honor of receiving your letter of the 8th instant.

NAVY DEPARTMENT, *December 16, 1805.*

Paper A exhibits a view of all the timber, plank, thick-stuff, &c. belonging to the Navy Department, and deposited at Norfolk, Virginia, at Philadelphia, at New York, at Charlestown, Mass., and at Portsmouth, N. H. Besides the timber, &c. mentioned in paper A, we have a very considerable quantity at the City of Washington, which cannot, however, be precisely ascertained at this particular time, as we have lately been receiving, and are continuing to receive, supplies at that place of deposit.

Of the timber at the above mentioned places, there is live oak timber for the frames of seventy-fours, as follows, viz:

At Norfolk,	-	-	-	-	19,343 cubic feet.
At Washington,	-	-	-	-	4,885
At Philadelphia,	-	-	-	-	21,032
At New York,	-	-	-	-	17,653
At Charlestown,	-	-	-	-	37,914
At Portsmouth, N. H.	-	-	-	-	17,687

There is also at the City of Washington 26,378 cubic feet of walnut and other timber, procured for the frame of seventy-four gun ships.

All the cannon necessary for six seventy-four gun ships are provided and paid for.

A contract has been made for all the necessary copper sheathing, bolts, nails, and spikes, and all other articles of copper required for six seventy-four gun ships; upon which an advance of \$30,000 has been made. And independently of this contract, we have on hand, manufactured, for seventy-four gun ships,

44,900 cwt. of sheet copper,
8,777 do. bolts,
13,165 do. spikes.

I am, very respectfully,

Sir, your most obedient servant,

ROBERT SMITH.

J. DAWSON, Esq. *Chairman of a Committee of Congress.*

A.

#### TIMBER, PLANK, &c. AT NORFOLK.

##### *Oak plank.*

139 feet 2 inch,
785 do. 3 do.
22,946 do. 4 do.
32,705 do. 4½ do.
4,291 do. 5 do.
2,278 do. 5½ do.
1,992 do. 6 do.
2,261 do. 6½ do.
6,324 do. 8½ do.
42 do. 9 do.

##### *Pine plank.*

15,996 feet 2 inch,
1,105 do. 2½ do.
3,128 do. 3 do.
56,314 do. 4 do.
1,600 do. 4½ do.

324 feet pine timber,
147 do. do. coamings,
2,080 do. keels, keelsons, and false keels.
11,008 do. oak timber,
430 do. oak fishes,
276½ inches oak knees,
6,173 feet pine beams,
654 do. gun timber.

##### *Live oak.*

38 futtocks 1 inch,
69 do. 2 do.
12 do. 3 do.
50 do. 4 do.
60 top timbers,
60½ do. do.
20 floor do.
1 inner stern post,
1 upper do. do.
7 upper deck hanging knees,
3 do. lodging do.
1 upper gun deck hanging knee,
5 do. lodging do.
1 lower deck hanging knee,
2 orlop deck knees,
2 round house knees,
3 spare knees,
24 pieces chock stuff,
11,552 feet live oak timber,
9 lower masts,
9 top masts,
26 white pine spars,
22 yards,
9 bowsprits,
24 top-gallant masts,
14 poles,
1,869 feet pine water ways,
4 white oak fishes.

#### AT PHILADELPHIA.

145 pieces red cedar,
19,925 feet gun carriage stuff,
3 keel pieces,
5 white oak logs,
1 harping log,
21 keelson and water way logs,
9 mast logs,
29 moulds for body of seventy-four gun ship,
56 do. for after body of seventy-four gun ship
1,106 pieces live oak.

##### *Oak plank.*

8,913 feet 8½ inch,
---------------------

368 feet 8 inch,
2,017 do. 7 do.
892 do. 6 do.
726 do. 3 do.
360 do. 8 do. oak culling,
702 do. 6 do. do.

13 pieces launching plank,
14 old spars,
8 small spars,
135 two and three feet treenails,
2 bilge ways,
4 draughts for seventy-four gun ship.

## AT NEW YORK.

19,475 locust treenails,  
102,278 feet white oak plank,  
5,226 feet refuse do.  
17,701 feet pine plank,  
2,880 feet refuse do.  
16,703 cubic feet live oak timber,

15,232 cubic feet white oak timber,  
2,348 do. pine do.  
4,700 do. refuse pine and oak timber,  
2 pieces white oak timber,  
10 knees.

## AT NAVY YARD, CHARLESTOWN, MASS.

1,716 pieces—  
796 tons 28 feet 6 inch new live oak,  
6 35 " old do.

*White oak timber.*

77 tons 8 feet 6 knees,  
22 23 " stocks,  
678 35 " ship timber,  
75 21 " keels,  
15 11 " carlings.

*Pine timber.*

374 tons 16 feet 6 inch yellow,  
93 28 " dimension,  
542 4 " plank stocks,

*White oak plank.*

30 feet 9 inch,  
248 do. 8½ do.  
619 do. 8 do.  
101 do. 7½ do.  
982 do. 7 do.  
329 do. 6½ do.  
2,835 do. 6 do.

1,227 feet 5½ inch,  
9,733 do. 5 do.  
28,549 do. 4½ do.  
7,182 do. 4 do.  
1,272 do. 3½ do.  
3,934 do. 3 do.  
174 do. 2½ do.  
36 do. 2 do.

*Pine plank.*

9,336 feet 4 inch,  
194 do. 3½ do.  
16,979 do. 3 do.  
3,714 do. 2½ do.  
632 do. 2 do.

2,132 slabs,  
1 lower mast,  
2 lower yards,  
3 topsail yards,  
1 bowsprit,  
1 jib-boom,  
2 spritsail yards.

## AT NAVY YARD, PORTSMOUTH, N. H.

879 pieces—  
17,050 cubic feet live oak timber,  
1,088 pieces white oak timber,  
66 white oak knees, 500 inches,  
5 keel pieces 40 feet long.

*White oak plank.*

42 feet 2 inch,  
171 do. 2½ do.  
3,306 do. 3 do.  
7,718 do. 3½ do.  
10,276 do. 4 do.  
29,392 do. 4½ do.  
8,177 do. 5 do.  
2,194 do. 5½ do.  
4,336 do. 6 do.  
169 do. 6½ do.  
603 do. 7 do.

858 feet 8 inch,  
1,390 do. 8½ do.

1,108 feet 2½ to 6 inches refuse white oak plank,  
146 cubic feet refuse live oak timber,  
102 do. do. knees,  
204 planed carlings,  
244 pieces live oak timber for carlings, stan-  
chions, &c.  
3,607 cubic feet pine timber,  
5 pieces for bowsprits, &c.  
4 do. yards, &c.  
2 bilge ways, 136 feet each,  
32,563 locust treenails,  
13 pieces refuse launching ways,  
50 spruce spars,  
9 spruce poles.

NAVY DEPARTMENT, December 21, 1805.

SIR:

In answer to your letter of the 19th instant, I have the honor to state to you—

That a seventy-four gun ship will cost	-	-	\$328,888 89
That, of the materials for seventy-fours, in point of cost, we have on hand	-	-	520,000 00
That we have in service ten gunboats.	-	-	
That we have building ten gunboats.	-	-	
That we have in service two bombs.	-	-	
That we have building two bombs.	-	-	
That the average cost of building gunboats, will be, each,	-	-	4,625 00
That the annual expense of a seventy-four gun ship in service, will be	-	-	192,500 00
That the annual average expense of gun boats in service, will be	-	-	7,000 00

It may be proper here to subjoin, that, from the time Congress shall authorize the building of seventy-four gun ships, it will require three years to prepare one for launching; but we could, in the same period of time, build six.

I have the honor to be, respectfully,  
sir, your most obedient servant,

ROBERT SMITH.

J. DAWSON, Esq.



9th CONGRESS.]

No. 49.

[1st Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 31, 1805.

NAVY DEPARTMENT, December 30, 1805.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States," respectfully report to Congress the following statements in relation to the fund:

Paper A exhibits the amount of stock on the books of the treasury, to the credit of the commissioners, with the interest and reimbursement accruing to the 31st December, 1805, inclusive.

Paper B, list of navy pensioners, with the amount of pension allowed to each.

Paper C, account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund.

Paper D, abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 10th day of November, 1804, (the date of the last report) to the 2d instant.

Paper E, two accounts of stock purchased by George Harrison, Esq. of Thomas Newman, which exhibit the amount of stock added to the navy pension fund, since the date of the last report of the commissioners.

Paper F, account of George Harrison, Esq. with the Board.

Respectfully submitted: for the commissioners,

R. SMITH, *Secretary of the Navy.*

A.

*Statement of the Stocks on the books of the Treasury to the credit of the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement accruing to 31st December, 1805, inclusive.*

DENOMINATION OF STOCK.	Commencement of interest.	Nominal amount of stock.	Interest and reimbursement for the year 1805.	Reimbursement of 6 per cent. and deferred stocks, to 31st December, 1805.	Unredeemed amount, 1st of January, 1806.
Six per cent. stock, - -	January 1, 1805, -	\$22,302 63	\$1,784 20	} \$7,649 12	\$17,713 53
Do. - - - - -	October 1, -	3,060 02	107 10		
Deferred stock, - -	January 1, -	27,978 76	2,238 30	} 5,113 52	40,119 27
Do. - - - - -	April 1, -	5,722 03	371 93		
Do. - - - - -	October 1, -	11,532 00	403 62		
Navy 6 per cent. stock, -	January 1, -	33,400 00	2,004 00	- - -	33,400 00
Eight per cent. stock, -	- - - - -	54,400 00	4,352 00	} - - -	55,600 00
Do. - - - - -	April 1, -	1,200 00	72 00		
Louisiana 6 per cent. stock, -	July 1, -	5,000 00	150 00	- - -	5,000 00
Total, - - - - -	- - - - -	\$164,595 44	\$11,483 15	\$12,762 64	\$151,832 80

TREASURY DEPARTMENT, Register's Office, December 7, 1805.

I certify, that the sum of eleven thousand four hundred and eighty-three dollars and fifteen cents, will be the amount of interest and reimbursement on the stock, to the credit of the Commissioners of the Navy Pension Fund, accruing to the 31st December, 1805, inclusive; and that the capital stock to their credit on the books of the treasury, amount to one hundred and sixty-four thousand five hundred and ninety-five dollars forty-four cents, according to the following schedule.

JOSEPH NOURSE, *Register.*

## SCHEDULE.

	Six per cent. stock.	Deferred stock.	Navy six per cent. stock.	Eight per cent. stock.	Louisiana six per cent. stock.	Total.
Nominal amount per the Register's certificate, 9th Nov. 1804, -	\$22,302 63	\$27,978 76	\$33,400 00	\$54,400 00	- - -	\$138,081 39
Transferred 14th March. 1805, -	- - -	- - -	- - -	- - -	\$5,000 00	5,000 00
1st May, 1805, -	- - -	5,722 03	- - -	1,200 00	- - -	6,922 03
6th Dec. 1805, -	3,060 02	11,532 00	- - -	- - -	- - -	14,592 02
	\$25,362 65	\$45,232 79	\$33,400 00	\$55,600 00	\$5,000 00	\$164,595 44

## B.

## List of Navy Pensioners.

PENSIONERS' NAMES.	RANK.	Allowance per month.	Annual am't paid to each pensioner.	Annual amount paid in each State.
		Dolls. Cts.	Dolls. Cts.	Dolls. Cts.
<i>New Hampshire.</i>				
Robert Forsyth, - - -	Marine, - - -	3 00	36 00	
Richard Wilson, - - -	Boatswain, - - -	10 00	120 00	
John Mushaway, - - -	Boatswain, - - -	10 00	120 00	276 00
<i>Massachusetts.</i>				
George Arbuckle, - - -	Seaman, - - -	3 33½	40 00	
Gavin Walkinshaw, - - -	Seaman, - - -	8 50	102 00	
John Shapeley, - - -	Cook, - - -	9 00	108 00	
Uriah Hanscom, - - -	Ordinary seaman, - - -	6 00	72 00	
John Davidson, - - -	Lieutenant, - - -	20 00	240 00	
Andrew Hanson, - - -	Seaman, - - -	8 50	102 00	
Richard W. Cooper, - - -	Seaman, - - -	8 50	102 00	
Charles Sandys, - - -	Sailmaker's mate, - - -	8 50	102 00	868 00
<i>Rhode Island.</i>				
John Hoxse, - - -	Seaman, - - -	8 50	102 00	102 00
<i>Connecticut.</i>				
Edward Field, - - -	Surgeon's mate, - - -	15 00	180 00	
Jason Beebe, - - -	Corporal of marines, - - -	4 00	48 00	228 00
<i>New York.</i>				
George Bonner, - - -	Seaman, - - -	8 50	102 00	
William Fitzsimmons, - - -	Ordinary seaman, - - -	7 00	84 00	
John Baptiste, - - -	Boy, - - -	3 00	36 00	
Francis Rose, - - -	Seaman, - - -	8 50	102 00	
Enoch Brown, - - -	Midshipman, - - -	9 50	114 00	
Jacob Dorn, - - -	Seaman, - - -	8 50	102 00	
William Barry, - - -	Ordinary seaman, - - -	5 00	60 00	
James Currin, - - -	Ordinary seaman, - - -	7 00	84 00	
James F. Goelet, - - -	Sailing master, - - -	20 00	240 00	
William Collier, - - -	Cook, - - -	6 00	72 00	
John Smith, - - -	Ordinary seaman, - - -	4 00	48 00	1,044 00
<i>Pennsylvania.</i>				
John Andrews, - - -	Ordinary seaman, - - -	5 00	60 00	
Patrick Fowler, - - -	Marine, - - -	2 50	30 00	
Philip Morrison, - - -	Marine, - - -	3 00	36 00	
Jeremiah Riley, - - -	Seaman, - - -	6 50	81 60	
Thomas Burns, - - -	Boatswain's mate, - - -	7 60	91 20	
Thomas Baker, - - -	Captain, - - -	37 50	450 00	
Hamilton Sellers, - - -	Ordinary seaman, - - -	7 00	84 00	
Charles Christian, - - -	Seaman, - - -	8 50	102 00	
John Casson, - - -	Marine, - - -	3 00	36 00	
George Campbell, - - -	Ordinary seaman, - - -	5 00	60 00	1,030 80
<i>Maryland.</i>				
Edward Murray, - - -	Sergeant of marines, - - -	4 50	54 00	
Daniel Fullen, - - -	Ordinary seaman, - - -	7 00	84 00	
George Calder, - - -	Midshipman, - - -	9 50	114 00	
William Barker, - - -	Ordinary seaman, - - -	6 00	72 00	
William Pittman, - - -	Boy, - - -	3 00	36 00	
Michael Conner, - - -	Private marine, - - -	3 00	36 00	
Charles Young, - - -	Private marine, - - -	3 00	36 00	
John Randall, - - -	Private marine, - - -	3 00	36 00	
Daniel Frazer, - - -	Quartermaster, - - -	9 00	108 00	
Lewis Traya, - - -	Seaman, - - -	1 00	12 00	588 00
<i>Virginia.</i>				
James Pitt, - - -	Seaman, - - -	8 50	102 00	
William Small, - - -	Marine, - - -	1 50	18 00	
James Digance, - - -	Quartermaster, - - -	9 00	108 00	
James Jeffers, - - -	Ordinary seaman, - - -	4 00	48 00	276 00
Whole annual amount paid in the United States, -	-	-	-	4,412 80

CH. W. GOLDSBOROUGH,  
Secretary of the Board of Commissioners of the Navy Pension Fund.



## C.

Dr. *The Commissioners of the Navy Pension Fund in account with Thomas T. Tucker, treasurer thereof.*

		To warrants paid, viz:		
1804.	December 20,	No. 71	William Gardner, . . . . .	\$166 76
"	"	72	Thompson J. Skinner, . . . . .	800 00
"	"	73	Jabez Bowen, . . . . .	51 00
"	"	74	William Imlay, . . . . .	129 96
"	"	75	William Few, . . . . .	342 00
"	"	76	Meriwether Jones, . . . . .	65 00
"	"	77	Edward Hall, . . . . .	110 00
"	"	78	John Stricker, . . . . .	37 44
"	" 27,	79	Stephen Moylan, . . . . .	409 96
1805.	January 3,	80	Charles W. Goldsborough, . . . . .	62 50
"	" 9,	81	Andrew and George Way, . . . . .	3 75
"	" 9,	82	Henry Carbery, . . . . .	18 00
"	"	83	Ditto, do. . . . .	148 00
"	February 14,	84	George Harrison, . . . . .	11,000 00
"	" 19,	85	William Kilty, . . . . .	200 00
"	April 3,	86	Charles W. Goldsborough, . . . . .	62 50
"	" 11,	87	William Few, . . . . .	800 00
"	" 29,	88	James Digance, . . . . .	325 50
"	June 14,	89	William Gardner, . . . . .	140 76
"	"	90	Benjamin Austin, . . . . .	442 68
"	"	91	Christopher Ellery, . . . . .	51 02
"	"	92	William Imlay, . . . . .	116 28
"	"	93	William Few, . . . . .	474 21
"	"	94	Stephen Moylan, . . . . .	525 70
"	"	95	Edward Hall, . . . . .	125 46
"	"	96	John Stricker, . . . . .	37 44
"	"	97	Meriwether Jones, . . . . .	108 73
"	" 27,	98	Clara Mitchell, . . . . .	132 91
"	July 1,	99	Charles W. Goldsborough, . . . . .	62 50
"	" 8,	100	Michael Conner, . . . . .	9 00
"	"	101	Charles Young, . . . . .	9 00
"	" 9,	102	William Pitman, . . . . .	13 00
"	August 28,	103	George Harrison, . . . . .	4,000 00
"	October 2,	104	Ditto, do. . . . .	8,000 00
"	"	105	Charles W. Goldsborough, . . . . .	62 50
"	December 2,		Balance of cash in my hands this day, . . . . .	2,818 09
				31,866 65

*The Commissioners of the Navy Pension Fund in account with Thomas T. Tucker, treasurer thereof.*

Cr.

1804.	October 17,	By balance of cash in my hands this day, per account rendered, . . . . .	\$5,191 67
"	" 29,	By warrant, No. 5,408, on Thomas T. Tucker, . . . . .	3,348 84
1805.	January 8,	By cash received at Bank United States, from M <sup>c</sup> Cauley, . . . . .	1,089 01
"	February 14,	By ditto, ditto, ditto, for naval warrant, No. 4,164, . . . . .	4,161 00
"	March 30,	By treasury warrant, No. 5,663, on Thomas T. Tucker, . . . . .	2,343 22
"	June 4,	By cash received from Richard V. Morris, . . . . .	1,722 57
"	" 28,	By ditto, from Philip Moore, . . . . .	1,355 00
"	July 12,	By treasury warrant, No. 5,519, on Thomas T. Tucker, . . . . .	2,453 05
"	September 27,	By cash received of Nathan Goodall, . . . . .	7,749 24
"	"	By treasury warrant, No. 6,241, on Thomas T. Tucker, . . . . .	2,453 05
			\$31,866 65

TREASURY OF THE UNITED STATES, December 2, 1805.

THOMAS T. TUCKER, *Treasurer United States.*

## D.

*Abstract of warrants drawn by the Secretary of the Navy, on the treasurer of the United States, on account of [the "fund for the support of navy pensioners," from the 7th November, 1804, to the 2d December, 1805.*

		No.		
December	19, 1804,	71	William Gardner, New Hampshire, for the purpose of paying pensions,	\$166 76
"	19, "	72	Thompson J. Skinner, Boston, for the purpose of paying pensions, -	800 00
"	19, "	73	Jabez Bowen, Newport, for the purpose of paying pensions, -	51 00
"	19, "	74	William Inlay, Hartford, for the purpose of paying pensions, -	129 96
"	19, "	75	William Few, New York, for the purpose of paying pensions, -	342 00
"	19, "	76	Meriwether Jones, Richmond, for the purpose of paying pensions, -	65 00
"	19, "	77	Edward Hall, Annapolis, for the purpose of paying pensions, -	110 00
"	19, "	78	John Stricker, Baltimore, for the purpose of paying pensions, -	37 44
"	19, "	79	Stephen Moylan, Philadelphia, for the purpose of paying pensions, -	409 96
January	2, 1805,	80	Charles W. Goldsborough, one quarter's salary, as Secretary to the Commissioners of the Navy Pension Fund, ending 31st ult. -	62 50
"	2, "	81	Andrew and George Way, for printing, -	3 75
"	2, "	82	Henry Carbery, to pay W. Pitman's pension, -	18 00
"	2, "	83	Henry Carbery, to pay G. Campbell's pension, -	148 00
February	12, "	84	George Harrison, Philadelphia, for the purchase of stock, -	11,000 00
"	19, "	85	William Kilty, to pay to James Mitchell, a pensioner, -	200 00
April	3, "	86	Charles W. Goldsborough, one quarter's salary as Secretary to the commissioners, ending 31st ult. -	62 50
"	6, "	87	William Few, New York, for the purpose of paying pensions, -	800 00
"	29, "	88	James Digance, pensioner, balance due him to the 31st Dec., 1804, -	325 50
June	13, "	89	William Gardner, for the purpose of paying pensions, -	140 76
"	13, "	90	Benjamin Austin, for the purpose of paying pensions, -	442 68
"	13, "	91	Christopher Ellery, Newport, for the purpose of paying pensions, -	51 02
"	13, "	92	William Inlay, for the purpose of paying pensions, -	116 28
"	13, "	93	William Few, for the purpose of paying pensions, -	474 21
"	13, "	94	Stephen Moylan, for the purpose of paying pensions, -	525 70
"	13, "	95	Edward Hall, for the purpose of paying pensions, -	125 46
"	13, "	96	John Stricker, to pay pensions, -	37 44
"	13, "	97	Meriwether Jones, to pay pensions, -	108 73
"	27, "	98	Clara Mitchell, administratrix of James Mitchell, for the pension of J. Mitchell, to 29th March, 1805, inclusive, -	132 91
July	1, "	99	Charles W. Goldsborough, one quarter's salary as Secretary of the Commissioners, ending 30th ult. -	62 50
"	8, "	100	Michael Conner, his pension to 30th ult., -	9 00
"	8, "	101	Charles Young, his do. do. -	9 00
"	9, "	102	William Pitman, his do. do. -	18 00
August	28, "	103	George Harrison, to purchase stock, -	4,000 00
October	2, "	104	George Harrison, to ditto, -	8,000 00
"	2, "	105	Charles W. Goldsborough, one quarter's salary as secretary to the commissioners, ending 30th ult., -	62 50
				\$29,048 56

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 23, 1805.

THOMAS TURNER.

## E.

*George Harrison, Esquire, for account of the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, Commissioners of the Navy Pension Fund.*

BOUGHT OF THOMAS NEWMAN:

5,000 00 dollars Louisiana 6 per cent. stock, with the next July dividend, at par, -	-	\$5,000 00
1,200 00 dollars 8 per cent. stock, with April dividend, 106, -	-	1,272 00
5 722 03 deferred six per cent. stock, dividend off.		
509 25 redeemed.		
5,212 78 dollars navy stock. at 91½,	-	4,769 67
		11,041 67
Commission at ¼ per cent, -	-	27 60
		Dollars, - 11,069 27

Received payment, April 1, 1805.

THOMAS NEWMAN.



*George Harrison, Esquire, for account of the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, Commissioners of the Navy Pension Fund.*

		BOUGHT OF THOMAS NEWMAN	
1805. Nov.	6. \$3,060 02 old six per cent. stock, redeemed, - - - - -	\$848 85	
	523 29 deferred ditto, ditto, - - - - -	47 98	
	3,583 31		
	896 83	896 83	
	2,686 48 navy stock, at 93, - - - - -		\$2,498 42
15.	6,000 00 deferred 6 per cent stock.		
19.	1,118 04 do. do. do.		
21.	2,400 00 do. do. do.		
	9,518 04 redeemed [872 80 navy stock, 8,645 24, at 94, - - - - -		8,126 53
30.	1,490 67 deferred 6 per cent. redeemed 136 69, navy stock 1,353 98, at 95, - - - - -		1,286 28
			11,911 23
		Commission $\frac{1}{4}$ per cent, - - - - -	29 77
		Dollars, - - - - -	11,941 00

Received of George Harrison, Esquire, the above sum of eleven thousand nine hundred and forty-one dollars, at different periods, in full.

PHILADELPHIA, November 30, 1805.

THOMAS NEWMAN.

F.

*Commissioners of the Navy Pension Fund in account with George Harrison.*

		Dr.
1805.		
April 1.	To amount of \$5,000 Louisiana 6 per cent stock; \$1,200 8 per cent. stock; \$5,732 03 deferred 6 per cent. stock of the United States, purchased in pursuance of directions of the Secretary of the Navy, and transferred to the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, commissioners of the fund for the support of navy pensioners, as per account of Thomas Newman, - - - - -	\$11,069 27
	To my commission thereon, at $\frac{1}{2}$ per cent., - - - - -	55 28
		\$11,124 55
Novem. 30.	To amount of stock, of old and deferred six per cents, purchased of Thomas Newman, in pursuance of directions from the Secretary of the Navy, and transferred to the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, commissioners of the fund for the support of navy pensioners, as per account of Thomas Newman, - - - - -	\$11,941 00
	To my commission thereon, at $\frac{1}{2}$ per cent. - - - - -	59 00
		12,000 00
		23,124 55
1804.		
October 24.	By balance per account rendered, - - - - -	Cr. 61
	By cash received of John Hall, marshal, 25th February, 1801, being a balance of sales of the French prizes La Victoire and St. Jean, - - - - -	99 94
1805.		
Feb. 18.	By cash received from the Treasurer of the United States, in pursuance of warrant No. 84, - - - - -	11,000 00
April 19.	By cash received from the Bank of the United States, bank interest on the 8 per cent. stock, - - - - -	24
August 31.	By cash received from the Treasurer of the United States, in pursuance of warrant No. 103, - - - - -	4,000 00
Oct. 7.	By cash received from the Treasurer of the United States, in pursuance of warrant No. 104, - - - - -	8,000 00
		\$23,124 55

GEORGE HARRISON.

9th CONGRESS.]

No. 50.

[1st Session.

# ESTIMATE OF THE ANNUAL EXPENSE OF SUPPORTING, IN ACTUAL SERVICE, THE WHOLE NAVAL FORCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 28, 1806.

NAVY DEPARTMENT, January 27, 1806.

SIR:

In obedience to the resolution of the House of Representatives, of the 24th instant,\* I have the honor to enclose, for their information, paper A, which is an estimate of the annual expense of supporting in actual service the whole of the frigates and smaller vessels, now belonging to the navy of the United States.

I have the honor to be, respectfully, sir, your most obedient servant,

R. SMITH.

N. MACON, Esq. *Speaker of the House of Representatives.*

\* Resolved, That the Secretary of the Navy be directed to lay before this House estimates of the expense of repairing, and of the annual expense of manning and supporting, in actual service, the whole of the frigates and smaller vessels of war belonging to the United States.

## A.

*Estimate of the annual expense of supporting in actual service the whole of the frigates and smaller vessels now belonging to the Navy of the United States.*

Names of Vessels.	For pay and subsistence of the officers and pay of the seamen.	For Provisions.	For medicine, hospital stores, &c.	Repairs and contingent expenses.	Total amount.
Frigate President, - - -	\$52,561 00	31,653 25	1,000 00	30,000 00	115,214 25
" United States, - - -	50,965 00	31,653 25	1,000 00	30,000 00	113,618 25
" Constitution, - - -	50,965 00	31,653 25	1,000 00	30,000 00	113,618 25
" Chesapeake, - - -	50,965 00	31,653 25	1,000 00	30,000 00	113,618 25
" Constellation, - - -	44,293 00	26,959 76	1,000 00	30,000 00	102,252 76
" Congress, - - -	44,293 00	26,959 76	1,000 00	30,000 00	102,252 76
" New York, - - -	44,293 00	26,959 76	1,000 00	30,000 00	102,252 76
" Essex, - - -	35,173 00	20,633 86	800 00	25,000 00	81,606 86
" Adams, - - -	35,173 00	20,633 86	800 00	25,000 00	81,606 86
" John Adams, - - -	35,173 00	20,633 86	800 00	25,000 00	81,606 86
" Boston, - - -	35,173 00	20,633 86	800 00	25,000 00	81,606 86
Brig Syren, - - -	19,746 00	9,534 20	600 00	12,000 00	41,880 20
" Hornet, - - -	19,746 00	9,534 20	600 00	12,000 00	41,880 20
" Argus, - - -	19,746 00	9,534 20	600 00	12,000 00	41,880 20
" Vixen, - - -	15,939 00	7,171 13	500 00	8,000 00	31,610 13
Schr. Nautilus, - - -	15,939 00	7,171 13	500 00	8,000 00	31,610 13
" Enterprise, - - -	15,939 00	7,171 13	500 00	8,000 00	31,610 13
Gunboat No. 1, - - -	6,441 00	3,648 46	200 00	750 00	11,039 46
Gunboats No. 2 to 10, inclusive, -	57,969 00	32,836 14	1,800 00	6,750 00	99,355 14
Two Bombs, - - -	12,882 00	7,296 92	400 00	1,500 00	22,078 92
Dollars,	663,374 00	383,925 23	15,900 00	379,000 00	1,442,199 23

N. B.—The expense of marines not included, excepting in the item of provisions.

9th CONGRESS.]

No. 51.

[1st Session.]

### CONDITION OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 30, 1806.

NAVY DEPARTMENT, *January 28, 1806.*

SIR:

In obedience to the resolution of the House of Representatives of the 27th instant, directing the Secretary of the Navy "to lay before the House a report on the condition of the frigates, and other public armed vessels belonging to the United States; distinguishing the frigates fit for actual service, distinguishing such as require repair, and the sum necessary for repairing each, and distinguishing also such as it may be the interest of the United States to dispose of rather than repair," I have the honor to state:

That the frigate Constitution is now in a state of thorough repair, and in all respects prepared for service;

That the frigate Chesapeake has lately been repaired, and is fit for service;

That the frigates Adams, Essex, and John Adams, are also fit for service;

That the brigs Syren, Hornet, Argus, and Vixen, the schooners Nautilus and Enterprise, the bombs Spitfire and Vengeance, and all the gunboats, are now in and fit for service;

That the frigates President, United States, Congress, Constellation, New York, and Boston, require to be repaired, but it is utterly impossible to form an accurate estimate of the "sum necessary for repairing each."

I know of no vessel belonging to the navy which I consider it would be "the interest of the United States to dispose of rather than repair."

All which is respectfully submitted.

ROBERT SMITH.

NATHANIEL MACON, Esq. *Speaker of the House of Representatives.*



9th CONGRESS.]

No. 52.

[1st Session.]

## EXPENDITURES OF THE NAVY AND NAVY YARDS, FOR EIGHT YEARS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 18, 1806.

*To the House of Representatives of the United States.*

I now communicate to the House of Representatives the information desired by their resolutions of January 24,\* relative to the fortifications† erected at the several ports and harbors of the United States, and their territories, and to the navy and navy yards of the United States.

TH: JEFFERSON.

February 18, 1806.

*A statement exhibiting the amount of Money which has been drawn from the Treasury of the United States, and disbursed on account of the Navy, in each year, since the establishment of the Navy Department, viz:*

In the year 1798,	-	-	-	-	-	-	\$570,314 24
1799,	-	-	-	-	-	-	2,848,187 26
1800,	-	-	-	-	-	-	3,385,340 48
1801,	-	-	-	-	-	-	2,117,420 74
1802,	-	-	-	-	-	-	946,213 24
1803,	-	-	-	-	-	-	1,107,925 32½
1804,	-	-	-	-	-	-	1,246,502 74½
1805,	-	-	-	-	-	-	1,409,949 67

THOMAS TURNER, *Accountant.*NAVY DEPARTMENT, *Accountant's Office, February 6th, 1806.*

*A statement exhibiting the cost of each armed ship or other vessel built or purchased on account of the United States, for the Navy, viz.*

Frigate United States,	-	-	-	\$299,336 56	Brig Syren,	-	-	-	-	\$32,521 77
Constitution,	-	-	-	302,718 84	Argus,	-	-	-	-	37,428 29
Constellation,	-	-	-	314,212 15	Hornet, the accounts for the building this	-	-	-	-	-
Congress,	-	-	-	197,246 81	vessel have not been exhibited; the ad-	-	-	-	-	-
President,	-	-	-	220,910 08	vances on account amount to	-	-	-	-	52,603 00
Chesapeake,	-	-	-	220,677 80	Schooner Enterprise,	-	-	-	-	16,240 52
Philadelphia,	-	-	-	179,349 00	Experiment,	-	-	-	-	16,689 15
New York,	-	-	-	159,639 60	Vixen,	-	-	-	-	20,872 73
Essex,	-	-	-	139,362 50	Nautilus,	-	-	-	-	18,763 51
John Adams,	-	-	-	113,505 72	Galley South Carolina,	-	-	-	-	5,146 54
Adams,	-	-	-	76,632 27	Charleston,	-	-	-	-	5,190 04
George Washington,	-	-	-	69,024 92	Beaufort,	-	-	-	-	5,030 53
Boston,	-	-	-	119,570 04	St. Mary's,	-	-	-	-	5,575 11
General Greene,	-	-	-	105,492 32	Savannah,	-	-	-	-	6,228 69
Insurgent,	-	-	-	96,640 29	Protector,	-	-	-	-	4,443 59
Ship Ganges,	-	-	-	80,665 21	Mars,	-	-	-	-	4,387 45
Portsmouth,	-	-	-	59,561 52	Governor Davie,	-	-	-	-	3,125 09
Merrimack,	-	-	-	46,170 20	Governor Williams,	-	-	-	-	3,213 41
Connecticut,	-	-	-	57,260 65	Gun Boat No. 1, built at Washing-	-	-	-	-	-
Baltimore,	-	-	-	56,277 67	ton	-	-	-	-	10,210 65
Delaware,	-	-	-	59,563 01	No. 2, Hampton,	-	-	-	-	11,399 95
Maryland,	-	-	-	70,249 83	3, Philadelphia,	-	-	-	-	11,757 48
Patapsco,	-	-	-	73,104 40	4, Washington,	-	-	-	-	11,989 50
Herald,	-	-	-	47,780 77	5, Baltimore,	-	-	-	-	12,293 87
Trumbull,	-	-	-	58,494 91	6, New York,	-	-	-	-	13,790 00
Warren,	-	-	-	34,702 01	7, New York,	-	-	-	-	12,729 50
Montezuma,	-	-	-	55,732 13	8, Boston,	-	-	-	-	13,090 97
Brig Norfolk,	-	-	-	18,720 55	9, Charleston, S. C.	-	-	-	-	12,792 64
Richmond,	-	-	-	27,896 87	10, Washington,	-	-	-	-	12,072 46
Augusta,	-	-	-	16,294 29	Bomb Ketch Spitfire,	-	-	-	-	17,307 83
Pickering,	-	-	-	32,126 06	Vengeance,	-	-	-	-	18,443 24

NOTE. The frigates United States Constitution, and Constellation, were built before the establishment of the Navy Department, and their costs ascertained from data obtained from the Treasury and War Departments.

THOMAS TURNER, *Accountant.*NAVY DEPARTMENT, *Accountant's Office, February 6th, 1806.*

\* Resolved, That the President of the United States be requested to cause to be laid before this House any information which may be in the possession of the Executive Department, relative to the state and condition of the fortifications which may have been erected at the several ports and harbors within the United States and Territories thereof, and, also, the amount of money which has been expended upon each; as well as the probable expense of completing the same; and, also, any information of which said Department may be possessed relative to the practicability of defending, by land batteries, such ports and harbors as have, by any former law, been directed to be fortified.

Resolved, That the President be requested to cause to be laid before this House a statement exhibiting the amount of money which has been disbursed on account of the Navy in each year since its establishment, and stating particularly the cost of each armed ship, or other vessel, built or purchased on account of the United States; and, also, the amount of money that has been expended on each navy yard.

†For papers relating to fortifications, see *Military Affairs*, No. 60.

*A statement exhibiting the amount of money expended in the purchase and improvement of each Navy Yard belonging to the United States, viz:*

Navy Yard at Washington.	-	-	-	-	-	\$180,920 15
Boston,	-	-	-	-	-	80,521 94
Portsmouth, New Hampshire,	-	-	-	-	-	33,249 07
New York,	-	-	-	-	-	89,555 50
Philadelphia,	-	-	-	-	-	41,180 84
Norfolk,	-	-	-	-	-	52,748 78

THOMAS TURNER, *Accountant.*

NAVY DEPARTMENT, *Accountant's Office, February 6th, 1806.*

9th CONGRESS.]

No. 53.

[1st SESSION.]

### MEDITERRANEAN FUND APPLIED TO THE BUILDING OF SHIPS OF THE LINE.

COMMUNICATED TO THE SENATE, FEBRUARY 26, 1806.

Mr. MITCHELL, from the committee appointed on the subject, submitted to the consideration of the Senate a report on those parts of the memorials from the merchants of New York, and the Chamber of Commerce in New Haven, which relate to providing a further naval armament for the public defence.

In addition to the strong reasons urged in those two memorials, the committee refer to the President's message, of the third day of December last,\* informing Congress that considerable provision had been made, under former authorities, of materials for constructing ships of war; that these were on hand, and subject to the will of the Legislature; and two communications, from the Secretary of the Navy, dated December 16th and 21st, 1805,† giving information that large supplies of timber, cannon, copper, and other valuable materials, for that object, had been already bought and paid for.

Calculating the moderate appropriation which will be required to augment, to a very respectable degree, the naval force of the nation; contemplating the insults and depredations, committed by foreigners, near our coasts, and at the very mouths of our most frequented harbors; and estimating the protection and security to the territory of the nation, and to the persons and property of its citizens, by an enlargement of the means of maritime defence, the committee recommend an adoption of the following resolution, to wit:

That it is expedient to make provision, by law, for the appropriation of any balance which may remain unexpended of the Mediterranean fund, to the purpose of building ships of the line, under the direction of the President of the United States, agreeably to the provisions of the act of February 25th, 1799.

9th CONGRESS.]

No. 54.

[1st SESSION.]

### SERVICES OF THE DANISH CONSUL AT TRIPOLI TO THE CAPTIVE CREW OF THE FRIGATE PHILADELPHIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 5TH AND 20TH, 1806.

NAVY DEPARTMENT, *March 4, 1806.*

SIR:

In obedience to the resolution of the House of Representatives of the 5th ult. requiring the Secretary of the Navy to inform the House "of the nature and extent of the services rendered to the captive crew of the frigate Philadelphia, by the Danish consul at Tripoli," I herewith enclose a copy of a letter from Captain Bainbridge to me, which affords all the information in my possession upon the subject.

Respectfully submitted.

R. SMITH.

The Honorable the SPEAKER  
of the House of Representatives of the United States.

NEW YORK, *February 12, 1806.*

SIR:

In compliance with your letter of the 6th instant, which this day came to hand, I hasten to detail the services rendered to the crew of the United States late frigate Philadelphia, while in captivity at Tripoli, by Nicholas C. Nissen, Esq. his Danish Majesty's consul residing there.

In consequence of the mode of imprisonment it was impossible for the officers to procure the necessary articles of subsistence; they were, therefore, necessitated to receive their daily provision, &c. through another channel. Mr. Nissen generously offered his services to obtain our necessary supplies, which he did in the most faithful manner for nineteen months and three days, the period of our captivity; and at times, when the funds placed at my command in Tripoli, were expended, he continued our daily supply, by his own means, until ours were renewed by the Commodore of the Mediterranean squadron, or George Davis, Esq. chargé of affairs at Tunis, to whom we are gratefully indebted.

Had it not been for the friendly aid of Consul Nissen we should not have received our subsistence in so regular a manner as we did, and should have been exposed, at a great expense, to the impositions of the lowest class of our enemy. His attentions were not confined solely to the officers, but were equally extended to the seamen and soldiers.

\* See Foreign Relations, No. 24, page 66.

† See No. 48 of this series.



Consul Nissen was the first Christian we saw after landing on the shore of Africa, and he met us the very evening of our misfortune, with the philanthropy of a man of feeling, and immediately administered to our wants by sending provision and bedding from his house, and ameliorated, as much as possible, our truly unpleasant situation.

I cannot, in justice to his attention, omit mentioning a circumstance which shows the lively interest he took in our situation, and the hazard he ran to serve us. When Commodore Preble attacked Tripoli, Mr. Nissen's house was as much exposed as any in the town, and himself in danger from the bombardment. I solicited him frequently to leave his dangerous situation, and retire to the gardens where the consuls were: he requested me not to importune him more to leave the town, for he preferred running the risk of the shot and shells from our squadron, and attending to our wants and subsistence, to resorting to the gardens. In thus pursuing the dictates of a feeling mind he was very near losing his life by a shot from the *Constitution*. Had he not acted in this friendly manner towards us it is very probable we should have been several days without provision, as the enemy were occupied and exasperated.

I have, sir, detailed to you generally the services rendered to the officers and crew of the Philadelphia, at Tripoli, by Nicholas C. Nissen, Esq.; but it is impossible for me to convey a just sense of them. Nothing but a perfect acquaintance with our situation, and the aid we received, can truly estimate the services rendered.

I have the honor to be, sir, with the greatest respect, your most obedient servant,

WM. BAINBRIDGE.

Honorable ROBERT SMITH, *Secretary Navy*.

MR. CLARK, from the committee to whom was referred a letter from the Secretary of the Navy, communicating the nature and extent of the services rendered to the captive crew of the late frigate Philadelphia, by his Danish Majesty's consul at Tripoli, submitted the following report:

That, at the time of the unfortunate loss of the late frigate Philadelphia, off Tripoli, commanded by Captain William Bainbridge, Nicholas C. Nissen, Esq. was his Danish Majesty's consul residing at that place. As soon as this disastrous event was known to him, he generously offered his services to obtain the necessary supplies for Captain Bainbridge, his officers, and crew, which he most faithfully continued to do for nineteen months and three days, the period of their captivity. This interposition was not only humane, but greatly beneficial to the captives, in supplying them with the necessities and comforts of life, which, in some instances, were beyond their limited resources, except through this friendly agency. Consul Nissen took a prompt and feeling interest in the welfare of the American captives, and administered to their wants, by sending to them provisions and bedding from his own house, and ameliorating, as much as possible, their truly unpleasant situation; and his benevolence never suffered the least abatement during their continuance at Tripoli.

One trait in the conduct of this worthy gentleman, is too remarkable to be passed over without notice: his house was much exposed in the attack Commodore Preble made on the town of Tripoli; but such was his zeal for the accommodation of the American prisoners, and his anxiety to be near them, that he refused to seek a place of security, although urged so to do; and by remaining at home, greatly endangered his life. From the most correct information of Consul Nissen's disinterested conduct, the committee are of opinion that he deserves well of the American Government, and, therefore, recommend the following resolution:

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be requested to cause to be made known to Nicholas C. Nissen, Esq., his Danish Majesty's consul residing at Tripoli, the high sense entertained by Congress of his disinterested and benevolent attentions manifested to Captain Bainbridge, his officers, and crew, during the time of their captivity in Tripoli.*

9th CONGRESS.]

No. 55.

[1st Session.

# ESTIMATE FOR REPAIRS OF VESSELS, STORE RENT, PAY OF ARMORERS, FREIGHT, AND CONTINGENT EXPENSES, FOR 1806.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 11, 1806.

NAVY DEPARTMENT, 11th April, 1806.

SIR:

In compliance with the resolution of the House of Representatives, I herewith transmit to you, to be laid before them, paper A, which specifies the several sums of money, respectively, wanted for repairs of vessels, for store rent, for pay of armorers, for freight, and for contingent expenses of the navy, for the year 1806.

The estimate for repairs, as well as for the other items, in this statement, is obviously altogether conjectural. Universal experience has ascertained that practical men, however conversant in naval architecture, can form no precise opinion, from any previous survey of a ship requiring repair of consequence, as to the extent and cost of such repair. The sum stated as necessary may not, and I hope will not, be wanted. In such case, it, of course, will not be expended. But I have deemed it expedient to estimate for the largest sum that I have reason to apprehend in any state of things may be required. This I have done as a measure of precaution, and under an impression that, at all times, and especially at a crisis like the present, all the frigates and other vessels of the navy ought to be completely prepared for service at any moment Government may have occasion for them.

I am, respectfully, sir, your obedient servant,

ROBERT SMITH.

HON. NATHANIEL MACON, *Speaker of the House of Representatives*.

A.

*Estimate of the sums necessary to be appropriated for repairs of vessels, store rent, pay of armorers, freight, and contingent expenses, of the navy, for the year 1806, prepared in obedience to the resolution of the House of Representatives of the 10th April, 1806.*

For repairs of vessels. This item comprises the expense of procuring the necessary timber, masts, yards, copper, iron, anchors, cables, standing and running rigging, canvass, &c. the making and repairing the necessary boats of a ship, water casks, &c. and all the professional and manual labor required for the purpose of repairing, and keeping in repair, all the vessels, of whatever description, belonging to the navy of the United States,

\$303,300

For store rent, in the Mediterranean, the United States, and elsewhere,	\$3,500
For pay of armorers,	650
For freight. This item comprises the expense of transporting, in the United States, and from the United States to the Mediterranean, timber, masts, yards, plank, cordage, canvass, powder, ball, beef, pork, flour, bread, spirit, molasses, peas, suet, butter, and every other description of articles required either for the repairs of vessels, or the maintenance of the crews of vessels,	60,000
For contingent expenses. This item comprises commissions to agents in foreign countries, and in the United States, officers' travelling expenses, the expense of nautical instruments, chests, books, models, drawings, signals, lanterns, lamps, oil, fuel, candles, hammocks, trumpets, glass, cisterns, cans, mess kids, buckets, axes, gridirons, tea kettles, shovels, tongs, charcoal, sulphur, saltpetre, fire engines, bread bags, and an infinite variety of other such articles,	45,000
	<u>\$411,950</u>

9th Congress.]

No. 56.

[1st Session.]

## NAVAL PEACE ESTABLISHMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 19 AND 21, 1806.

(EX-OFFICIAL.)

NAVY DEPARTMENT, December 16, 1805.

SIR:

The enclosed paper, marked A, exhibits a view of the captains, masters-commandant, lieutenants, and midshipmen, at present belonging to the navy of the United States.

Paper B explains my ideas as to a Naval Peace Establishment.

Paper C exhibits the proportion of able seamen, ordinary seamen, and boys, required for a frigate of forty-four guns, a frigate of thirty-six guns, a frigate of thirty-two guns, a brig of sixteen guns, and a schooner of fourteen guns.

It is desirable that the President should be authorized to appoint five captains, in addition to the number now in the navy. The five senior masters-commandant, who would, if authority existed, be promoted to the stations of captains in the navy, are gentlemen distinguished for their services, who have by courtesy been called captains, and who are, in every respect, entitled to promotion; the greater part of whom I fear we shall lose, if they are not promoted. For similar reasons it is desirable that the President should be authorized to appoint nine masters-commandant, and one hundred lieutenants.

With respect to lieutenants, we have unavoidably been obliged to appoint midshipmen to the station of lieutenants, who were junior to others of equal merit not appointed. It is, therefore, obviously desirable that authority should be given to the President to appoint as many lieutenants as will include all the meritorious midshipmen, senior to the junior midshipmen now appointed or acting as a lieutenant, and thus give them that rank to which they are entitled, by their merit and their services.

I am, respectfully, sir, your most obedient servant,

R. SMITH.

ANDREW GREGG, Esq.

Chairman of the Committee on the Naval Peace Establishment.

A.

*List of Captains, Masters-Commandant, Lieutenants, Acting Lieutenants, and Midshipmen, in the Navy of the United States.*

## CAPTAINS.

Samuel Nicholson, at the Navy Yard, Boston.	John Rodgers, Edward Preble, James Barron, William Bainbridge,	Hugh G. Campbell, Stephen Decatur, Jr. Thomas Tingey, at the Navy Yard, Washington.
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## MASTERS-COMMANDANT.

Charles Stewart, Isaac Hull, John Shaw,	Isaac Chauncey, John Smith, George Cox,	John H. Dent, Thos. Robinson, Jr.
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## LIEUTENANTS.

David Porter, John Cassin, Samuel Evans, Charles Gordon, Edward Wyer, P. C. Wederstrandt, Joshua Blake, Joseph Tarbell, Jacob Jones, Theodore Hunt, James Lawrence,	M. B. Carroll, Benjamin Smith, Charles Ludlow, Samuel Elbert, George W. Reed, John Trippe, Arthur Sinclair, H. J. Need, Sybrant Vanschaick, Charles Gadsden, James T. Leonard,	Jos. J. Maxwell, Edward N. Cox, Oliver H. Perry, Jos. Bainbridge, Robert Henley, J. M. Gardner, William Crane, Robert Stewart, S. G. Blodget, Benjamin F. Read, James Gibbon,
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## LIEUTENANTS—Continued.

A. C. Harrison, D. T. Patterson, Daniel Murray, James W. Murdoch, Nathaniel Haraden, Seth Cartee, Humphrey Magrath, Daniel McNeill, Jr. Ralph Izard, George A. Marcellin, David Deacon, John D. Henley, Charles L. Ridgeley, J. S. Higinbotham,	Samuel Angus, William Burrows, John Shattuck, John Rowe, William P. Smith, Edward Bennett, Octavius A. Page, L. Warrington, J. Blakeley, Thomas Macdonough, Winlock Clarke, James Biddle, Stephen Cassin,	Daniel S. Dexter, M. T. Woolsey, T. O. Anderson, Thomas Hunt, Jonathan Thorn, William H. Allen, Edward Trenchard, Sloss H. Grenell, John B. Nicholson, Archibald K. Kearney, Robert T. Spence, Charles Morris, Jr. J. Orde Creighton.
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## ACTING LIEUTENANTS.

Francis Patton, George Merrill, James Renshaw.	Charles Robinson, J. M. Haswell, Benjamin Turner,	Alexander Laws, William Ballard, William Lewis.
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## MIDSHIPMEN.

[The following officers, from Walter Winter to J. Downs, hold older warrants than Wm. Lewis, an acting lieutenant, but owing to circumstances, have not yet been appointed, though equally entitled to promotion.]	Jacquelin Harvie, John Lyon, Henry Thomas, Alexander S. Dexter, Thomas Shields, Overton Carr, Jr. George H. Hannah, Walter Stewart, A. S. Wadsworth, Thomas Swearingen, Jacob Hite, William Walker, Eli E. Danielson, John Stockton, Jr. Alfred Coale, Charles W. Rivers, James A. Miller, Jesse D. Elliott, St. Clair Elliott, James Wilson, John H. Coats, William R. Woodyear, George W. Rodgers, George C. Read, Robert Spedden, Jos. J. Nicholson, Charles Walsh, Henry Ballard, Thomas Gamble, Benedict J. Neale, Thomas Magruder, William Goodwin, 3d, Benjamin R. Saunders, Hamlet Neale, Henry H. Ranten, W. E. Cheesborough, Alexander Brent, James P. Webb, D. Chalmers, Gustavus Brown, Benjamin Mathews, Fox H. Sturman, Horace S. Sprigg, Fitz Henry Babbitt, Augustus C. Ludlow, William E. Hill, Rt. S. Steel,	John B. Henry, John Wright, A. B. Lindsley, John Kerr, Gervais Clifton, William Carter, Jr. James M'Glaughton, Turner M'Glaughton, J. R. Maddison, Jesse Keene, Richard Smith, J. B. Cheshire, Wolcott Chauncey, Edward D. Nicholson, Thomas Doyle, George R. Rice, Jacob Felter, William L. Travis, Gustavus Douglass, Edward H. Stewart, Jesse Wilkinson, Joshua Watson, Leslie Mitchell, Anthony Y. Denton, John H. Elton, John Fendall, John Homer More, William P. Adams, J. B. Nicholson, S. Renshaw, William Peters, B. V. Hoffman, Peter Pinny, William D. Chamberlayne, John Marshall, William Wright, Horace Walpole, T. W. Warrell, W. C. Beard, Seth Stodder, T. D. Chamberlayne, Alexander James Dallas, Jr. T. Ap Catesby Jones, George Budd, Charles A. Budd, Edmund P. Kennedy.
Walter Winter, George H. Geddes, Charles Read, William Butler, William Duncanson, Alfred Hazard, George Mitchell, William M'Intosh, Sidney Smith, William Miller, Walter Boyd, John Davis, Bernard Henry, George Mann, Simon Smith, Thomas Brown, S. Woodhouse, William S. Butler, Richard B. Jones, James Roach, J. R. Leaycraft, William Sim, Louis Alexis, John Downes, Cs. C. B. Thompson, James P. Wilmer, F. C. De Krafft, F. J. Mitchell, Lawrence Keene, W. G. Anderson, Lewis Hunt, Pascal P. Peck, James Marshall, J. R. Sherwood, John Nevitt, J. Pettigrew, Daniel P. Ramsey, Charles Jones, Jos. Nicholson, Andrew Stuart,		

## B.

AN ACT supplementary to the act, entitled "An act in addition to the act, entitled 'An act providing for a Naval Peace Establishment, and for other purposes.'"

*Be it enacted, &c.* That, from and after the passage of this act, the act, entitled "An act providing for a Naval Peace Establishment, and for other purposes," be, and the same is hereby, repealed, excepting and reserving the third section thereof, which regulates the ration of the navy of the United States.

SEC. 2. *And be it further enacted,* That there shall be retained in the naval service in times of peace, and that the Naval Peace Establishment shall consist of the following officers, that is to say, fifteen Captains, nine Masters Commandant, one hundred Lieutenants, one hundred and fifty Midshipmen, and as many Surgeons, Sailingmasters, Surgeons' Mates, Chaplains, Purser, Boatswains, Gunners, Sail-makers, and Carpenters, as may, in the discretion of the President of the United States, be deemed expedient and necessary.

SEC. 3. *And be it further enacted*, That the President of the United States be, and he is hereby, authorized, in his discretion, to keep in actual service in the navy, in time of peace, not exceeding—

Able seamen,	-	-	-	-	-	-	400
Ordinary seamen, &c.	-	-	-	-	-	-	400
Boys,	-	-	-	-	-	-	114

## C.

*Exhibit of the proportion of Able Seamen, Ordinary Seamen, and Boys, required for vessels of the description mentioned underneath.*

	Able Seamen.	Ordinary Seamen.	Boys.
For a frigate of forty-four guns,	120	142	30
For a frigate of thirty-six guns,	100	107	30
For a frigate of thirty-two guns,	75	65	25
For a vessel of sixteen guns,*	45	30	10
For a schooner of fourteen guns,	30	15	8
	370	359	103
	359		
	103		
	832		

\*For such a vessel as the brig *Hornet*, which rates sixteen guns, we should require sixty able seamen, forty ordinary seamen, and twenty boys.

## D.

*List of the Navy of the United States, showing the number of guns and station.*

	Guns each.	Where employed.
<b>FRIGATES.</b>		
United States,	44	Eastern Branch, in ordinary.
Constitution,	44	Mediterranean.
President,	44	Eastern Branch, in ordinary.
Chesapeake,	44	" " " "
Constellation,	36	Eastern Branch, dismantling.
Congress,	36	" " " "
New York,	36	Eastern Branch, in ordinary.
Boston,	32	" " " "
Essex,	32	Mediterranean.
Adams,	32	Off the coast.
John Adams,	32	Eastern Branch, dismantling.
<b>BRIGS.</b>		
Syren,	16	Mediterranean.
Argus,	16	Ditto.
Hornet,	16	Eastern Branch; ordered off the coast.
Vixen,	14	Mediterranean.
Wasp,	—	Building at Navy Yard, Washington
<b>SCHOONERS.</b>		
Enterprise,	14	Mediterranean.
Nautilus,	12	Ditto.
<b>BRIG-KETCHES.</b>		
Spitfire, 1 thirteen inch mortar and 2 long nine pounders,	—	Mediterranean.
Vengeance, 1 thirteen inch mortar and 2 long nine pounders,	—	Ditto.
One building at	—	Portland.
Ditto at	—	Newburyport.

*Gunboats, carrying a thirty-two pounder in bow and stern.*

No. 1, off the Coast,	No. 7, supposed to be lost,
No. 2, Mediterranean,	No. 8, Mediterranean,
No. 3, Ditto,	No. 9, Ditto,
No. 4, Ditto,	No. 10, Ditto,
No. 5, Ditto,	No. 11, Portland; ready for launching,
No. 6, Ditto,	No. 12, Newburyport; ready for launching.

Eight in the Western country, building, two of which are probably launched by this time; the others nearly ready for launching.

NAVY DEPARTMENT, December 5, 1805.



[Communicated to the Senate, April 21, 1806.]

NAVY DEPARTMENT, *April 21, 1806.*

SIR: I have this moment received your letter of this morning, requesting my sentiments of the navy peace establishment bill, now before the Senate, and proposing to me these questions, viz: "Is it correct? Are any alterations or amendments requisite? And, if so, what?"

Without presuming to judge of the correctness of a bill sanctioned by the House of Representatives, I would only take the liberty of sending to you, herewith, a copy of a note this day transmitted by me to the President.

I have the honor to be, respectfully, sir, your obedient servant,

R. SMITH.

HON. J. TURNER, *Chairman of a Committee of the Senate.*

NAVY DEPARTMENT, *21st April, 1806.*

SIR: Having obtained a sight of the bill now before the Senate, entitled "An act in addition to an act, entitled 'An act supplementary to the act providing for a naval peace establishment, and for other purposes,' I lose no time in informing you that, under the restrictions of such an act of Congress, the Chesapeake, as contemplated by you, cannot be sent to the Mediterranean. The proposed act, among other regulations, contains this proviso, viz: "That the whole number of able seamen, ordinary seamen, and boys, shall not exceed nine hundred and twenty-five." As we have at this time, in actual service, twelve hundred and ninety-nine able seamen, ordinary seamen, and boys, if this bill should be passed into a law, we cannot, consistently with its restrictions, put in commission another frigate. Instead of increasing the number of men in service, we shall be under the necessity of reducing the number to nine hundred and twenty-five.

If Congress will, agreeably to the recommendation contained in your message of the 14th April, 1806, revive the Mediterranean fund, and appropriate a part thereof to the purposes of the navy, and will, moreover, augment the number of seamen that may be employed to fifteen hundred and ninety-one, then the frigate, the Chesapeake, may be put in commission, and sent to the Mediterranean, under the authority of law. We, otherwise, shall not be able to send out this frigate until the return of the vessels ordered home by my letter of the 12th October, 1805.

I have the honor to be, with great respect, your most obedient servant,

R. SMITH.

THOS. JEFFERSON, *Esq. President of the United States.*

9th CONGRESS.]

No. 57.

[2d SESSION.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 12, 1807.

NAVY DEPARTMENT, *January 9, 1807.*

SIR: I have the honor, herewith, to transmit to you a report on the subject of the "Navy Pension Fund," which I pray you to lay before Congress.

This report has been unusually delayed, under the expectation that it would, by this time, have been practicable to include in it an account of the investment of thirty-three thousand dollars, part of thirty-five thousand four hundred dollars received from the treasury in November last, for the navy six per cent. stock belonging to the fund; but this expectation has not been entirely fulfilled. It has been found extremely difficult of late to invest money in the public stocks to advantage.

I have the honor to be, respectfully, sir, your most obedient servant,

R. SMITH.

HON. NATHANIEL MACON,  
*Speaker of the House of Representatives.*

NAVY DEPARTMENT, *January 9, 1807.*

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States," respectfully report to Congress the following statements in relation to the fund:

Paper A, which shows the amount of stock on the books of the treasury to the credit of the commissioners.

Paper B, list of navy pensioners, with the amount of pension allowed to each.

Paper C, account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund.

Paper D, abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 2d October, 1805, to the 1st January, 1807.

Paper E, accounts of Mr. Samuel Hambleton for the purchase of stock, which exhibits a view of all the stock purchased since last report.

Respectfully submitted: for the commissioners,

R. SMITH, *Secretary of the Navy.*

## A.

*A Statement of the stock on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement accruing for the year 1806.*

DENOMINATION OF STOCK.	Commencement of Interest.	Nominal am't of stock.	Interest and reimbursement for the year 1806.	Reimbursement of six per cent. and deferred stocks, to Dec. 31, 1806, and payment of navy six per cent. 1st October.	Irredeemed am't of stock on the 1st Jan. 1807.
Six per cent. stock, -	January 1, 1806,	\$25,362 65	\$2,029 01	\$13,119 92	\$25,459 12
Ditto, -	April 1, "	3,456 17	224 65		
Ditto, -	July 1, "	5,188 08	259 40		
Ditto, -	October 1, "	4,572 14	160 02		
Deferred stock, -	January 1, "	45,232 79	3,618 62	7,633 55	46,898 68
Ditto, -	April 1, "	1,819 69	118 25		
Ditto, -	July 1, "	470 87	23 54		
Ditto, -	October 1, "	7,008 88	245 31		
Navy six per cent. stock, -	January 1, "	33,400 00	1,503 00	35,400 00	
Ditto, -	April 1, "	2,000 00	60 00		
Three per cent. stock, -	October 1, "	20,305 04	152 28	-	20,305 04
Eight per cent. stock, -	January 1, "	55,600 00	4,448 00	-	59,300 00
Ditto, -	April 1, "	3,700 00	222 00	-	
Louisiana six per cent. stock, -	January 1, "	5,000 00	300 00	-	14,000 00
Ditto, -	January 1, 1807,	9,000 00	-	-	
Total, -	- - -	\$222,116 31	\$13,364 11	- - -	\$165,962 84

## TREASURY DEPARTMENT, REGISTER'S OFFICE, January 8, 1807.

I certify that the sum of thirteen thousand three hundred and sixty-four dollars and eleven cents was the amount of interest and reimbursement of stock which accrued to the 31st December, 1806, on stock to the credit of the Commissioners of the Navy Pension Fund; and that the capital stock to their credit, on the books of this office, amounts to one hundred and eighty-six thousand seven hundred and sixteen dollars and thirty-one cents, according to the following

## SCHEDULE.

	Six per cent.	Three per cent.	Deferred.	Navy six per cent.	Eight per cent.	Louisiana six per cent.	Total.
Nominal amount, per Register's certificate, of 22d November, 1805,	\$25,362 65	- -	\$45,232 79	\$33,400 00	\$55,600	\$5,000	\$164,595 44
Transferred, April 19, 1806,	- -	- -	- -	2,000 00	- -	- -	2,000 00
" May 2, "	3,456 17	- -	- -	- -	- -	- -	3,456 17
" June, 16, "	- -	- -	1,819 69	- -	3,700	- -	5,519 69
" July, 12, "	5,188 08	- -	- -	- -	- -	- -	5,188 08
" August 28, "	- -	- -	470 87	- -	- -	- -	470 87
" December 16, "	4,572 14	20,305 04	7,008 88	- -	- -	9,000	40,886 06
	\$38,579 04	\$20,305 04	\$54,532 23	\$35,400 00	\$59,300	\$14,000	\$232,116 31
Deduct navy six per cent. stock, paid off 1st October, 1806,	- -	- -	- -	35,400 00	- -	- -	35,400 00
Dollars, -	38,579 04	20,305 04	54,532 23		59,300	14,000	\$186,716 31

JOSEPH NOURSE, *Register.*



## B.

*List of Navy Pensioners, January 1, 1807.*

RESIDING IN THE STATE OF	NAMES.	RANK.	Monthly Allowance.	Amount per Annum.
Massachusetts,	George Arbuckle,	Seaman,	\$ 3 33½	\$42 00
	Gavin Walkinshaw,	do.	8 50	102 00
	John Shapeley,	Cook,	9 00	108 00
	Uriah Hanscom,	Ordinary seaman,	6 00	72 00
	John Davidson,	Lieutenant,	20 00	240 00
	Richard W. Cooper,	Seaman,	8 50	102 00
	Charles Sandys,	Sailmaker's mate,	8 50	102 00
	Silas Taft,	Marine,	3 00	36 00
	William Taylor,	Seaman,	4 00	48 00
	Henry Nelson,	do.	6 00	72 00
	Rhode Island,	John Hoxse,	do.	8 50
Connecticut,	Edward Field,	Surgeon's mate,	15 00	180 00
	Jason Beebe,	Corporal of marines,	4 00	48 00
New Hampshire,	Robert Forsith,	Marine,	3 00	36 00
	Richard Wilson,	Boatswain,	10 00	120 00
New York,	John Mushaway,	do.	10 00	120 00
	George Bonner,	Seaman,	8 50	102 00
Pennsylvania,	William Fitzsimmons,	Ordinary seaman,	7 00	84 00
	John Baptiste,	Boy,	3 00	36 00
	Francis Rose,	Seaman,	8 50	102 00
	Enoch Brown,	Midshipman,	9 50	114 00
	Jacob Dorn,	Seaman,	8 50	102 00
	James Currin,	Ordinary seaman,	7 00	84 00
	James F. Gorlet,	Master,	20 00	240 00
	William Cotter,	Cook,	6 00	72 00
	John Smith,	Ordinary seaman,	4 00	48 00
	John Whipple,	Quartermaster,	9 00	108 00
	John Andrews,	Ordinary seaman,	5 00	60 00
	Patrick Fowler,	Marine,	2 50	30 00
	Philip Morrison,	do.	3 00	36 00
	Thomas Burns,	Boatswain's mate,	7 60	91 20
	Thomas Baker,	Captain,	37 50	450 00
	Hamilton Sellers,	Ordinary seaman,	7 00	84 00
	Charles Christian,	Seaman,	8 50	102 00
	John Casson,	Marine,	3 00	36 00
	George Campbell,	Ordinary seaman,	5 00	60 00
	John Johnson,	Marine,	3 00	36 00
	William Sandwith,	do.	3 00	36 00
	Henry Dougan,	do.	3 00	36 00
	John Rosier,	do.	3 00	36 00
	Maryland,	Jacob Farman,	Seaman,	5 00
David Thomas,		Marine,	3 00	36 00
William Barry,		Ordinary seaman,	5 00	60 00
Andrew Hanson,		Seaman,	8 50	102 00
Richard Webb,		Ordinary seaman,	5 00	60 00
Edward Murray,		Sergeant,	4 50	54 00
Daniel Fullen,		Ordinary seaman,	7 00	84 00
George Calder,		Midshipman,	9 50	114 00
William Barker,		Ordinary seaman,	6 00	72 00
William Pitman,		Boy,	3 00	36 00
Michael Conner,		Marine,	3 00	36 00
Charles Young,		do.	3 00	36 00
John Randal,		do.	3 00	36 00
Daniel Frazer,		Quartermaster,	9 00	108 00
Lewis Traya,		Seaman,	1 00	12 00
Maurice Gleeson,		Marine,	3 00	36 00
Virginia,	Richard Gilbody,	Ordinary seaman,	4 00	48 00
	Neal Patterson,	Seaman,	6 00	72 00
	William Robins,	do.	6 00	72 00
	James Pitt,	do.	8 50	102 00
	William Small,	Marine,	1 50	18 00
	James Digance,	Quartermaster,	9 00	108 00
	James Jeffers,	Ordinary seaman,	4 00	48 00
	William Davis,	Seaman,	6 00	72 00
	William Tyrrell,	do.	8 50	102 00

5,297 20

CHARLES W. GOLDSBOROUGH,  
*Secretary to the Board of Commissioners Navy Pension Fund.*

## C.

Dr. *The Commissioners of the Navy Pension Fund in account with Thomas Tudor Tucker, treasurer thereof.*

		To warrants paid, viz:	Dolls. cts.
1805, December	17	No. 106, William Gardner, -	140 76
"	"	107, Benjamin Austin, -	442 68
"	"	108, Christopher Ellery, -	51 02
"	"	109, William Imlay, -	116 28
"	"	110, William Few, -	474 21
"	"	111, Stephen Moylan, -	690 00
"	"	112, Meriwether Jones, -	105 00
1806, January	2	113, Michael Conner, -	18 00
"	"	114, Charles W. Goldsborough, -	62 50
"	"	115, William Pitman, -	18 00
"	24	116, Andrew and George Way, -	7 00
March	13	117, Jabez Bowen, -	8 92
"	25	118, Samuel Hambleton, -	4,500 00
April	4	119, Charles W. Goldsborough, -	62 50
May	21	120, James Pitt, -	30 00
June	13	121, Samuel Hambleton, -	6,000 00
"	"	122, William Gardner, -	140 76
"	"	123, Christopher Ellery, -	55 02
"	"	124, William Imlay, -	116 28
"	"	125, William Few, -	150 00
"	"	126, Edward Hall, -	300 00
"	"	127, Meriwether Jones, -	80 00
July	2	128, William Pitman, -	18 00
"	7	129, Charles Young, -	36 00
"	9	130, Charles W. Goldsborough, -	62 50
"	"	131, Michael Conner, -	18 00
"	12	132, Samuel Hambleton, -	3,500 00
August	14	133, William Barker, -	36 00
September	5	134, Richard Webb, -	60 00
October	11	135, Charles W. Goldsborough, -	62 50
"	15	136, Samuel Hambleton, -	3,000 00
November	18	137, William Tyrrell, -	51 00
"	20	138, Noah Patterson, -	18 00
"	26	139, Samuel Hambleton, -	33,000 00
December	1	Balance of cash in my hands, -	3,027 36
			56,458 29

*The Commissioners of the Navy Pension Fund in account with Thomas Tudor Tucker, treasurer thereof.* Cr.

			Dolls. cts.
1805, December	1	By balance of cash in my hands, -	2,818 09
"	31	By Treasury warrant, No. 6,808, on Thomas Tudor Tucker, -	4,233 83
1806, March	31	By cash received, being interest on stock belonging to said fund, -	2,746 93
May	15	By Treasury warrant, No. 7,547, on Thomas Tudor Tucker, -	207 19
"	16	By cash received at the Bank of the United States, from Jones and Clark, -	4,238 95
June	5	By Navy warrant, No. 5,056, on Thomas Tudor Tucker, -	569 29
"	"	By do. No. 5,057, do. -	299 00
"	30	By cash received, being interest on stock belonging to said fund, -	2,904 06
September	30	By do. do. do. -	3,040 95
November	25	By warrant of the Comptroller on James Davidson, for amount of Navy six per cent. stock redeemed, belonging to Navy pension fund, -	35,400 00
			56,458 29

TREASURY OF THE UNITED STATES, December 1, 1806.

THOMAS T. TUCKER, *Treasurer United States.*



## D.

*Abstract of Warrants drawn by the Secretary of the Navy on the Treasurer of the United States, on account of the "Fund for the support of Navy Pensioners," from the 3d of December, 1805, to the 31st of December, 1806.*

	No.		
December 16, 1805,	106	William Gardner, N. Hampshire, for the purpose of paying pensions,	\$140 76
" 16, "	107	Benjamin Austin, Massachusetts, do. do. do.	442 68
" 16, "	108	Christopher Ellery, Rhode Island, do. do. do.	51 02
" 16, "	109	William Imlay, Connecticut, do. do. do.	116 28
" 16, "	110	William Few, New York, do. do. do.	474 21
" 16, "	111	Stephen Moylan, Pennsylvania, do. do. do.	690 00
" 16, "	112	Meriwether Jones, Virginia, do. do. do.	105 00
January 2, 1806,	113	Michael Conner, his pension to 31st ultimo, - - - - -	18 00
" 4, "	114	Charles W. Goldsborough, one quarter's salary as Secretary to the Commissioners, ending 31st ultimo, - - - - -	62 50
" 4, "	115	William Pitman, his pension to 31st ultimo, - - - - -	18 00
" 24, "	116	Andrew and George Way, for stationary, - - - - -	7 00
March 13, "	117	Jabez Bowen, Rhode Island, balance due him, - - - - -	8 92
" 21, "	118	Samuel Hambleton, to purchase stock, - - - - -	4,500 00
April 3, "	119	Charles W. Goldsborough, one quarter's salary as Secretary to the Commissioners of the Navy Pension Fund, ending 31st ultimo, - - - - -	62 50
May 20, "	120	James Pitt, on account of his pension, - - - - -	30 00
" 31, "	121	Samuel Hambleton, to purchase stock, - - - - -	6,000 00
June 16, "	122	William Gardner, N. Hampshire, for the purpose of paying pensions,	140 76
" 16, "	123	Christopher Ellery, Rhode Island, do. do. do.	55 02
" 16, "	124	William Imlay, Connecticut, do. do. do.	116 28
" 16, "	125	William Few, New York, do. do. do.	150 00
" 16, "	126	Edward Hall, Maryland, do. do. da.	300 00
" 16, "	127	Meriwether Jones, Virginia, do. do. do.	80 00
July 2, "	128	William Pitman, his pension to 30th ultimo, - - - - -	18 00
" 7, "	129	Charles Young, his do. do. - - - - -	36 00
" 9, "	130	Charles W. Goldsborough, one quarter's salary as Secretary to the Commissioners, ending 30th ultimo, - - - - -	62 50
" 9, "	131	Michael Conner, his pension to 30th ultimo, - - - - -	18 00
" 19, "	132	Samuel Hambleton, to purchase stock, - - - - -	3,500 00
August 14, "	133	William Barker, his pension to 31st December, 1805, - - - - -	36 00
September 5, "	134	Richard Webb, his pension to 30th June last, - - - - -	60 00
October 11, "	135	Charles W. Goldsborough, one quarter's salary as Secretary to the Commissioners, ending 30th ultimo, - - - - -	62 50
" 14, "	136	Samuel Hambleton, to purchase stock, - - - - -	3,000 00
November 18, "	137	William Tyrrell, his pension to 30th June, 1806, - - - - -	51 00
" 20, "	138	Neal Patterson, his pension to 24th October, 1806, - - - - -	18 00
" 26, "	139	Samuel Hambleton, to purchase stock, - - - - -	33,000 00
December 2, "	140	William Pitman, his pension to 1st December, instant, - - - - -	15 00
" 23, "	141	William Gardner, N. Hampshire, for the purpose of paying pensions,	138 00
" 23, "	142	Benjamin Austin, Massachusetts, do. do. do.	512 00
" 23, "	143	Christopher Ellery, Rhode Island, do. do. do.	51 00
" 23, "	144	William Imlay, Connecticut, do. do. do.	114 00
" 23, "	145	William Few, New York, do. do. do.	546 00
" 23, "	146	Stephen Moylan, Pennsylvania, do. do. do.	706 00
" 23, "	147	Edward Hall, Maryland, do. do. do.	357 00
" 23, "	148	John Page, Virginia, do. do. do.	174 00
" 27, "	149	Daniel Bedinger, Norfolk, do. do. do.	102 00
			Dollars, 56,145 93

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, January 8, 1807.

Admitted.

THOMAS TURNER, Accountant.

## E.

*The Honorable Commissioners of the Navy Pension Fund in account with Samuel Hambleton.*

			Dr.
May 5, 1806,	To cash paid John Davidson, broker, for \$2,000 navy six per cents.; \$2,398 24 nett of six per cents.; \$215 55 nett new six per cents.; and brokerage, per voucher No. 1, - - - - -		4,465 22
August 28, 1806,	To cash paid ditto, for \$3,700 of eight per cents.; \$1,395 43 nett deferred six per cents.; \$689 30 nett six per cents.; \$2,886 85 nett six per cents.; \$416 07 nett deferred six per cents.; and brokerage, per voucher No. 2, - - - - -		9,296 23
" "	To my commissions on the above, amounting to \$13,761 45, at one half per cent. - - - - -		68 80
	To balance to next account, unapplied, - - - - -		169 75
			Dollars, 14,000 00
March 21, 1806,	By cash received on warrant, - - - - -		Cr. 4,500 00
May 31, 1806,	By do. do. - - - - -		6,000 00
July 12, 1806,	By do. do. - - - - -		3,500 00
			Dollars, 14,000 00
	By balance to next account, - - - - -		Dollars, 169 75

## E—Continued.

*The Honorable Commissioners of the Navy Pension Fund in account with Samuel Hambleton.*

		<i>Dr.</i>	
December 15, 1806,	To cash paid John Davidson, broker, for \$9,000 Louisiana stock; \$3,130 27 old six per cents.; \$6,180 43 deferred six per cents.; \$20,305 04 of three per cents.; and brokerage, per his account herewith,	-	31,307 77
“ “	To my commissions, at one-half per cent.	-	156 53
“ “	To balance due the commissioners (\$4,692 23 of which is in the hands of John Davidson, for the purpose of purchasing stock, per his account herewith)	-	4,705 45
		Dollars,	36,169 75
		<i>Cr.</i>	
August 25, 1806,	By balance due the commissioners this day (see account)	-	169 75
October 14, 1806,	By cash received on warrant No. 136,	-	3,000 00
Nov. 26, 1806,	By cash received on warrant No. 139,	-	33,000 00
		Dollars,	36,169 75
		By balance due commissioners,	4,705 45

DECEMBER 15, 1806.

S. HAMBLETON.

*Bought per order of Mr. S. Hambleton, and transferred to the Commissioners of the Navy Pension Fund.*

\$2,000 00	navy 6 per cent. stock, at 98½ per cent.	-	-	-	-	-	\$1,965 00
\$3,456 17	nominal old 6 per cent. stock.						
1,057 93	reimbursed at 30.61 per cent.						
\$2,398 24	nett 6 per cents. at 95½ per cent.	-	-	-	-	-	2,284 32
\$243 47	nominal new 6 per cents.						
27 92	reimbursed at 11.47 per cent.						
\$215 55	nett 6 per cents. at 95 per cent.	-	-	-	-	-	204 77
							4,454 09
Brokerage ¼ per cent.							11 13
							\$4,465 22

JOHN DAVIDSON.

WASHINGTON, May 5th, 1806.

Received payment of the above in full.

JOHN DAVIDSON.

*Mr. Samuel Hambleton, in account with John Davidson.*

1806.	June 16.	To	\$3,700 00	8 per cent. stock, at 107½ per cent.	-	-	-	-	\$3,968 25
			1,576 22	nominal deferred do.					
			180 79	reimbursed at 11.47 per cent.					
			\$1,395 43	nett at 99 per cent.	-	-	-	-	1,381 47
July	2.	To	\$1,000 00	nominal old six per cent. do.					
			310 70	reimbursed at 31.07 per cent.					
			\$689 30	nett at 97½ per cent.	-	-	-	-	672 06
July	8.	To	\$4,188 08	nominal old 6 per cent. do.					
			1,301 23	reimbursed at 31.07 per cent.					
			\$2,886 85	nett at 98½ per cent.	-	-	-	-	2,843 54
August.	To	470 87	nominal deferred 6 per cent. do.						
		54 80	reimbursed at 11.64 per cent.						
			\$416 07	nett, at 98 per cent.	-	-	-	-	407 73
									9,273 05
				Commissions ¼ per cent.	-	-	-	-	23 18
									\$9,296 23

WASHINGTON, August 25th, 1806. Received of Samuel Hambleton the full amount of the within account, nine thousand two hundred and ninety-six dollars and twenty-three cents.

\$9,296 23

JOHN DAVIDSON.



## E—Continued.

*Mr. Samuel Hambleton, in account with John Davidson.*

Dr.

1806. December 15.	To \$9,000 00 Louisiana stock, at 105 per cent.	-	-	-	-	\$9,450 00
	4,572 14 old 6 per cent. do.					
	1,441 87 reimbursed, at 31.536 per cent.					
	\$3,130 27 nett, at 100 $\frac{1}{4}$ per cent.	-	-	-	-	3 153 00
	7,008 88 deferred 6 per cent. do.					
	3,530 03 nom.					
	417 25 reimbursed, at 11.82 per cent.					
	\$3,112 78 nett, at 100 $\frac{1}{4}$ per cent.	-	-	-	-	3,120 56
	3,478 85 nom.					
	411 20 reimbursed, at 11.82 per cent.					
	\$3,067 65 nett, at 100 $\frac{1}{4}$ per cent.	-	-	-	-	3,090 65
	\$7,500 00 3 per cents. at 61 $\frac{1}{2}$ per cent.	-	-	-	-	4,612 50
	12,000 00 do. at 61 per cent.	-	-	-	-	7,320 00
	805 04 do. at 60 $\frac{3}{4}$ per cent.	-	-	-	-	486 64
	Commissions $\frac{1}{2}$ per cent. on \$29,767 42,	-	-	-	-	74 42
						31,307 77
	Balance due S. Hambleton,	-	-	-	-	4,692 23
						\$36,000 00

Cr.

1806. October 14.	By cash for the purchase of stock for the navy pension fund,	-	-	-	\$3,000
November 25.	By ditto. ditto.	-	-	-	33,000
					\$36,000

JOHN DAVIDSON.

9th CONGRESS.]

No. 58.

[2d SESSION.]

## GUNBOATS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 12, 1807.

Mr. ROGER NELSON, from the committee to whom was referred, on the 3d ultimo, so much of the message of the President of the United States as relates to the repairs of fortifications, and to the further protection of our ports, towns, and rivers, reported that they had taken the same into consideration, and beg leave to recommend the following resolutions:

*Resolved*, That a sum of money, not exceeding — dollars, be appropriated, to enable the President of the United States to cause our fortifications to be improved and repaired.\*

*Resolved*, That a further sum of money, not exceeding — dollars, be appropriated, to enable the President of the United States to cause to be built a number of gunboats, not exceeding —, for the better protection of our ports, towns, and rivers.

NAVY DEPARTMENT, December 10, 1806.

SIR: In answer to your letter of the 6th instant, I have the honor to state, that we have, at this time, fit for service, four bomb vessels and thirteen gunboats. That we have, on the stocks, and lately launched, fifty-six gunboats, all of which will be fit for service early in the ensuing year.

That, of the appropriation, viz: two hundred and fifty thousand dollars, made by law of last session, we have expended the sum of one hundred and ninety-one thousand one hundred and eighteen dollars and ninety-two cents, leaving unexpended, of that appropriation, the sum of fifty-eight thousand eight hundred and eighty-one dollars and eight cents, which will, however, be wanted to complete the gunboats contracted for under that law.

In answer to your inquiry with respect to the additional gunboats wanted, the President has instructed me to communicate to you his opinion, that it would be expedient to authorize, by law, the building of sixty additional gunboats, for which it would be necessary that the sum of three hundred thousand dollars be appropriated.

I have the honor to be, very respectfully, sir, your obedient servant,

RT. SMITH.

ROGER NELSON, Esq.

\*For letter of Secretary of War, see Military Affairs, No. 66.

9th CONGRESS.]

No. 59.

[2d SESSION.]

## PROTECTION OF NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 15, 1807.

COMMITTEE ROOM, December 31, 1806.

GENTLEMEN:

The committee to whom has been referred the enclosed resolution of the House of Representatives, have instructed me to request that you will furnish them with information on the following points, and with such other remarks as you may deem material:

1. The protection which now is, or can be, afforded to the city of New Orleans, by the existing military and naval establishments?

2. The mode in which that city may be most effectually defended?

3. The probable expense of such a system of defence?

I am, with high respect, gentlemen, your obedient servant,

JOHN RANDOLPH.

The SECRETARY OF WAR, and the SECRETARY OF THE NAVY.

*Resolved*, That provision ought to be made, by law, to fortify and defend such position on the Mississippi, below the city of New Orleans, as the President of the United States shall designate, for the protection of that city; and that further provision ought to be made, by law, for guarding the approaches to the same from the east.

NAVY DEPARTMENT, January 3, 1807.

SIR:

In answer to your letter of the 31st ultimo, addressed jointly to the Secretary of War and the Secretary of the Navy, I have the honor, on the part of the Navy Department, to submit to you, for the information of the committee, the following statement and remarks:

1st. The protection which is, by the Navy Department, at this time, afforded to the city of New Orleans, consists of

One hundred and twenty-six marines;

Ketch *Etna*, armed with one thirteen inch mortar, two eight inch howitzers, and eight long nine pounders;

\*Ketch *Vesuvius*, armed in the same manner, excepting two twenty-four pound carronades, in lieu of the eight inch howitzers.

Gunboats No. 11 and 12, armed each with two long twenty-four pounders, and two five and a half inch howitzers;

Gunboats No. 13 and 14, armed each with two twenty-four pounders.

In addition to this force, there can be afforded, towards the protection of the city of New Orleans, by the Navy Department, under the existing establishment,

Two ketches, armed, each, with one thirteen inch mortar, two long nine pounders, and four twenty-four pound carronades;

Nine gunboats, armed, each, with two thirty-two pounders.

Which two ketches and nine gunboats are now ready for service.

And there are, besides, thirty-five gunboats, armed in the same manner, which could be ready for service as soon as their officers and men could join them.

2d. As to the defence of the city of New Orleans, I would remark, that, against approaches from the sea, gunboats, in co-operation with fixed batteries, judiciously sited, would afford it an effectual protection. The requisite number must necessarily depend upon the nature and extent of the invading naval force.

An enemy, having the command of the Gulf of Mexico, may approach New Orleans by various inlets. The access by Lake Pontchartrain is the most easy to such an enemy, and the most dangerous to the United States. They, with a fair wind, may reach this lake in twenty hours from Mobile, and in twenty-five hours from Pensacola; and a landing of troops may be effected on its beach within five miles of the city. The inlets of the Mississippi are numerous. The bars, however, at the mouths of Lake Pontchartrain and of the Mississippi, will not allow the entrance of ships of the line or of frigates; and sloops of war, and cutters, when opposed by gunboats, will not appear in those waters.

If, in time of war, there should be stationed in the river Mississippi and Lake Pontchartrain, forty gunboats, or even a less number, it is highly probable that no nation would think of attacking, by water, the city of New Orleans. And if, at this time, there were nine gunboats, in addition to those now on that station, we would have nothing to apprehend from any enemy whatever.

To rely, however, altogether on the protection that might be afforded by gunboats, would, in my apprehension, be hazardous too much, as the enemy, being masters of the sea, might equip and send against us a superior force of small craft, and might prevent any reinforcement on our part.

3d. The probable expense, in time of peace, of any number of gunboats that might be deemed necessary on the New Orleans station, would be, annually, each boat, three hundred dollars; and, in time of war, the annual expense would be, each boat, eleven thousand and thirty-nine dollars and forty-six cents.

Agreeably to an intimation in your letter, I deem it material to remark to you, that additional gunboats cannot, at this time, be sent for the protection of the city of New Orleans, unless an adequate extra appropriation be therefor made, and unless the restriction of the act of Congress of the last session, as to the number of men to be employed by the Navy Department, be repealed or enlarged.

I have the honor to be, respectfully, sir, your most obedient servant,

R. SMITH.

Honorable JOHN RANDOLPH,  
Chairman of a Committee of Congress.

\* The ketch *Vesuvius*, on her passage to New Orleans, got on shore in a severe gale of wind, near the island of Abaco, and her commander was reduced to the necessity of throwing her guns overboard. Other guns have, however, been sent to New Orleans, to replace those that were lost.

NOTE.—For letter of Secretary of War, see Military Affairs, No. 67.



9th CONGRESS.]

No. 60.

[2d Session.]

## EFFICIENCY OF GUNBOATS IN PROTECTING PORTS AND HARBORS.

COMMUNICATED TO CONGRESS, FEBRUARY 10, 1807.

*To the Senate and House of Representatives of the United States:*

In compliance with the request of the House of Representatives, expressed in their resolution of the 5th instant, I proceed to give such information as is possessed of the effect of gunboats in the protection and defence of harbors, of the numbers thought necessary, and of the proposed distribution of them among the ports and harbors of the United States.

Under present circumstances, and governed by the intentions of the Legislature, as manifested by their annual appropriations of money for the purposes of defence, it has been concluded to combine: 1. Land batteries, furnished with heavy cannon and mortars, and established on all the points around the place favorable for preventing vessels from lying before it. 2. Moveable artillery, which may be carried, as occasion may require, to points unprovided with fixed batteries. 3. Floating batteries; and, 4, gunboats, which may oppose an enemy at his entrance, and co-operate with the batteries for his expulsion.

On this subject, professional men were consulted, as far as we had opportunity. General Wilkinson and the late General Gates gave their opinions, in writing, in favor of the system, as will be seen by their letters now communicated. The higher officers of the navy gave the same opinions, in separate conferences, as their presence at the Seat of Government offered occasions of consulting them; and no difference of judgment appeared on the subject. Those of Commodore Barron and Captain Tingey, now here, are recently furnished in writing, and transmitted herewith to the Legislature.

The efficacy of gunboats for the defence of harbors, and of other smooth and enclosed waters, may be estimated, in part, from that of galleys, formerly much used, but less powerful, more costly in their construction and maintenance, and requiring more men. But the gunboat itself is believed to be in use with every modern maritime nation, for the purposes of defence. In the Mediterranean, on which are several small Powers, whose system, like ours, is peace and defence, few harbors are without this article of protection. Our own experience there of the effect of gunboats, for harbor service, is recent. Algiers is particularly known to have owed to a great provision of these vessels the safety of its city, since the epoch of their construction. Before that, it had been repeatedly insulted and injured. The effect of gunboats at present in the neighborhood of Gibraltar is well known; and how much they were used, both in the attack and defence of that place, during a former war. The extensive resort to them by the two greatest naval Powers in the world, on an enterprise of invasion, not long since in prospect, shows their confidence in their efficacy for the purposes for which they are suited. By the Northern Powers of Europe, whose seas are particularly adapted to them, they are still more used. The remarkable action between the Russian flotilla of gunboats and galleys, and a Turkish fleet of ships of the line and frigates, in the Siman sea, in 1798, will be readily recollected. The latter, commanded by their most celebrated admiral, were completely defeated, and several of their ships of the line destroyed.

From the opinions given as to the number of gunboats necessary for some of the principal sea ports, and from a view of all the towns and sea ports from Orleans to Maine, inclusive, entitled to protection in proportion to their situation and circumstances, it is concluded that, to give them a due measure of protection, in times of war, about two hundred gunboats will be requisite. According to first ideas, the following would be their general distribution, liable to be varied, on more mature examination, and as circumstances shall vary—that is to say:

To the Mississippi, and its neighboring waters,	-	-	-	40	gunboats,
To Savannah and Charleston, and the harbors on each side, from St. Mary's to Currituck,	-	-	-	25	do.
To the Chesapeake, and its waters,	-	-	-	20	do.
To Delaware bay and river,	-	-	-	15	do.
To New York, the Sound, and waters, as far as Cape Cod,	-	-	-	50	do.
To Boston, and the harbors north of Cape Cod,	-	-	-	50	do.

The flotillas assigned to these several stations might each be under the care of a particular commandant, and the vessels composing them would, in ordinary, be distributed among the harbors within the station, in proportion to their importance.

Of these boats, a proper proportion would be of the larger size, such as those heretofore built, capable of navigating any seas, and of reinforcing occasionally the strength of even the most distant ports, when menaced with danger. The residue would be confined to their own, or the neighboring harbors; would be smaller, less furnished for accommodation, and, consequently, less costly. Of the number supposed necessary, seventy-three are built or building, and the one hundred and twenty-seven still to be provided would cost from five to six hundred thousand dollars. Having regard to the convenience of the treasury, as well as to the resources for building, it has been thought that one half of these might be built in the present year, and the other half the next. With the Legislature, however, it will rest to stop where we are, or at any further point, when they shall be of opinion that the number provided shall be sufficient for the object.

At times, when Europe, as well as the United States, shall be at peace, it would not be proposed that more than six or eight of these vessels should be kept afloat. When Europe is in war, treble that number might be necessary, to be distributed among those particular harbors which foreign vessels of war are in the habit of frequenting, for the purpose of preserving order therein. But they would be manned, in ordinary, with only their complement for navigation, relying on the seamen and militia of the port, if called into action on any sudden emergency. It would be only when the United States should themselves be at war, that the whole number would be brought into active service, and would be ready, in the first moments of the war, to co-operate with other means, for covering, at once, the line of our sea ports. At all times, those unemployed would be withdrawn into places not exposed to sudden enterprise, hauled up under sheds, covered from the sun and weather, and kept in preservation, with little expense for repairs or maintenance.

It must be superfluous to observe that this species of naval armament is proposed merely for defensive operation; that it can have but little effect towards protecting our commerce in the open seas, even on our own coast; and still less can it become an excitement to engage in offensive maritime war, towards which it would furnish no means.

TH: JEFFERSON.

February 10, 1807.

*Extract of a letter from General Horatio Gates to Thomas Jefferson, Esq. dated*

OCTOBER 19, 1804.

"DEAR SIR:

"I am charmed with your instituting gunboats, for I believe them to be the most proper defence for large harbors that has hitherto been imagined. These, co-operating with small batteries of heavy guns, upon the projecting heights, near the water, are much better, and infinitely less expensive, than fixed and large fortifications. The French, who are the best judges of artillery and engineering of any nation in Europe, adopt this plan of defending their harbors; the effects of it are too well known in England. I know not if you have seen a publication which

appeared in Paris, in May, 1802, entitled "Lettres d'un Observateur sur la Marine." It is well worth your perusal; much useful information may be derived from it for the defence of our harbors, and our astonishingly increasing commerce. A paltry frigate dare not then insult us, as has been, and now is, done in the harbor of New York."

*A letter from General James Wilkinson to Thomas Jefferson, President of the United States, dated*

WASHINGTON, November 10, 1804.

SIR:

I regret that a variety of interruptions and engagements should have so long prevented my attention to the subject you did me the honor to mention to me.

On turning it in my mind, the idea occurred to me that your proposition could not be better ascertained than by an examination of the system of defence heretofore adopted for our towns and harbors, and a comparative view of its merits with those of the plan which you recommend. I have yielded to this suggestion, and shall be happy if the manner and matter of the enclosed reflections should meet your approbation, as they are for you, and at your disposal only.

You will also find under cover an extract from the reflections of the Marquis of Santa Cruz, an author of great respectability, who wrote early in the last century, from which you will perceive galleys, in other words gunboats, have been long held in high estimation.

I have only to add, sir, that these observations were committed to paper on the day of their date, and that I have not been able to have them copied sooner, so inadequate are my means to my duties.

With great consideration and respect, I have the honor to be, &c.

NOTE. This letter was only the cover of General Wilkinson's opinion, and, therefore, shows only, in general terms, what that was. The opinion itself was, on a former occasion, communicated to a committee of the House of Representatives, and was read to the House for its information. This paper cannot now be found, which is the more regretted as it went much at large into the reasoning on the subject.

*Copy of a letter from Commodore Samuel Barron to Thomas Jefferson, President of the United States, dated*

WASHINGTON, February 8, 1807.

SIR:

In consequence of a conversation which I had the honor to hold with you yesterday, on the subject of gunboats, I venture to state my reasons for supposing them the proper kind of vessels to afford the most effectual means of defence and annoyance within the bays and rivers of the United States.

The small draught of water enables them to take such positions as to attack, in a measure, with impunity, vessels of any size, and are enabled to approach or retire as may best suit, to discomfit their enemy and protect themselves.

My residence having been always near the Chesapeake, enables me to remark more particularly on the effect of gunboats opposed to ships within the Capes of Virginia.

The Middle Ground, the Horse Shoe, and Willoughby's Point, are proper positions for gun boats to take to repel attempts to enter the bay and James' River. York Spit affords the same advantage in preventing an entry into that river, and near each river is a flat which affords a safe position to annoy, without fearing the near approach of large ships. Ten or twelve of these boats would probably be sufficient to compel to remove from her position a frigate, and so on, in proportion to the size and number of the enemy's ships. To do more than annoy would be difficult. With those vessels a great number and a long time would be necessary to capture a ship of war, but few commanders would feel secure while open to the attack of an enemy which, however inferior, he could not destroy. An attempt to board might be better opposed by small arms, cutlasses, &c. and in case of the necessity of retreat, the small rivers adjacent, &c. would be found of easy access to the boats, and inaccessible to the enemy. I do suppose that twenty gunboats, stationed in Hampton Roads and its vicinity, would be sufficient to repel any predatory attack in that quarter, and be very formidable to a larger force. It is impossible for me to enlarge on this subject, being incapable of estimating the force which might be brought in opposition to this mode of defence. I can recollect perfectly the manner and by what means two small boats, belonging to the State of Virginia, during the Revolutionary war, often intercepted, almost under the guns of large ships, the supplies which were frequently attempted to be afforded them; this was done by means of a light draught of water and good sailing. They were, however, deficient of heavy cannon. The gunboats, building under my direction, are so constructed as to sail fast, and to mount one heavy cannon, and can, if necessary, mount some smaller guns in the waist, so that they can be used in attack on privateers, or ships of war, and are competent to any employment, during summer, on the sea-coast, where the inlets will generally admit them in case of tempestuous weather, or the necessity of retreat from a superior force.

I have the honor to be, with great respect, &c.

SAM'L BARRON.

The efficacy of gunboats in the defence of coasts, ports, and harbors, must be obvious to every person capable of reflection, when it is considered with what celerity they can generally change their position and mode of attack, extending it widely to as many different directions as their number consists of, or concentrating nearly to one line of direction. It hardly need be observed that the very small object which a gunboat presents to the attacking enemy, causes it always problematical whether it may be hit by the most expert and experienced marksmen, while, on the other hand, the enemy attacking is generally with large ships, mostly of the line of battle, and which, from their magnitude, may be struck by almost every shot. The advantages of gunboats, for the defence contemplated, are numerous. They cannot easily be surrounded, be the force of the enemy what it may; consequently, very few, if any, are likely to fall into the enemy's hands. Their capability of retiring into shoal water, thereby keeping the adversary at long gun-shot distance, where naught but a charge of single round shot will reach, in which they will almost always have the advantage, or taking their station behind shoals, where they cannot be pursued by the smallest class of frigates, or even of sloops of war; and in many cases they may have opportunity of annoying an enemy when sheltered themselves by low points of land, where nothing but their masts can be seen, of course in a situation comparatively safe when that of the enemy is considered.

Such, indeed, is believed to be the great utility of gunboats for defence, that, notwithstanding the gigantic power of the British navy, in its present state, a judicious writer, in the British Naval Chronicle, after advising a plan for raising a fleet of one hundred and fifty or two hundred gunboats, to assist in repelling the threatened invasion of that country, says: "A gunboat has this advantage over a battery on shore, that it can be removed at pleasure, from place to place, as occasion may require; and a few such vessels, carrying heavy guns, would make prodigiously havoc among the enemy's flat bottomed boats crowded with soldiers."

Respecting those particular "ports and harbors in the United States, which may be defended or essentially assisted in being defended by gunboats," it is believed they would essentially assist in the defence of all the principal ports in our country: for the only place where gunboats could be of no avail must be such a one where the enemy, under sail, could advance, uninterrupted by shoals, rocks, or narrow channels, to the immediate point of attack, within pistol shot of the shore.

The above cursory observations are respectfully submitted.

THOMAS TINGEY.

NAVY YARD, Washington, February 9th, 1807.



9th CONGRESS.]

No. 61.

[2d Session.

## SEAMEN AND BOYS IN THE NAVAL SERVICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 20TH OF FEBRUARY, 1807.

HOUSE OF REPRESENTATIVES, February 17, 1807.

SIR: The enclosed resolution passed yesterday.\* It is designed to ascertain if the number of seamen allowed by law for the public service make the complement necessary for, and commensurate with, that object. The committee desire the fullest information on this point. As their organ, I invite your attention to this subject, and request, in their behalf, all the information that can exhibit it in the proper point of view. A distinct statement on each of the following heads is likewise requested, viz:

- 1st. The number of seamen allowed by law for the public service;
- 2d. The number in actual service;
- 3d. The number requisite for a gunboat, and the number of gunboats in service;
- 4th. The number necessary for the relief squadron destined for the Mediterranean.

Receive the assurances of my respect.

THOMAS NEWTON, JUN.

Chairman of the Select Committee.

ROBERT SMITH, Esq. Secretary of the Navy.

NAVY DEPARTMENT, February 18, 1807.

SIR: I this morning received your letter of yesterday's date.

By the act, entitled "An act in addition to an act, entitled 'An act supplementary to the act providing for a naval peace establishment, and for other purposes,' passed April 21, 1806, it is declared "that the whole number of able seamen, ordinary seamen, and boys, shall not exceed nine hundred and twenty-five,"

We have now in actual service, about	925
The whole number requisite for one gunboat, is,	700
The number of gun-boats in service is four, and there are also two bomb ketches.	24
The number of able seamen, ordinary, and boys, requisite for such a bomb ketch as the Etna or Vesuvius, (the two now in service) is,	60

The number of men necessary for the relief squadron destined for the Mediterranean, is, including ordinary seamen and boys, 412, that is to say:

For the frigate Chesapeake,	292
For the sloop of war Wasp,	120
	412

From the preceding statement it appears that the number of able seamen, ordinary seamen, and boys, is restricted to	925
And that the number now in actual service is,	700
And that the relief squadron will require,	412

Exceeding the limited number,	1,112
	187
	1,112

Besides the seven hundred men stated to be now in actual service, we may, from a letter received from Captain Shaw, dated at New Orleans, November 29, 1806, presume that he has entered four hundred additional seamen, in order that he might be the better enabled to aid in defending the city of New Orleans against an apprehended attack.

I am, very respectfully, sir, your most obedient servant,

ROBERT SMITH.

Hon. Mr. NEWTON, Chairman of a Select Committee of Congress.

10th CONGRESS.]

No. 62.

[1st Session.

## ADDITIONAL APPROPRIATIONS FOR THE NAVAL SERVICE FOR THE YEAR 1807.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, NOVEMBER 5, 1807.

COMMITTEE ROOM, November 2d, 1807.

SIR: The Committee of Ways and Means, to whom was referred "an estimate of extraordinary expenses incurred by the Navy Department, since the twenty-second day of June last, for the service of the year one thousand eight hundred and seven," have instructed me to request that you will furnish them with such information relative to this subject, as may be in possession of the Navy Department, and which you may deem material.

I have the honor to be, with high respect, your most obedient,

G. W. CAMPBELL.

Hon. ROBERT SMITH, Secretary of the Navy.

\* Resolved, That a committee be appointed to inquire whether any, and, if any, what, addition ought to be made to the existing Navy Peace Establishment.

*Estimate of extraordinary expenses incurred by the Navy Department, since the 22d of June, 1807, for the service of the year 1807.*

ORDNANCE AND MILITARY STORES.			
566,571 pounds of saltpetre,	-	-	\$97,398 36
20,943 do. of sulphur,	-	-	1,675 44
121,500 do. of powder, 29,000 do. of ball, muskets, bayonets, cutlasses, pistols, boarding axes, &c.	-	-	98,980 80
300 32 lb. and 24 lb. cannon,	-	-	112,500 00
			310,554 60
REPAIRS OF VESSELS, &c.			
95,000 pounds of copper,	-	-	\$41,224 84
64,000 do. of sheet iron,	-	-	9,012 12
Cordage, canvass, ship chandlery, carpenter's, joiner's, sail maker's, smith's bills, labor, &c.	-	-	101,659 77
			151,896 73
PROVISIONS, VIZ.			
Beef, pork, bread, &c.	-	-	31,468 15
MARINE CORPS.			
For clothing,	-	-	10,139 42
For medicine, hospital stores,	-	-	1,263 40
Pay,	-	-	18,500 00
			29,902 82
Pay of 1,100 extra able seamen, ordinary seamen, boys, petty officers, &c.	-	-	74,754 29
Timber for 73 gunboats,	-	-	87,500 00
			\$686,076 59
RECAPITULATION.			
For ordnance and military stores,	-	-	\$310,554 60
Repairs of vessels,	-	-	151,896 73
Provisions,	-	-	31,468 15
Marine corps,	-	-	29,902 82
Pay of the navy,	-	-	74,754 29
Gunboats,	-	-	87,500 00
			\$686,076 59

NAVY DEPARTMENT, October 21, 1807.

NAVY DEPARTMENT, November 3d, 1807.

SIR:

In answer to your letter of the 2d instant, in which you ask for such information as may be in possession of the Navy Department, and which may be deemed material by me, "relatively to the estimate of the expenses incurred by the Navy Department, since the 22d June, 1807," I have the honor to state, that, under existing circumstances, it was deemed sound policy and good economy to procure in season a supply of those articles which, in the event of war, could not be procured without difficulty, and then at very advanced prices. Of the article saltpetre, it was early determined to lay in a large supply, as we had none on hand, and but a scanty supply of powder. We have consequently purchased all that has been offered for sale at a reasonable price. For that stated in the estimate we have given different prices, the lowest of which has been sixteen, the highest eighteen cents per pound. For powder, cannon, cannon ball, copper, canvass and cordage, we have contracted at the ordinary market prices.

The President further determined to prepare all our gunboats for actual service, and to increase the marine corps from five hundred non-commissioned officers, musicians and privates, (the number estimated for the service of the year 1807) to one thousand and forty-four, the number authorized by law. Hence the expenses incurred, as stated in the estimate for arming, manning, and provisioning our vessels, and for clothing and pay, &c. of the marine corps.

On reviewing the estimate, which from necessity was hastily prepared, I discover one item which should not have been included. I mean sixty-four thousand pounds of sheet iron, stated under the head of repairs of vessels, amounting to nine thousand and twelve dollars and twelve cents. This item having been returned in the general statements of contracts and purchases, made by the navy agents since the 22d June last, in pursuance of a circular letter addressed to them, was taken from those general statements and introduced into the estimate, without the object for which it was intended having been adverted to. Upon examination I find that it was purchased under the appropriation law of the 7th January, 1807, and is intended to be used, not in repairing of vessels, but in roofing buildings at the navy yard. This item having been thus already provided for by law, need not be included in the appropriation now to be made. Deducted from the estimate for repairs of vessels, it reduces that item from one hundred and fifty-one thousand eight hundred and ninety-six dollars and seventy-three cents, to one hundred and forty-two thousand eight hundred and eighty-four dollars and sixty-one cents, and consequently the whole amount of the estimate will be six hundred and seventy-seven thousand and sixty-four dollars and forty-seven cents, instead of six hundred and eighty-six thousand seventy-six dollars and fifty-nine cents, as first stated.

I have the honor to be, respectfully, sir, your most obedient,

R. SMITH.

Hon. G. W. CAMPBELL, *Chairman Committee Ways and Means.*



10th CONGRESS.]

No. 63.

[1st Session.

# ADDITIONAL APPROPRIATIONS FOR THE NAVAL SERVICE FOR THE YEAR 1807.

COMMUNICATED TO THE SENATE, NOVEMBER 16, 1807.

Mr. ANDERSON, from the committee on the bill making further appropriations for the support of the navy of the United States, during the year 1807, reported sundry documents, and the bill without amendment.

COMMITTEE ROOM, November 13th, 1807.

SIR: A bill making further appropriations for the support of the navy of the United States, during the year one thousand eight hundred and seven, hath passed the House of Representatives, and has been referred to a committee of the Senate, who have directed me to request information of you upon the following points:

Whether any part of the expenses for which this appropriation is made has been paid; and, if so, from what fund? If not, whether the terms upon which the articles were contracted for were not more expensive than they would have been for immediate payment?

What are the specific items, which are already authorized by law, and what those now to be authorized?

With sentiments of high respect,

JOS. ANDERSON, *Chairman of the Committee.*

HON. ROBERT SMITH, *Secretary of the Navy.*

NAVY DEPARTMENT, November 13th, 1807.

SIR: In answer to your letter of this day's date, I have the honor to state:

1st. That it is impossible, at this time, to state precisely, what proportion of the extraordinary expenses incurred by the Navy Department, since the 22d day of June last, has been paid for, as all the accounts of the navy agents have not been received; but from a view of such accounts as have been rendered and received, and of the remittances made to the agents, the proportion of the extraordinary expenses actually paid for is estimated at about one hundred and sixty thousand dollars, which sum has been paid out of the appropriations made for the support of the navy for the year 1807, by act of Congress, passed 7th January, 1807.

2d. That, by the returns made, it does not appear that the Navy Department has in any instance paid more, or agreed to pay more, than the cash price for any one of the articles constituting those extraordinary expenses; but, to enable the committee to form for themselves a satisfactory opinion upon this point, I take the liberty of submitting to their consideration the accompanying paper, marked A, which is an exhibit of the prices given at different periods, for cannon, saltpetre, powder, shot, copper, &c. which are the principal articles of the extraordinary expenses.

3d. That none of the articles purchased and stated in the estimate as constituting the extraordinary expenses of the Navy Department, since the 22d day of June last, were authorized by any previous appropriation law. They were all procured without "awaiting a previous and special sanction by law," as has been communicated by the President to Congress, in his message at the opening of the present session.\* They are such articles as the crisis called for, and such as Congress has annually authorized and provided for.

I have the honor to be, respectfully, sir, your most obedient servant,

HON. JOS. ANDERSON, *Chairman of the Committee of the Senate, &c.*

RT. SMITH.

A.

*Exhibit of the prices given at different periods for cannon, cannon ball, powder, copper, &c.*

		Price given since the 22d June, 1807.
For cannon, the general contract price since the year 1798, has been	\$133½ per ton.	\$133½ per ton.
Cannon ball, twenty-four and thirty-two pound, and for powder and copper, various prices have been given, that is to say:		
For cannon ball, twenty-four and thirty-two pound,	60 to 74 per ton.	69½ per ton.
Copper,	45 to 55 cents per lb.	43, 44, 45, 47 and 50 cents per lb.
For powder, per quarter cask,	8 to 10.	\$8½ per qr. cask.
Pork, the contract price in the years 1806, and 1807, was,	20 per barrel,	20 per barrel.
Saltpetre, in the years 1799, and 1800, the Department gave twenty-five and thirty cents per pound, but we have seldom purchased saltpetre; the practice has generally been to purchase powder.		16, 17, and it is believed for a part 18 cts.

NAVY DEPARTMENT, 13th November, 1807.

RT. SMITH.

\*See Foreign Relations, No. 26, pages 70, 71.

\*See Foreign Relations, No. 26, pages 70, 71.



## A.

Statement exhibiting the number and condition of the Frigates and other vessels of war of the United States, &c.

	In service.	Ready for service.	Repairing, and nearly ready for service.	Requiring inconsiderable repair.	Requiring considerable repair.	No. of Guns
Frigate,	Constitution,	- - -	United States,	Constitution,	- - -	44
"	"	- - -		"	- - -	44
"	Chesapeake,	- - -	"	"	President,	44
"	"	- - -	"	"	"	44
"	"	Constellation,	"	"	"	36
"	"	- - -	"	"	Congress,	36
"	"	- - -	"	"	New York,	36
"	"	- - -	Essex,	"	"	32
"	"	- - -	"	"	"	32
"	"	Adams,	"	"	"	32
"	"	- - -	John Adams,	"	"	32
Ship,	Wasp,	- - -	"	"	"	16
Brig,	Hornet,	- - -	"	"	"	16
"	Argus,	- - -	"	"	"	16
"	"	Syren,	"	"	"	16
"	"	- - -	"	"	"	14
Schooner,	"	- - -	"	Vixen,	"	14
"	"	Enterprise,	"	Nautilus,	"	14
"	"	- - -	"	"	"	12
Ketch,	Revenge,	- - -	"	"	"	*7
"	Spitfire,	- - -	"	"	"	*7
"	Vengeance,	- - -	"	"	"	*7
"	Ætna,	- - -	"	"	"	*11
"	Vesuvius,	- - -	"	"	"	*11
Gunboats,	Sixty, & 7 build'g,	One,	"	"	"	78

NAVY DEPARTMENT, 30th November, 1807.

SIR:

In answer to your letter this moment received, I have to state to you that it is believed that, "for the protection of our ports and harbors," there ought to be built one hundred and eighty-eight additional gunboats. The accompanying sketch, marked A, will give you a view of the ports and harbors at which it is thought that gunboats ought to be stationed, and the number of gunboats for each.

It is presumed that the whole of these additional gunboats could be built, or otherwise provided, in the course of three, or, at the utmost, four months from the time that Congress may authorize them; and it is believed that they could, within the same period, be completely prepared for actual service.

The cost of each gunboat, not armed, is estimated at - \$5,000 00

The armament (exclusive of cannon, which Congress have this session provided for) is estimated at 1,200 00

Making the cost of each gunboat, exclusive of cannon, - \$6,200 00

Upon this estimate, valuing each gunboat at \$5,000, (exclusive of cannon and military stores)

One hundred and eighty-eight gunboats would cost - \$940,000 00

From this sum, however, there is to be deducted for timber, already provided or contracted for, and comprehended in the estimate of extra expenses incurred by the Navy Department, since the 22d June last, and which expenses have been this session provided for by Congress, the sum of - 87,500 00

Leaving to be appropriated for the building of one hundred and eighty-eight gunboats, (exclusive of cannon and military stores) the sum of - \$852,500 00

And estimating the military stores for each gunboat (exclusive of cannon, which is already provided or contracted for) at one thousand two hundred dollars for each boat.

The military stores for one hundred and eighty-eight gunboats would cost, at one thousand two hundred dollars, each, - \$225,600 00

We have estimated the annual cost of each gunboat in actual service at eleven thousand thirty-nine dollars and forty-six cents. If Congress should authorize the building or otherwise providing of one hundred and eighty-eight additional gunboats, the whole gunboat establishment would, when such additional gunboats should be completed, consist of two hundred and fifty-seven gunboats, which, at eleven thousand thirty-nine dollars forty-six cents, each, would make the annual cost of the whole - \$2,837,141 22

For six months they would, of course, cost - \$1,418,570 61

And they would cost for one month - \$236,428 43

If Congress should determine to provide one hundred and eighty-eight additional gunboats, it might not be good policy to confine the Executive to procuring them by building them. It is impossible to say whether there is a sufficient quantity of seasoned timber now in the country. It would be injudicious to build them of other than seasoned timber; and no doubt many might, if necessary, be procured by purchase. I, therefore, recommend, if they should be authorized, that the Executive be left at liberty to procure them by building or otherwise.

I have the honor to be, with great respect, sir, your most obedient servant,

ROBERT SMITH.

Honorable THOMAS BLOUNT, Chairman, &c.

\* Including one thirteen inch mortar.

## A.

At New Orleans, - - - - -	16
At Savannah, - - - - -	8
At St. Mary's, - - - - -	4
At Charleston, S. C. - - - - -	10
At Georgetown, - - - - -	1
At Wilmington, N. C. - - - - -	3
At Ocracock, - - - - -	4
At Albemarle Sound, - - - - -	1
At Norfolk, - - - - -	60
At Alexandria, - - - - -	2
At Baltimore, - - - - -	3
At Philadelphia, - - - - -	4
At Delaware Bay and river, - - - - -	10
At Egg Harbor, N. J. - - - - -	1
At Amboy, - - - - -	2
At New York, - - - - -	50
At Long Island, - - - - -	4
At New London, - - - - -	6
At Connecticut Shore, - - - - -	6
At Newport, R. I. - - - - -	12
At Trenton, - - - - -	1
At Boston, - - - - -	12
At Salem and Newburyport, - - - - -	6
At Portland, - - - - -	6
At New Bedford, - - - - -	4
At Marblehead and Cape Ann, - - - - -	2
At York, Kennebunk and Saco, - - - - -	2
At Kennebunk, Sheepscut, Damariscotta, Broad Bay, and St. George's, - - - - -	5
At Penobscot, - - - - -	3
At Frenchman's Bay, - - - - -	2
At Passamaquoddy Bay, - - - - -	3
At Portsmouth, N. H. - - - - -	4
Making in all, - - - - -	257
Of which we have at this time, - - - - -	69
Leaving to be provided, - - - - -	188

10th CONGRESS.]

No. 66.

[1st SESSION.]

## GENERAL VIEW OF THE NAVY AND MARINE CORPS, WITH ESTIMATES OF THE EXPENSES FOR MAINTAINING THE WHOLE IN SERVICE FOR ONE YEAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 11, 1807.

NAVY DEPARTMENT, December 10, 1807.

SIR:

In obedience to the resolution of the House of Representatives of the 30th of November, 1807, I transmit to you, herewith, to be laid before the House—

Paper A, which exhibits “the number of officers and men, respectively, belonging to the navy of the United States, and the corps of marines, and estimates of the number of officers and men which would be necessary to complete the manning the whole and entire navy of the United States, including the gunboats, with an estimate of the expenditures respectively necessary for maintaining them in actual service during one year.”

Paper B, which is an exhibit “of the timber and other materials belonging to the United States, now on hand, suitable for building ships of war.”

*With respect to the state of this timber and other materials.*—From the last reports made to me, it appears that those at Portsmouth, Philadelphia, and Boston, are in a good state of preservation; at Norfolk some injury has been sustained by the keel and keelson pieces and some of the white oak thick stuff having been too long exposed to the influence of the weather before they were placed under suitable protection; such, however, as have sustained injury can be speedily replaced. At Washington, the timber is all under cover; the keel, keelsons, white oak, thick stuff, and plank, are laid in the dock to water-season them. From New York, no report has been recently received as to the state and condition of the timber; there is, however, good reason to believe that it is in a good state of preservation.

It may not be improper in me here to state that, in addition to the timber and other materials now on hand, suitable for building ships of war, considerable quantities have been provided, and are now on hand, for the purpose of repairing vessels; and that, for the equipment of the six seventy-four gun ships, the cannon have been provided; and that there are also on hand considerable quantities of copper and canvass suitable for seventy-four gun ships.

Respectfully submitted.

R. SMITH.

To the Hon. the SPEAKER of the House of Representatives.



## A.

*Statement of the number of officers and men, respectively, belonging to the Navy of the United States, that is, of those who are at this time employed in the Navy of the United States; prepared in obedience to the resolution of the House of Representatives of the 30th of November, 1807.*

13 Captains,  
9 Masters Commandants,  
72 Lieutenants,  
17 Surgeons,  
15 Surgeons' Mates,  
3 Chaplains,  
22 Sailingmasters,  
150 Midshipmen,

19 Pursers,  
13 Boatswains,  
6 Gunners,  
6 Carpenters,  
5 Sail-makers,  
\*188 Petty officers of various descriptions,  
\*1,766 Able seamen, ordinary seamen, and boys.

NOTE.—Existing laws authorize—

13 Captains,  
9 Masters Commandant,  
72 Lieutenants,

150 Midshipmen,  
1,425 Able seamen, ordinary seamen, and boys.

And such number of all other commissioned, warrant, and petty officers, as may, in the opinion of the President of the United States, be necessary and proper for the vessels in actual service.

*Return of the officers, non-commissioned officers, music, rank and file, belonging to the United States' corps of Marines.*

	Captains.	1st Lieutenants.	2d Lieutenants.	Sergeants.	Music.	Rank and File.	TOTAL.	REMARKS.
Constitution frigate, - -	-	1	-	3	2	46	52	
Chesapeake frigate, - -	1	-	1	3	2	47	54	
Wasp sloop of war, - -	-	-	1	2	2	19	24	
Hornet sloop of war, - -	-	1	-	-	2	16	19	
Revenge schooner, - -	-	-	-	1	2	9	12	
Stations.—Boston, - -	-	2	-	2	2	45	51	One of the lieutenants sick.
New York, - -	-	1	1	3	2	41	48	
Philadelphia, - -	2	-	-	2	2	24	30	One of the captains on furlough.
Norfolk, - -	-	1	1	2	-	42	46	
Baltimore, - -	-	-	1	-	2	20	23	
New Orleans, - -	-	2	-	2	2	41	47	
Head Quarters, - -	-	6	3	10	19	123	161	
New York flotilla, - -	-	-	-	-	-	95	95	
Norfolk flotilla, - -	-	-	-	-	-	85	85	
Total, -	3	14	8	30	39	653	747	

HEAD QUARTERS, WASHINGTON, December 2, 1807.

JOHN R. FENWICK, *Adjutant Marines.*

\* A part of the crew of the frigate Constitution, whose terms of service have expired, is now discharging; this will reduce the number of able seamen, ordinary seamen, and boys, now in service, to about 1,580, and the petty officers to about 170.







*Estimate of the pay and subsistence of the officers of the Navy, and of the pay of the men, which would, exclusively of marines, "be necessary to complete the manning the whole and entire Navy of the United States, including the gunboats," for one year.*

	Pay per month.	Amount of pay.	Rations per day.	Number of Rations.	Price of Rations.	Amount of Rations.	Amount of Pay and Rations.
					Cents.		
13 Captains, - - -	100	\$15,600	8	37,960	20	\$7,592	\$23,192
13 Masters Commandant, - - -	60	9,360	5	23,795	"	4,745	14,105
72 Lieutenants, - - -	40	34,560	3	78,840	"	15,768	50,328
24 Surgeons, - - -	50	14,400	2	17,520	"	3,504	17,904
10 Chaplains, - - -	40	4,800	2	7,300	"	1,460	6,260
25 Surgeons' Mates, - - -	30	9,000	2	18,250	"	3,650	12,650
91 Sailing Masters, - - -	40	43,680	2	66,430	"	13,286	56,966
24 Purser, - - -	40	11,520	2	17,520	"	3,504	15,024
336 Midshipmen, - - -	19	76,608	1	122,640	"	24,528	101,136
91 Boatswains, - - -	20	21,840	2	66,430	"	13,286	35,126
91 Gunners, - - -	20	21,840	2	66,430	"	13,286	35,126
18 Sailmakers, - - -	20	4,320	2	13,140	"	2,628	6,948
20 Carpenters, - - -	20	4,800	2	14,600	"	2,920	7,720
101 Masters' Mates, - - -	20	24,240	1	36,865	"	7,373	31,613
24 Boatswains' Mates, - - -	19	5,472	1	8,760	"	1,752	7,224
209 Quarter Gunners, - - -	18	45,144	1	76,285	"	15,257	60,401
209 Quartermasters, - - -	18	45,144	1	76,285	"	15,257	60,401
22 Carpenters' Mates, - - -	19	5,016	1	8,030	"	1,606	6,622
20 Captains' Clerks, - - -	25	6,000	1	7,300	"	1,460	7,460
15 Yeomen of gun room, - - -	18	3,240	1	5,475	"	1,095	4,335
10 Coxswains, - - -	18	2,160	1	3,650	"	730	2,890
10 Coopers, - - -	18	2,160	1	3,650	"	730	2,890
91 Stewards, - - -	18	19,656	1	33,215	"	6,643	26,299
18 Armorers, - - -	18	3,888	1	6,570	"	1,314	5,202
18 Masters-at-Arms, - - -	18	3,888	1	6,570	"	1,314	5,202
91 Cooks, - - -	18	19,656	1	33,215	"	6,643	26,299
1,901 Able seamen, - - -	12	273,744	-	-	"	-	273,744
2,944 Ordinary seamen and boys, - - -	8	282,624	-	-	"	-	282,624
		1,014,360	-	856,655	-	171,331	1,185,691
Deduct one ration per day for each officer, which it is presumed will be drawn, and which is therefore estimated for in the article of provisions, - - -	-	-	-	608,090	-	121,618	121,616
		\$1,014,360	-	248,565	-	\$49,713	\$1,064,073

*Estimate of Provisions, calculating one ration per day, for six thousand five hundred and eleven commissioned, warrant, and petty officers, and able seamen, ordinary seamen, and boys; and for one thousand two hundred and seventy-five commissioned and non-commissioned officers, music, and rank and file, of the marines, for one year, making seven thousand seven hundred and eighty-six rations.*

2,486,645 pounds of bread, at four and a half cents, - - -	\$111,899 02
7,100 barrels of beef, at fifteen dollars, - - -	106,500 00
6,100 barrels of pork, at twenty dollars, - - -	122,000 00
2,024 barrels of flour, at eight dollars, - - -	16,192 00
202,436 pounds of suet, at twenty cents, - - -	40,487 20
177,618 gallons of spirit, at ninety cents, - - -	159,856 20
6,326 bushels of peas, at one dollar and twenty-five cents, - - -	7,907 50
151,827 pounds of cheese, at eighteen cents, - - -	27,328 00
404,872 pounds of rice, at six cents, - - -	24,292 32
50,609 pounds of butter, at twenty cents, - - -	10,121 80
25,305 gallons of molasses, at seventy-five cents, - - -	18,978 75
25,305 gallons of vinegar, at twenty-five cents, - - -	6,326 25
	<u>\$651,889 04</u>

*Estimate of the expense of maintaining, for one year, the number of marine officers and privates which would "be necessary to complete the manning of the whole and entire Navy of the United States, including gunboats."*

## PAY.

1 Lieutenant Colonel commandant, at - - -	\$75	\$900
6 Captains, - - -	40	2,880
27 First Lieutenants, - - -	30	9,720
20 Second Lieutenants, - - -	25	6,000
60 Sergeants, - - -	9	6,480
137 Corporals, - - -	8	13,152
25 Drummers and twenty-five fifers, - - -	7	4,200
1,397 Privates, including armorers, and other mechanics, necessary for the corps, - - -	6	100,584
Extra pay to commissioned staff, - - -	-	576
Extra pay to non-commissioned staff, - - -	-	54
		<u>\$144,546 00</u>



## SUBSISTENCE.

1 Lieutenant Colonel commandant, six rations per day, and six rations extra as commandant, make	Rations,	4,380	
6 Captains, at three rations per day, make	-	6,570	
15 First Lieutenants, at three rations per day, make	-	16,425	
5 Second Lieutenants, at two rations per day, make	-	8,650	
396 Non-commissioned officers, musicians, and privates, at one ration per day, make	-	144,540	
	Rations,	175,565 at 18 cents,	\$31,601 70
12 First Lieutenants, at two rations per day, make	-	8,760	
15 Second Lieutenants, at one ration per day, make	-	5,475	
		14,235 at 20 cents,	2,847 00
Forage for Lieutenant Colonel commandant, at twelve dollars per month,	-	144 00	
			34,592 70
	Amount of pay and subsistence,	-	\$179,138 70

## CLOTHING.

60 Sergeants' suits, at	-	\$21 00	\$1,260 00
80 Pairs of shoulder knots, -	-	1 50	120 00
1,584 Corporals', musicians', and privates', suits, -	-	19 00	30,096 00
1,644 Caps, plumes, bands, and eagles, -	-	1 75	2,877 00
1,644 Stocks, -	-	20	328 80
6,576 Pairs of shoes, -	-	1 25	8,220 00
1,644 Blankets, -	-	2 50	4,110 00
300 Watch coats, -	-	10 00	3,000 00
			50,011 80

## MILITARY STORES.

1,644 Knapsacks, at	-	\$1 00	\$1,644 00
6 Colors, -	-	20 00	120 00
800 Cartridge boxes, belts, scabbards, &c. -	-	3 00	2,400 00
700 Stand of arms, -	-	13 00	9,100 00
35,000 Flints, -	-	-	75 00
2,000 Brushes and pricklers, -	-	25	500 00
			13,839 00

## HOSPITAL ACCOUNT.

Hospital stores, medicines, &c. &c. -	-	-	2,000 00
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## CONTINGENT ACCOUNT.

Camp and barrack furniture, utensils, &c. -	-	-	\$300
Bunks and bedding, -	-	-	250
Fifty loads of straw, at \$6, -	-	-	300
Flour for hair powder, -	-	-	150
Stationery, -	-	-	350
Postage, -	-	-	300
Fire wood, -	-	-	7,000
Other contingent expenses, comprising transportation of detachments, their baggage, &c. officers' travelling expenses, armorers' and carpenters' bills, premium for enlisting, musical instruments, and bounty to music, -	-	-	7,500
			16,150 00
			\$261,139 50

## Recapitulation of the preceding estimates.

## NAVY.

For pay and subsistence of the officers and pay of the seamen, -	-	\$1,064,074 00
For provisions, -	-	651,889 04

## MARINE CORPS.

For pay and subsistence, -	-	179,138 70
For clothing, -	-	50,011 80
For military stores, -	-	13,839 00
For hospital account, -	-	2,000 00
For contingent account, -	-	16,150 00

\$1,977,101 54

*General estimate of the annual expense of maintaining in service "the whole and entire Navy of the United States, including the gunboats."*

## NAVY.

For pay and subsistence of the officers, and pay of the seamen, -	-	\$1,064,073 00
For provisions, -	-	651,889 04
For hospital account, comprising medicines, instruments, hospital stores, and all expenses on account of the sick, -	-	20,000 00
For repairs of vessels, -	-	195,000 00
For contingent account, comprising freight, store rent, commissions to agents, and other contingent expenses, -	-	75,000 00
For ordnance, -	-	50,000 00

## MARINE CORPS.

For pay and subsistence of the marine corps, including provisions for those on shore, and forage for the staff,	\$179,138 70
For clothing for the same,	50,011 80
For military stores for the same,	13,839 00
For hospital account for the same, comprising medicine, medical services, hospital stores, and all other expenses attending the sick,	2,000 00
For contingent account for the same, comprising quartermaster's and barrackmaster's stores, officers' travelling expenses, armorer's and carpenter's bills, fuel, premium for enlisting, musical instruments, bounty to music, &c.	16,150 00
Total,	<u>\$2,317,101 54</u>

NAVY DEPARTMENT, *December 10, 1807.*R. SMITH, *Secretary of the Navy.*



## B.

*Statement exhibiting the quantities and kinds of materials provided for building ships of seventy-four guns, and the ports where deposited.*

	WHITE OAK THICK STUFF AND PLANK.										YELLOW PINE PLANK.				Treenails, of different sizes.	Cubic feet of timber, for frames of 74 gun ships.	White oak timber, in cubic feet.	Beams of pine, of various sizes.	Carlings and ledges of white oak, feet of.	Keels and keelsons, complete.	Red cedar.	Gun carriage stuff.
	8½ inch. No. of feet.	8 inch. No. of feet.	7½ inch. No. of feet.	7 inch. No. of feet.	6 inch. No. of feet.	5½ inch. No. of feet.	5 inch. No. of feet.	4½ inch. No. of feet.	4 inch. No. of feet.	3½ inch. No. of feet.	3 inch. No. of feet.	2½ inch. No. of feet.	2 inch common pine plank.	2 inch white pine plank.								
Portsmouth, N. H.	1,390	868	-	603	4,336	784	3,770	29,322	10,000	7,718	3,306	-	-	-	32,563	live oak, 17,687	-	cubic ft. 3,607	pieces very large 448	1	-	-
Norfolk, Va.	6,324	-	-	-	4,243	-	2,254	32,705	20,954	-	785	35,803	-	-	-	19,343	loss ab't 150	79	-	1	pieces 145	feet. 1,500
Philadelphia,	-	-	-	-	pieces 6	1	-	-	-	-	736	-	-	-	135	21,032	-	-	-	1	feet. 1,500	-
Boston,	-	-	-	-	feet. 6	1,187	9,398	28,177	6,147	1,020	3,437	1,650	13,469	344	-	37,914	cubic ft. 298,200	cubic ft. 14,416	feet. 19,685	1	feet. 9,000	1,500
Washington,	-	-	-	-	feet. 101	5,721	3,336	1,707	11,600	14,315	13,034	786	21,590	-	48,100	walnut 29,794	3,000	-	1	feet. 9,000	1,500	-
New York,*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19,475	22,439	15,232	2,348	-	1	-	-

\* No particular report has lately been received from New York; besides what is above stated, there is on hand, at that yard, one hundred and two thousand two hundred and seventy-eight feet of white oak plank, of various sizes; seventeen thousand seven hundred and one feet of pine, do. do.; two pieces of white oak; ten knees.

† And twenty thousand and fifty cubic feet of plank stocks, of white oak.

10th CONGRESS.]

No. 67.

[1st Session

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 12, 1808.

NAVY DEPARTMENT, January 9, 1808.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States," respectfully report to Congress the following statements in relation to the fund:

Paper A, which shows the amount of stock on the books of the treasury to the credit of the commissioners.

Paper B, list of navy pensioners, with the amount of pension allowed to each.

Paper C, account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund.

Paper D, abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 1st of January, 1807, to the 1st of January, 1808.

Paper E, accounts of Mr. George Macdaniel for the purchase of stock, which exhibit a view of the purchases of stock made since last report.

Respectfully submitted: for the Commissioners,

R. SMITH, *Secretary of the Navy.*

## A.

*Statement of the stock on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, Commissioners of the Navy Pension Fund, with the interest and reimbursement accruing for the year 1807.*

Denomination of Stock.	Commencement of Interest.	Nominal amount of stock.	Interest and reimbursement for the year 1807.	Reimbursement of 6 per cent. and deferred stocks to 31st Dec'r, 1807.	Irredeemed amount of stock, first of January, 1808.
Six per cent. stock, -	January 1, 1807, -	\$38,579 04	\$3,086 31	\$15,078 30	\$24,500 74
Ditto, -	April 1, 1807, -	1,000 00	65 00	-	-
Deferred six per cent. stock, -	January 1, 1807, -	56,532 23	4,522 56	9,530 01	47,002 22
Three per cent. stock, -	January 1, 1807, -	25,591 03	767 72	-	29,291 03
Ditto, -	April 1, 1807, -	3,700 00	83 25	-	-
Eight per cent. stock, -	January 1, 1807, -	59,300 00	4,744 00	-	59,300 00
Louisiana six per cent. stock, -	-	14,000 00	840 00	-	14,000 00
Converted ditto, -	July 1, 1807, -	3,250 00	97 50	-	3,250 00
Total, -	-	\$201,952 30	\$14,206 34	\$24,608 31	\$177,343 99

TREASURY DEPARTMENT,

REGISTER'S OFFICE, January 2, 1808.

I certify that the sum of fourteen thousand two hundred and six dollars thirty-four cents was the amount of interest and reimbursement of stock which accrued during the year 1807 to the credit of the Navy Pension Fund; and that the capital stock to their credit, on the books of the treasury, amounts to two hundred and one thousand nine hundred and fifty-two dollars and thirty cents, according to the following

## SCHEDULE.

	Six per cent.	Three per cent.	Deferred.	Eight per cent.	Louisiana six per cent.	Converted six per cent.	Total.
Nominal amount, per Register's certificate, January 8, 1807, -	38,579 04	20,305 04	54,532 23	59,300 00	14,000 00	-	186,716 31
Transferred, February 9, 1807, -	-	4,778 38	2,000 00	-	-	-	6,778 38
March 17, " -	-	507 61	-	-	-	-	507 61
April 2, " -	1,000 00	3,700 00	-	-	-	-	4,700 00
August 11, " -	-	-	-	-	-	3,250 00	3,250 00
Dollars,	39,579 04	29,291 03	56,532 23	59,300 00	14,000 00	3,250 00	201,952 30

JOSEPH NOURSE, *Register.*



## B.

*List of Navy Pensioners, January 1, 1808.*

NAMES.	RANK.	RESIDENCE.	Monthly allowance.	Annual amount.
Robert Forsith, -	Marine, -	New Hampshire, -	\$3 00	\$36 00
Richard Wilson, -	Boatswain, -	Ditto, -	10 00	120 00
John Mushaway, -	Ditto, -	Ditto, -	10 00	120 00
George Arbuckle, -	Seaman, -	Massachusetts, -	3 33 $\frac{1}{3}$	40 00
Gavin Walkinshaw, -	Ditto, -	Ditto, -	8 50	102 00
John Shapeley, -	Cook, -	Ditto, -	9 00	108 00
Uriah Hanscom, -	Ordinary seaman, -	Ditto, -	6 00	72 00
John Davidson, -	Lieutenant, -	Ditto, -	20 00	240 00
Richard W. Cooper, -	Seaman, -	Ditto, -	8 50	102 00
Charles Sandys, -	Sailmaker's mate, -	Ditto, -	8 50	102 00
Silas Taft, -	Marine, -	Ditto, -	3 00	36 00
William Taylor, -	Seaman, -	Ditto, -	4 00	48 00
Henry Nelson, -	Ditto, -	Ditto, -	6 00	72 00
James Steel, -	Ditto, -	Ditto, -	6 00	72 00
Collins Lincoln, -	Marine, -	Ditto, -	3 00	36 00
John Hoxse, -	Seaman, -	Rhode Island, -	8 50	102 00
Edward Field, -	Surgeon's mate, -	Connecticut, -	15 00	180 00
Jason Bebee, -	Corporal of marines, -	Ditto, -	4 00	48 00
George Bonner, -	Seaman, -	New York, -	8 50	102 00
William Fitzsimmons, -	Ordinary seaman, -	Ditto, -	7 00	84 00
John Baptiste, -	Boy, -	Ditto, -	3 00	36 00
Francis Rose, -	Seaman, -	Ditto, -	8 50	102 00
Enoch Brown, -	Midshipman, -	Ditto, -	9 50	114 00
Jacob Dorn, -	Seaman, -	Ditto, -	8 50	102 00
James Currin, -	Ordinary seaman, -	Ditto, -	7 00	84 00
James F. Gorlet, -	Sailing master, -	Ditto, -	20 00	240 00
William Cotter, -	Cook, -	Ditto, -	6 00	72 00
John Smith, -	Ordinary seaman, -	Ditto, -	4 00	48 00
John Whipple, -	Quartermaster, -	Ditto, -	9 00	108 00
Seth Harding, -	Captain during the Revolutionary war, -	Ditto, -	30 00	360 00
James Williams, -	Ordinary seaman, -	Ditto, -	5 00	60 00
Joseph Irvine, -	Corporal of marines, -	Ditto, -	4 00	48 00
William Robinson, -	Marine, -	New Jersey, -	3 00	36 00
John Andrews, -	Ordinary seaman, -	Pennsylvania, -	5 00	60 00
Patrick Fowler, -	Marine, -	Ditto, -	2 50	30 00
Philip Morrison, -	Ditto, -	Ditto, -	3 00	36 00
Thomas Burns, -	Boatswain's mate, -	Ditto, -	7 60	91 20
Thomas Baker, -	Captain, -	Ditto, -	37 50	450 00
Hamilton Sellers, -	Ordinary seaman, -	Ditto, -	7 00	84 00
Charles Christian, -	Seaman, -	Ditto, -	8 50	102 00
John Casson, -	Marine, -	Ditto, -	3 00	36 00
George Campbell, -	Ordinary seaman, -	Ditto, -	5 00	60 00
John Johnson, -	Marine, -	Ditto, -	3 00	36 00
William Sandwith, -	Ditto, -	Ditto, -	3 00	36 00
Henry Dougon, -	Ditto, -	Ditto, -	3 00	36 00
John Rosier, -	Ditto, -	Ditto, -	3 00	36 00
Jacob Farman, -	Seaman, -	Ditto, -	5 00	60 00
David Thomas, -	Marine, -	Ditto, -	3 00	36 00
William Barry, -	Ordinary seaman, -	Ditto, -	5 00	60 00
Andrew Hanson, -	Seaman, -	Ditto, -	8 50	102 00
Richard Webb, -	Ordinary seaman, -	Ditto, -	5 00	60 00
Richard Gold, -	Seaman, -	Ditto, -	6 00	72 00
John Moore, -	Ditto, -	Ditto, -	6 00	72 00
John Pasco, -	Ditto, -	Ditto, -	6 00	72 00
Richard Gubody, -	Ordinary seaman, -	Delaware, -	4 00	48 00
Edward Murray, -	Sergeant of marines, -	Maryland, -	4 50	54 00
Daniel Fullen, -	Ordinary seaman, -	Ditto, -	7 00	84 00
George Calder, -	Midshipman, -	Ditto, -	9 50	114 00
William Barker, -	Ordinary seaman, -	Ditto, -	6 00	72 00
William Pitman, -	Boy, -	Ditto, -	3 00	36 00
Michael Conner, -	Marine, -	Ditto, -	3 00	36 00
Charles Young, -	Ditto, -	Ditto, -	3 00	36 00
John Randal, -	Ditto, -	Ditto, -	3 00	36 00
Daniel Frazer, -	Quartermaster, -	Ditto, -	9 00	108 00
Lewis Traya, -	Seaman, -	Ditto, -	1 00	12 00
Maurice Gleeson, -	Marine, -	Ditto, -	3 00	36 00
Neal Patterson, -	Seaman, -	Ditto, -	6 00	72 00
William Robins, -	Ditto, -	Ditto, -	6 00	72 00
John Shannamon, -	Ditto, -	Ditto, -	6 00	72 00
John Hadden, -	Ditto, -	Ditto, -	6 00	72 00
Solomon Carrier, -	Sergeant of marines, -	Ditto, -	4 50	54 00
James Pitt, -	Seaman, -	Virginia, -	8 50	102 00
William Small, -	Marine, -	Ditto, -	1 50	18 00
James Digance, -	Quartermaster, -	Ditto, -	9 00	108 00
James Jeffers, -	Ordinary seaman, -	Ditto, -	4 00	48 00
William Davis, -	Seaman, -	Ditto, -	6 00	72 00
William Tyrrel, -	Ditto, -	Ditto, -	8 50	102 00
Daniel Saunders, -	Ditto, -	Georgia, -	6 00	72 00

\$6,395 20

CHARLES W. GOLDSBOROUGH,  
Secretary to the Commissioners Navy Pension Fund.

## C.

*The Commissioners of the Navy Pension Fund in account with Thomas Tudor Tucker, Treasurer thereof.*

Dr.

Cr.

Date.	To Warrants paid, viz:	Dolls. Cts.	Date.		Dolls. Cts.
1807.	No.				
January 6,	150 John Shannamon, -	30 80	1806 Dec. 31,	By balance of cash in my hands, -	4,984 53
" 6,	151 William Robbins, -	30 00	1807 Mar. 28,	By check on the Bank of Columbia, by James Cox, cashier of Bank of Baltimore, in favor of Thomas Turner, -	99 55
February 9,	152 Seth Harding, -	1,080 00		By cash received, being interest on stock belonging to said fund -	3,014 59
March 7,	153 George Macdaniel, -	3,000 00		Total, -	8,098 67
" 11,	154 Roger Nelson, -	72 00			
" " 11,	155 Neal Patterson, -	13 40			
" 23,	156 William Barry, -	10 00			
" 31,	Balance of cash in my hands, -	3,862 47			
	Total, -	8,098 67			
April 2,	157 C. W. Goldsborough, -	125 00	1807.		
" 7,	158 Michael Conner, -	18 00	March 31,	By balance of cash in my hands, -	3,862 47
" " 7,	159 George Macdaniel, -	316 93	June 29,	By cash received, being interest on stock belonging to said fund, -	3,057 34
June 19,	160 William Gardner, -	143 52			
" " 19,	161 Benjamin Austin, -	350 00			
" " 19,	162 Christopher Ellery, -	54 04			
" " 19,	163 William Imlay, -	118 56			
" " 19,	164 William Few, -	700 00			
" " 19,	165 Stephen Moylan, -	440 00			
" " 19,	166 John Page, -	290 00			
" " 19,	167 Daniel Bedinger, -	54 06			
" " 19,	168 John Macdaniel, -	10 25			
" 26,	169 John Stockton, -	50 00			
" 30,	Balance of cash in my hands, -	4,249 45			
	Total, -	6,919 81			
July 3,	170 Michael Conner, -	18 00	June 30,	By balance of cash in my hands, -	4,249 45
" " 3,	171 William Pitman, -	21 00	August 14,	By cash received from Chs. W. Goldsborough, on account of Benjamin Alline, -	300 00
" " 9,	172 Neal Patterson, -	36 00	Sept. 30,	By treasury warrant, No. 9,252, on T. T. Tucker, -	3,106 09
" " 21,	173 William Robbins, -	36 00			
" " 22,	174 Charles Young, -	36 00			
August 11,	175 George Macdaniel, -	3,200 00			
September 3,	176 Collins Lincoln, -	10 00			
" 30,	Balance of cash in my hands, -	4,298 54			
	Total, -	7,655 54			
October 2,	177 C. W. Goldsborough, -	125 00	Sept. 30,	By balance of cash in my hands, -	4,298 54
" 23,	178 Solomon Carrier, -	60 00	Decr. 31,	By treasury warrant, No. 9,573, on T. T. Tucker, -	5,028 32
December 17,	179 Benjamin Austin, -	450 00			
" " 17,	180 Christopher Ellery, -	51 00			
" " 17,	181 William Gardner, -	140 76			
" " 17,	182 William Few, -	650 00			
" " 17,	183 Stephen Moylan, -	550 00			
" " 17,	184 Daniel Bedinger, -	52 02			
" " 17,	185 James Ewing, -	22 00			
" " 17,	186 John Stockton, -	24 00			
" " 19,	187 James Alger, -	73 00			
" 31,	Balance of cash in my hands, -	7,130 08			
	Total, -	9,326 86			

Balance of cash in my hands, January 1, 1808, - - - - - \$7,130 08

TREASURY OF THE UNITED STATES, January 1, 1808.

THOMAS T. TUCKER, *Treasurer.*



## D.

*Abstract of warrants drawn by the Secretary of the Navy, on the Treasurer of the United States, on account of the "Fund for the support of Navy Pensioners," from the 1st of January to the 31st of December, 1807.*

WARRANTS.			In whose favor drawn.		Amount.	
Date.		Number.			Dols.	Cts.
January	6,	1807,	150	John Shannamon, his pension to the 31st ultimo,	-	30 80
"	"	"	151	William Robbins, his pension to the 31st ultimo,	-	30 00
February	9,	"	152	Seth Harding, his pension, as captain, from 1st of January, 1804, to 31st of December, 1806,	-	1,080 00
March	5,	"	153	George Macdaniel, to purchase of stock,	-	3,000 00
"	6,	"	154	Roger Nelson, for the purpose of paying Wm. Barker, a pensioner,	-	72 00
"	18,	"	155	Neal Patterson, his pension to 31st December, 1806,	-	13 40
"	23,	"	156	William Barry, a pensioner, for which he is accountable,	-	10 00
April	1,	"	157	Charles W. Goldsborough, his salary as secretary to the commissioners, from the 1st of October, 1806, to the 31st of March, 1807, inclusive,	-	125 00
"	3,	"	158	Michael Conner, his pension to 31st of December, 1806,	-	18 00
"	7,	"	159	George Macdaniel, to purchase stock,	-	316 93
June	18,	"	160	William Gardner, New Hampshire, for the purpose of paying pensions,	-	143 52
"	"	"	161	Ben. Austin, Massachusetts, for the purpose of paying pensions,	-	350 00
"	"	"	162	Chris. Ellery, Rhode Island, for the purpose of paying pensions,	-	54 40
"	"	"	163	Wm. Inlay, Connecticut, for the purpose of paying pensions,	-	118 56
"	"	"	164	Wm. Few, New York, for the purpose of paying pensions,	-	700 00
"	"	"	165	Stephen Moylan, Penn. for the purpose of paying pensions,	-	440 00
"	"	"	166	John Page, Virginia, for the purpose of paying pensions,	-	290 00
"	"	"	167	Daniel Bedinger, Norfolk, for the purpose of paying pensions,	-	54 06
"	19,	"	168	John Macdaniel, Jr. for balance due S. Hambleton,	-	10 25
"	25,	"	169	John Stockton, Delaware, for the purpose of paying pensions,	-	50 00
July	1,	"	170	Michael Conner, his pension to the 30th ultimo,	-	18 00
"	3,	"	171	William Pitman, his pension to the 30th ultimo,	-	21 00
"	9,	"	172	Neal Patterson, his pension to the 30th ultimo,	-	36 00
"	21,	"	173	William Robbins, his pension to the 30th ultimo,	-	36 00
"	22,	"	174	Charles Young, his pension to the 30th ultimo,	-	36 00
"	30,	"	175	George Macdaniel, to purchase stock,	-	3,200 00
September	3,	"	176	Collins Lincoln, a pensioner, for which he is accountable,	-	10 00
October	2,	"	177	Charles W. Goldsborough, for his salary as secretary to the commissioners, from the 1st of April to 30th of September, 1807,	-	125 00
"	23,	"	178	Solomon Carrier, his pension to the 30th of June, 1807,	-	60 00
December	16,	"	179	Ben. Austin Massachusetts, for the purpose of paying pensions,	-	450 00
"	"	"	180	Christopher Ellery, Rhode Island, for do. do. do.	-	51 00
"	"	"	181	William Gardner, N. Hampshire, for do. do. do.	-	140 76
"	"	"	182	William Few, New York, for do. do. do.	-	650 00
"	"	"	183	Stephen Moylan, Pennsylvania, for do. do. do.	-	550 00
"	"	"	184	Daniel Bedinger, Norfolk, for do. do. do.	-	52 02
"	"	"	185	James Ewing, New Jersey, for do. do. do.	-	22 00
"	"	"	186	John Stockton, Delaware, for do. do. do.	-	24 00
"	19,	"	187	James Alger, Savannah, Georgia, for do. do. do.	-	72 00
				Total,	-	12,460 34

NAVY DEPARTMENT, *Accountant's Office*, December 31, 1807.

THOMAS TURNER, *Accountant*.

## E.

*The Commissioners of the Navy Pension Fund in account with George Macdaniel.*

1807.	To cash paid John Davidson for \$507 61 three per cent. \$659 90 nett six per cent. \$3,700 three per cent. stock, and brokerage, as per voucher No. 1,	Dr.	\$3,343 18
	To my commission, as agent, on \$3,300 43 cents, the amount of moneys received and expended, at $\frac{1}{2}$ per cent.		16 50
			\$3,359 68
March 5.	By cash on warrant No. 153,	Cr.	\$3,000 00
April 7.	Do. do. 159,		316 93
	By dividends credited in John Davidson's account, viz:		
	On \$1,000 nominal six per cents,		\$15 00
	On 3,700 nominal three per cents,		27 75
			42 75
			\$3,359 68

APRIL 8th, 1807.

GEORGE MACDANIEL.

## Voucher No. 1.

*Mr. George Macdaniel in account with John Davidson.*

					Dr.
1807.	To stock of the United States transferred to the commissioners of the navy pension fund.				
March 17.	\$507 61 three per cents, at 63 $\frac{1}{2}$ per cent.	-	-	-	\$323 60
April 1.	\$1,000 00 nominal old six per cents.				
	340 10 reimbursed at \$34 01 per cent.				
	659 90 six per cents, at 99 per cent.	-	-	-	653 30
	3,700 00 three per cents, at 63 $\frac{1}{2}$ per cent.	-	-	-	2,358 75
	Commission on \$3,012 05 at $\frac{1}{4}$ per cent.	-	-	-	
	[No commission on \$507 61 three per cents.]				
					\$3,335 65
					7 53
					\$3,343 18
					Cr.
March 7.	By cash,	-	-	-	\$3,000 00
April 1.	Dividends on \$1,000 old six per cents,	-	-	-	15 00
	Ditto, 3,700 three per cents,	-	-	-	27 75
					42 75
	Balance due John Davidson,	-	-	-	300 43
					\$3,343 18

Received, April 7, 1807, of George Macdaniel, three hundred dollars and forty-three cents, in payment of the balance of this account.

JOHN DAVIDSON.

*The Commissioners of the Navy Pension Fund in account with George Macdaniel.*

					Dr.
	To cash paid F. Sheldon for 3,250 dollars converted six per cent. stock, (the product of 5,000 dollars old three per cent. stock) as per account and receipt,	-	-	-	\$3,200
	My commission, as agent, at $\frac{1}{2}$ per cent.	-	-	-	16
					\$3,216
1807. July 30.	By warrant on Treasurer, No. 175,	-	-	-	\$3,200
	Balance due to G. Macdaniel, -	-	-	-	16
					\$3,216

GEORGE MACDANIEL.

*Mr. George Macdaniel, for the Commissioners of the Navy Pension Fund,*

BOUGHT OF FREDERICK SHELTON:

\$3,250 converted six per cent. stock, (the product of \$5,000 old three per cent. stock) at 64 per cent. - \$3,200

August 11, 1807. Received payment.

For Frederick Sheldon:

D. SHELTON, Jr.

10th CONGRESS.]

No. 68.

[1st SESSION.

## PAY AND RATIONS OF THE SEVERAL OFFICERS OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 21, 1808.

NAVY DEPARTMENT, April 5, 1808.

Sir:

I have received your letter of the 29th ultimo, and, in answer, have the honor to state: 1st. That, prior to the passage of the act, entitled "An act providing for a naval peace establishment, and for other purposes," the navy ration was valued at twenty-eight cents; that, after the passage of that act, which reduced the constituent parts of the ration, the ration was valued at twenty cents. The enclosed paper, marked A, exhibits the component parts of a ration, as established by the act, entitled "An act providing a naval armament," passed July 1, 1797, when the ration was valued at twenty-eight cents; and the component parts of a ration, as established by the act providing a naval peace establishment, when the ration was valued at twenty cents. From this paper, and from a reference to the prices of the constituent parts of the ration, at the periods referred to, and at the present period, the committee will be able to form a satisfactory opinion as to the propriety of the petition of the officers of the navy, so far as it relates to an increase of the price of the ration.

The second object of the petition is, that officers, when unemployed, may be permitted to receive their rations, in addition to the half pay which they now receive. The enclosed paper, marked B, exhibits the monthly half pay at present received by each grade of officer in the navy, and the amount which they would receive, if to their half pay were added their rations, valued in one column at twenty cents, in another at twenty-eight cents. This paper,



it is presumed, will be sufficient to enable the committee to satisfy themselves as to this part of the petition. It is proper for me here to remark, that officers unemployed, and not furloughed for any definite period of time, are at all times subject to the orders of the Government; and they, from necessity, are compelled to hold themselves in readiness to obey such orders at a moment's warning. Their situation is materially different from that of officers who have furloughs for definite periods, with permission to leave the country.

The 3d object of the petition is, that the widows and orphans of the officers of the navy may have a provision made for them, similar to that made for the widows and orphans of the officers of the army. At present there exists no provision whatever for the widows and orphans of navy officers who may be killed in action. The enclosed paper, marked C, states the provision made for the widows and orphans of the officers of the army in such cases.

The 4th object of the petition is, to procure an increase of the number of rations allowed to masters commandant in the navy, but no definite number has been prayed for. The enclosed paper, marked D, states the annual amount of the pay of a master commandant in the navy, as established by law. Masters commandant in the navy have command of vessels of a rate inferior to that which the law declares shall be commanded by captains in the navy, but superior to that commanded by lieutenants commanding. They are compelled to keep a separate table, essential to the preservation of the discipline of a man of war, and are, of course, exposed to extraordinary expenses, from which officers who live together in mess are exempt.

The 5th object is to procure an increase of the pay of midshipmen. Upon this point it may not be necessary for Congress to act. By the act, entitled "An act providing a naval armament," the power of fixing the pay of midshipmen was vested in the President of the United States. I here take the liberty of suggesting, that, as the President is at present vested with the power of regulating the pay of seamen, it would be advisable that the pay of boatswains, gunners, carpenters, and sailmakers, in the navy, should be regulated in like manner by the President. The pay of this class of officers could then be regulated by the pay given in the merchant service, and many inconveniences, at present experienced, would be avoided.

With respect to the memorial of the surgeons in the navy, the enclosed paper, marked E, exhibits the annual amount of their pay, and also of the pay of surgeons' mates, as prescribed by law. It will thence be perceived that surgeons and surgeons' mates in the navy receive less for their services than the usual profits of the private practice of physicians on shore.

I am, very respectfully, sir, your most obedient,

ROBERT SMITH.

HON. JOHN MONTGOMERY, *Chairman of a Committee, &c.*

A.

View of the Navy Ration, as established by the act of July 1, 1797, valued at 28 cents.											View of the Navy Ration, as established by act of March 3d, 1801, valued at 20 cents.												
	Bread.	Beef.	Pork.	Cheese.	Peas & Beans.	Rice.	Butter.	Potatoes, or Turnips.	Salt Fish.	Spirits.		Bread.	Flour.	Beef.	Pork.	Suet.	Cheese.	Peas.	Rice.	Butter.	Spirits.	Molasses.	Vinegar.
	lb.	lb.	lb.	oz.	pint.	pint.	oz.	lb.	lb.		oz.	lb.	lb.	lb.	lb.	lb.	oz.	pint.	pint.	oz.	pt	pt	pt
Sunday, -	1	1½	-	-	-	-	-	-	-		14	-	-	1½	-	-	-	-	-	-	-	-	-
Monday, -	1	1	1	4	-	-	-	-	-		14	-	-	1	-	-	-	-	-	-	-	-	-
Tuesday, -	1	1½	-	-	-	-	-	-	-		14	-	-	1	-	-	-	-	-	-	-	-	-
Wednesday, -	1	-	-	4	-	-	2, or 6 oz. of molasses.	-	-	Half a pint per day, or, in lieu thereof, 1 quart of beer per day for each ration.	14	-	-	1	-	-	-	-	-	-	-	-	-
Thursday, -	1	-	1	-	-	-	-	-	-		14	-	1½	-	-	-	-	-	-	-	-	-	-
Friday, -	1	-	-	-	-	-	2, or 1 gill of oil.	1	1		14	-	-	-	-	4	-	-	-	-	-	-	-
Saturday, -	1	-	1	4	-	-	-	-	-		14	-	-	1	-	-	-	-	-	-	-	-	-

B.

Statement exhibiting the Monthly Half-pay of each grade of Officer in the Navy, and the amount which they would receive, if, to their half-pay were added their rations, valued, in one column, at twenty, in another, at twenty-eight cents.

GRADE OF OFFICE.	Monthly Half-pay.	Rations added to the monthly Half-pay.	
		Valued at 20 cents.	Valued at 28 cents.
A captain in the navy, -	\$50 00	\$98 00	\$117 20
A master commandant, -	30 00	66 00	80 40
A Lieutenant, -	20 00	38 00	45 20
A surgeon, -	25 00	37 00	41 80
A chaplain, -	20 00	32 00	36 80
A sailing-master, -	20 00	32 00	36 80
A purser, -	20 00	32 00	36 80
A midshipman, -	9 50	15 50	17 90
A surgeon's mate, -	15 00	27 00	31 86
A boatswain, gunner, sailmaker, carpenter, -	10 00	22 00	26 80

## C.

*Provision made by law for the widows or children of commissioned officers of the Army dying by reason of wounds received in actual service.*

Section 15, of the act, entitled "An act fixing the military peace establishment of the United States," passed 16th July, 1802—see 5th vol. Laws U. S. page 25.

"And be it enacted, That if any commissioned officer, in the military peace establishment of the United States, shall, while in the service of the United States, die, by reason of any wound received in actual service of the United States, and leave a widow, or, if no widow, a child or children under sixteen years of age, such widow, or, if no widow, such child or children shall be entitled to, and receive, half the monthly pay to which the deceased was entitled at the time of his death, for and during the term of five years. But, in case of the death or intermarriage of such widow, before the expiration of the said term of five years, the half pay, for the remainder of the time, shall go to the child or children of such deceased officer: *Provided always*, That such half pay shall cease on the decease of such child or children."

## D.

*Statement of the annual pay of a Master Commandant of the Navy of the United States.*

Pay \$60 per month, and five rations per day, \$1,085 00  
See act, entitled "An act fixing the pay of the captains and commanders of ships and vessels of war of the United States," passed February 25, 1799, Laws U. S. vol. 5, page 257.

If masters commandant were allowed as many rations as are allowed to captains commanding a twenty gun ship, it would add to their present allowance one ration per day.

## E.

*Statement of the annual pay of a Surgeon and of a Surgeon's Mate in the Navy of the United States.*

Surgeon, pay \$50 per month, and two rations per day, \$746  
Surgeon's mate, pay \$30 per month, and two rations per day, 506

10th CONGRESS.]

No. 69.

[2d Session.]

## INCREASE OF THE OFFICERS, SEAMEN, AND MARINES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 10, 1808.

*Resolved*, That the committee appointed on so much of the message of the President of the United States as relates to the military and naval establishments, be instructed to inquire into the expediency of authorizing the President of the United States to employ such an additional number of seamen, not exceeding —, as in his opinion the public service may require; and that the committee have leave to report by bill or otherwise.

COMMITTEE ROOM, December 3, 1808.

SIR:

I am instructed by the committee on the above subject to request of you to inform us of the number of seamen, in addition to those already in service, necessary to be employed by the Government; and that you will give us such further information on the subject as your Department is in possession of.

Very respectfully, your obedient servant,

R. NELSON, *Chairman of the Committee.*

The Hon. ROBERT SMITH, *Secretary of the Navy.*

NAVY DEPARTMENT, December 7, 1808.

SIR:

I have received your letter of the 3d instant; and, in answer, have the honor to state that the accompanying paper, marked A, exhibits the additional number of officers and seamen required for the public service, none of which could be employed without the authority of a special act of Congress. The same paper also exhibits the number of marines required in addition to the present establishment; for the employment of which provision by law will be necessary.

Paper B exhibits a view of the annual expense of maintaining in service the number of officers, petty officers, seamen, and marines, required, in the opinion of the President, in addition to the number already estimated for in the annual estimate presented to the House, through the Secretary of the Treasury.

This additional estimate, added to the estimate presented through the Treasury Department, will make the different items of the necessary appropriations as stated below, viz:

For pay and subsistence of the officers, and pay of the seamen,	\$1,077,834 00
For provisions,	490,354 31
For hospital account,	30,000 00
For repairs of vessels,	445,000 00
For contingent account, comprising freight, store rent, commissions to agents, travelling expenses, &c.	150,000 00
For pay and subsistence of the marine corps,	186,320 70
For clothing,	44,699 50
For military stores,	6,706 00
For hospital account,	3,000 00
For contingent account,	19,035 00
For navy yards,	60,000 00
For ordnance,	150,000 00
	<u>\$2,662,949 51</u>

I have the honor to be, respectfully, sir, your most obedient servant,

ROBERT SMITH.

Hon. R. NELSON, *Chairman of the Committee on Military and Naval Establishments.*



## A.

*Statement of the additional number of officers, seamen, and marines, required for the public service, which cannot be employed without the authority of a special act of Congress.*

	Midshipmen.	Seamen.	Corporals.	Private Marines.
The public service requires, . . . . .	384	3,425	192	1,052
The existing laws authorize, . . . . .	150	1,425	48	890
	234	2,000	144	162

Thus, the public service requires—234 midshipmen,

2,000 seamen,

144 corporals marines,

162 privates do.

in addition to the number now authorized by law; none of which can be employed without the authority of an act of Congress.

## B.

*Estimate of the pay and subsistence of the officers, and of the pay of seamen stated below.*

	Pay per Month.	Amount of Pay.	Rations per Day.	Number of Rations.	Price of Rations.	Amount of Rations.	Am't of Pay and Rations.
128 masters, . . . . .	\$ 40	\$61,440	2	93,440			
10 pursers, . . . . .	40	4,800	2	7,300			
30 surgeons' mates, . . . . .	30	10,800	2	21,900			
171 boatswains, . . . . .	20	41,040	2	124,830			
171 gunners, . . . . .	20	41,040	2	124,830			
234 midshipmen, . . . . .	19	53,352					
11 captains' clerks, . . . . .	25	3,300					
171 masters' mates, . . . . .	20	41,040					
171 quarter gunners, . . . . .	18	36,936					
171 quartermasters, . . . . .	18	36,936					
171 stewards, . . . . .	18	36,936					
171 cooks, . . . . .	18	36,936					
2,500 seamen, . . . . .	12	360,000					
4,110				372,300	20 cts.	74,460	
Deduct one ration per day for each of the officers drawing more than one ration, as one ration for each is estimated in the article provisions, . . . . .				186,150		37,230	
		764,556		186,150		37,230	781,786

## PROVISIONS.

*One ration each for 4,416 officers and men and marines.*

4,018 barrels of beef, at \$15 00 . . . . .					\$60,285 00
3,445 barrels of pork, 20 00 . . . . .					68,900 00
1,171 barrels of flour, 8 00 . . . . .					9,368 00
1,410,360 pounds bread, 4½ . . . . .					63,466 20
114,816 pounds suet, 20 . . . . .					22,963 20
86,112 pounds cheese, 18 . . . . .					15,500 16
28,704 pounds butter, 20 . . . . .					5,740 80
100,740 gallons spirits, 90 . . . . .					90,666 00
3,588 bushels peas, 1 25 . . . . .					4,485 00
229,632 pounds rice, 6 . . . . .					13,777 92
14,352 gallons molasses, 75 . . . . .					10,764 00
14,352 gallons vinegar, 95 . . . . .					3,588 00
					<u>\$369,504 28</u>

## MARINES.

## Pay.

144 corporals, at \$8, . . . . .				13,824 00
162 privates, 6, . . . . .				11,664 00
				<u>\$25,488 00</u>

## Clothing.

306 suits, . . . . . at \$19 00 . . . . .				5,814 00
306 caps, plumes, bands, and eagles, 1 75 . . . . .				535 50
306 stocks, . . . . . 20 . . . . .				61 20
1,224 pairs of shoes, . . . . . 1 25 . . . . .				1,530 00
306 blankets, . . . . . 2 50 . . . . .				765 00
306 watch coats, . . . . . 10 00 . . . . .				3,060 00
				<u>11,765 70</u>

*Military Stores.*

306 knapsacks, . . . . . at \$1,	306 00
306 cartouch boxes, belts, and scabbards, 3,	918 00
306 stands of arms, . . . . . 13,	3,978 00
Flints, brushes, and prickers, . . . . .	150 00
	<hr/> 5,352 00

*Contingent Account.*

For contingent account, comprising quartermasters' and barrackmasters' stores, officers' travelling expenses, fuel, &c. . . . .	5,000 00
	<hr/> <b>\$47,605 70</b> <hr/>

## RECAPITULATION AND GENERAL ESTIMATE.

For pay and subsistence of the officers, and pay of seamen, . . . . .	\$781,786 00
provisions, . . . . .	369,504 28
hospital account, . . . . .	25,000 00
repairs of vessels, . . . . .	250,000 00
contingent account, comprising freight, store rent, commissions to agents, and other contingent expenses, . . . . .	75,000 00

*Marine Corps.*

For pay and subsistence, . . . . .	25,488 00
clothing, . . . . .	11,765 70
military stores, . . . . .	5,352 00
hospital account, . . . . .	1,000 00
contingent account, comprising transportation of detachments, camp and barrack furniture, utensils, bed bunks and bedding, officers' travelling expenses, &c. . . . .	5,000 00

*Ordnance.*

For ordnance and small arms, . . . . .	100,000 00
	<hr/> <b>\$1,649,895 98</b> <hr/>

NAVY DEPARTMENT, *December 7, 1808.*

ROBERT SMITH.

NOTE.—See No. 70.

10th CONGRESS.]

No. 70.

[2d Session.]

## INCREASE OF THE OFFICERS, SEAMEN, AND MARINES.

COMMUNICATED TO THE SENATE, JANUARY 3, 1809.

SIR:

NAVY DEPARTMENT, *December 16th, 1808.*

I have received your letter of the 13th instant.

To enable the Executive to carry into effect the provisions of the bill, entitled "A bill to authorize and require the President of the United States to arm, man, and fit out, for immediate service, all the public ships of war, vessels, and gunboats of the United States," there would be required, in addition to the officers, seamen, and marines, at present authorized by law,

350 Midshipmen,
4,447 Able seamen, ordinary seamen, and boys,
2 Captains, Marines,
9 1st Lieutenants, Marines,
2 2d Lieutenants, do.
4 Sergeants, do.
191 Corporals, do.
659 Privates, do.

As will more particularly appear by the accompanying paper, marked A.\*

Papers B, C, D, and E, exhibit the appropriation required to satisfy the necessary expenditures, contemplated by the bill.

I have been charged by the President to enclose to you, herewith, a copy of a communication, made to the chairman of a committee of the House of Representatives, upon the military and naval establishments.

It is accordingly herewith sent, and marked F.

I have the honor to be, with great respect, sir, your obedient servant,

RT. SMITH.

HON. WILLIAM B. GILES, *Senate.*

\* This nor the subsequent papers referred to were communicated with the letter. For F, see No. 69.



10th CONGRESS.]

No. 71. [2d Session.]

## DISAGREEMENT OF THE SENATE AND HOUSE OF REPRESENTATIVES ON THE BILL PROVIDING FOR AN INCREASE OF THE OFFICERS, SEAMEN, AND MARINES.

COMMUNICATED TO THE SENATE, JANUARY 23, 1809.

Mr. BRADLEY, of the conferees from the Senate, on the disagreement between the two Houses, in relation to the bill, entitled "An act authorizing the appointment and employment of an additional number of navy officers, seamen, and marines," made the following report:

That they have met the conferees on the part of the House of Representatives, and have had a free conference on the subject of the disagreement between the two Houses, and regret that it has not been in their power to compromise the disagreement. They submit to the Senate certain propositions made by them to the conferees from the other House as evidence of their earnest desire to have accommodated all differences, and a justification of their conduct to the nation; they subjoin the letter from the superintendent of the navy yard, in the absence of the Secretary of the Navy, that the state of the frigates might be fully known. They are compelled to say, they found no disposition on the part of the other conferees to depart in the least respect from the bill as passed by the House of Representatives, or in any manner to wish any accommodation, short of the Senate receding, in every instance, from their amendments. They therefore unanimously recommend to the Senate to ADHERE TO THEIR AMENDMENTS.

*Propositions, with the subjoined letter, communicated to the conferees on the part of the House of Representatives.*

"The conferees from the Senate, on the disagreement between the two Houses, in relation to the amendments made by the Senate to the bill, entitled "*An act authorizing the appointment and employment of an additional number of navy officers, seamen, and marines.*" being sincerely desirous to accommodate all differences between the two Houses, do propose to the conferees from the House of Representatives, a middle course, which will impose little if any additional burthens on the nation; the four frigates being at present in a state of repair, as they are informed, can very soon be equipped for actual service; they presume, from the known liberality and spirit of accommodation, which has so uniformly marked the proceedings of both Houses of Congress, that they will readily concur therein, to wit:

"To amend the first amendment made by the Senate, to read as follows:

"That, in addition to the frigates now employed in actual service, there be fitted out, officered, and manned, as soon as may be, the four following frigates, to wit: the United States, Essex, John Adams, and President; and moreover the President of the United States is hereby authorized and empowered to equip, man, and employ, in actual service, so many of the other public armed vessels, now laid up in ordinary, and gunboats, as in his judgment the public service may require; and to cause the frigates and other armed vessels, when prepared for actual service, respectively, to be stationed at such ports and places on the sea coast as he may deem most expedient, or to cruise on any part of the coast of the United States or territories thereof, and."

And so modify the second amendment of the Senate, that, in lieu of the words "*three hundred and fifty,*" insert only "*three hundred.*"

And so modify the third amendment of the Senate, that in lieu of "*four thousand four hundred and forty-seven,*" insert the words, "*three thousand six hundred.*"

And to recommend to the Senate to recede from their two last amendments made to the second section of the bill.

And to amend the title to read—

"An act authorizing the employment of an additional naval force."

Subjoined is a letter from Captain Tingey, superintendent of the navy yard, showing the state of the frigates.

NAVY YARD, WASHINGTON, *January 20th, 1809.*

SIR: I have the honor to state, in reply to your note of this morning, that the frigates United States, Essex, and John Adams, are now in as good order in their hulls as on the day they were launched, and can be rigged in a few weeks, if so ordered, and suitable appropriations made.

The frigates "Congress and Adams" might also proceed to a station in the mouths of any of our bays or harbors, but I do not consider their hulls in a situation fit to bear the sea in heavy weather.

The frigates Constitution and New York I consider as unfit to proceed from this yard until they shall have had a thorough repair, and the remaining frigate, the President, is now progressing under a thorough repair, and may, I presume, be ready for sea in May next, with the number of carpenters now employed here.

I have the honor to be, very respectfully, sir, your obedient servant,

THO. TINGEY.

HON. STEPHEN R. BRADLEY.

10th CONGRESS.]

No. 72.

[2d Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 24, 1809.

NAVY DEPARTMENT, *January 23, 1809.*

SIR: I have the honor herewith to transmit to you, to be laid before Congress, a report on the subject of the navy pension fund.

I have the honor to be, respectfully, sir, your most obedient servant,

R. SMITH.

The Honorable the SPEAKER of the House of Representatives.

NAVY DEPARTMENT, *January 23, 1809.*

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States, respectfully report to Congress the following statements in relation to the funds:

Paper A, which shows the amount of stock on the books of the treasury, to the credit of the commissioners.

Paper B, list of navy pensioners, with the pension allowed to each.

Paper C, account of the commissioners with Thomas T. Tucker, Esq. Treasurer of the fund.

Paper D, abstract of warrants drawn by the Secretary of the Navy, on the Treasurer of the fund, from the 1st January, 1808, to the 1st January, 1809.

Paper E, accounts of Mr. George Macdaniel, for the purchase of stock, which exhibit a view of the purchases of stock made since the last report.

Respectfully submitted: For the commissioners,

R. SMITH, *Secretary of the Navy.*

## A.

*Statement of the Stock on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement accruing for the year 1808.*

STOCKS.	Commencement of interest.	Nominal amount of stock.	Interest and reimbursement for the year 1808.	Reimbursement of six per cent. and deferred stocks to Dec. 31, 1808.	Irredeemed amount on the 1st January, 1809.
Six per cent., - - -	1st January, 1808,	\$39,579 04	\$3,166 31	\$16,795 14	\$22,783 90
Deferred, - - -	Ditto,	56,532 23	4,522 57	11,301 96	45,230 27
Three per cent. - - -	Ditto,	29,291 03	878 72	-	30,895 93
Ditto, - - -	1st October, 1807,	1,604 90	60 18	-	-
Eight per cent., - - -	1st January, 1808,	59,300 00	4,744 00	-	59,300 00
Louisiana six per cent., - - -	Ditto,	14,000 00	840 00	-	14,000 00
Converted six per cent., - - -	Ditto,	3,250 00	195 00	-	3,250 00
		\$203,557 20	\$14,406 78	\$28,097 10	\$175,460 10

I certify that the sum of fourteen thousand four hundred and six dollars and seventy-eight cents was the amount of interest, and reimbursement of stock, which accrued during the year 1808, to the credit of the navy pension fund; and that the capital stock to their credit, on the books of the treasury, amounts to two hundred and three thousand five hundred and fifty-seven dollars and twenty cents, according to the following

## SCHEDULE.

	Six per cent.	Three per cent.	Deferred.	Eight per cent.	Louisiana six per cent.	Converted six per cent.	Total.
Nominal amount per Register's certificate Jan. 2, 1808,	\$39,579 04	\$29,291 03	\$56,532 23	\$59,300	\$14,000	\$3,250	\$201,952 30
Transferred Feb. 22, 1808,	-	1,604 90	-	-	-	-	1,604 90
	\$39,579 04	\$30,895 93	\$56,532 23	\$59,300	\$14,000	\$3,250	\$203,557 20

TREASURY DEPARTMENT, *Register's Office, December 31, 1808.*

JOSEPH NOURSE, *Register.*



## B.

*List of Navy Pensioners, January, 1809.*

NAMES.	RANK.	RESIDENCE.	Pay per month.	Annual amt of pay.
Robert Forsith, - - -	Marine, - - -	New Hampshire,	\$3 00	\$36 00
Richard Wilson, - - -	Boatswain, - - -	Do.	10 00	120 00
John Mushaway, - - -	Do. - - -	Do.	10 00	120 00
George Arbuckle, - - -	Seaman, - - -	Massachusetts,	3 33 <sup>1</sup> / <sub>3</sub>	40 00
Gavin Walkinshaw, - - -	Do. - - -	Do.	8 50	102 00
John Shapeley, - - -	Cook, - - -	Do.	9 00	108 00
Uriah Hanscom, - - -	Ordinary seaman, - - -	Do.	6 00	72 00
John Davidson, - - -	Lieutenant, - - -	Do.	20 00	240 00
Richard W. Cooper, - - -	Seaman, - - -	Do.	8 50	102 00
Charles Sandys, - - -	Sailmaker's mate, - - -	Do.	8 50	102 00
Silas Taft, - - -	Marine, - - -	Do.	3 00	36 00
William Taylor, - - -	Seaman, - - -	Do.	4 00	48 00
Henry Nelson, - - -	Do. - - -	Do.	6 00	72 00
James Steel, - - -	Do. - - -	Do.	6 00	72 00
Collins Lincoln, - - -	Marine, - - -	Do.	3 00	36 00
Peter M'Mahan, - - -	Ordinary seaman, - - -	Do.	4 50	54 00
John Hoxse, - - -	Seaman, - - -	Rhode Island,	8 50	102 00
Edward Field, - - -	Surgeon's mate, - - -	Connecticut,	15 00	180 00
Jason Beebe, - - -	Corporal of Marines, - - -	Do.	4 00	48 00
George Bonner, - - -	Seaman, - - -	New York,	8 50	102 00
William Fitzsimmons, - - -	Ordinary seaman, - - -	Do.	7 00	84 00
John Baptiste, - - -	Boy, - - -	Do.	3 00	36 00
Francis Rose, - - -	Seaman, - - -	Do.	8 50	102 00
Enoch Brown, - - -	Midshipman, - - -	Do.	9 50	114 00
Jacob Dorn, - - -	Seaman, - - -	Do.	8 50	102 00
James Currin, - - -	Ordinary seaman, - - -	Do.	7 00	84 00
James F. Goelet, - - -	Sailing master, - - -	Do.	20 00	240 00
William Colter, - - -	Cook, - - -	Do.	6 00	72 00
John Smith, - - -	Ordinary seaman, - - -	Do.	4 00	48 00
John Whipple, - - -	Quartermaster, - - -	Do.	9 00	108 00
Seth Harding, - - -	Capt. in the revolutionary war, - - -	Do.	30 00	360 00
James Williams, - - -	Ordinary seaman, - - -	Do.	5 00	60 00
Joseph Irvine, - - -	Corporal of Marines, - - -	Do.	4 00	48 00
Neal Patterson, - - -	Seaman, - - -	Do.	6 00	72 00
John Carberry, - - -	Cooper, - - -	Do.	4 50	54 00
Peter Lemark, - - -	Marine, - - -	Do.	3 00	36 00
William Robinson, - - -	Do. - - -	New Jersey,	3 00	36 00
John Andrews, - - -	Ordinary seaman, - - -	Pennsylvania,	5 00	60 00
Patrick Fowler, - - -	Marine, - - -	Do.	2 50	30 00
Philip Morrison, - - -	Do. - - -	Do.	3 00	36 00
Thomas Burns, - - -	Boatswain's mate, - - -	Do.	7 60	91 20
Thomas Baker, - - -	Captain, - - -	Do.	37 50	450 00
Hamilton Sellers, - - -	Ordinary seaman, - - -	Do.	7 00	84 00
Charles Christian, - - -	Seaman, - - -	Do.	8 50	102 00
John Casson, - - -	Marine, - - -	Do.	3 00	36 00
William Sandwith, - - -	Do. - - -	Do.	3 00	36 00
John Johnson, - - -	Do. - - -	Do.	3 00	36 00
Henry Dougan, - - -	Do. - - -	Do.	3 00	36 00
John Rosier, - - -	Do. - - -	Do.	3 00	36 00
Jacob Farman, - - -	Able seaman, - - -	Do.	5 00	60 00
David Thomas, - - -	Marine, - - -	Do.	3 00	36 00
William Barry, - - -	Ordinary seaman, - - -	Do.	5 00	60 00
Andrew Harrison, - - -	Seaman, - - -	Do.	8 50	102 00
Richard Webb, - - -	Ordinary seaman, - - -	Do.	5 00	60 00
Richard Gold, - - -	Able seaman, - - -	Do.	6 00	72 00
John Moore, - - -	Do. - - -	Do.	6 00	72 00
John Pasco, - - -	Do. - - -	Do.	6 00	72 00
James Perkins, - - -	Do. - - -	Do.	2 00	24 00
Richard Gilbody, - - -	Ordinary seaman, - - -	Delaware,	4 00	48 00
Edward Murray, - - -	Sergeant of Marines, - - -	Maryland,	4 50	54 00
Daniel Fullen, - - -	Ordinary seaman, - - -	Do.	7 00	84 00
George Calder, - - -	Midshipman, - - -	Do.	9 50	114 00
William Barker, - - -	Ordinary seaman, - - -	Do.	6 00	72 00
William Pitman, - - -	Boy, - - -	Do.	3 00	36 00
Michael Conner, - - -	Marine, - - -	Do.	3 00	36 00
Charles Young, - - -	Do. - - -	Do.	3 00	36 00
John Randal, - - -	Do. - - -	Do.	3 00	36 00
Daniel Frazer, - - -	Quartermaster, - - -	Do.	9 00	108 00
Lewis Traya, - - -	Seaman, - - -	Do.	1 00	12 00
Maurice Gleeson, - - -	Marine, - - -	Do.	3 00	36 00
William Robins, - - -	Seaman, - - -	Do.	6 00	72 00
John Shannamon, - - -	Do. - - -	Do.	6 00	72 00
John Hadden, - - -	Do. - - -	Do.	6 00	72 00
Solomon Carrier, - - -	Do. - - -	Do.	4 50	54 00
Angello Formoso, - - -	Cannonier, - - -	Do.	5 00	60 00
Nathaniel Weems, - - -	Surgeon's mate, - - -	Do.	15 00	180 00
Daniel Leonard, - - -	Seaman, - - -	Do.	5 00	60 00
James Pitt, - - -	Do. - - -	Virginia,	8 50	102 00
William Small, - - -	Marine, - - -	Do.	1 50	18 00
James Digance, - - -	Quartermaster, - - -	Do.	9 00	108 00
James Jeffers, - - -	Ordinary seaman, - - -	Do.	4 00	48 00
William Davis, - - -	Seaman, - - -	Do.	6 00	72 00
William Tyrrell, - - -	Do. - - -	Do.	8 50	102 00
William Howel, - - -	Do. - - -	Do.	5 00	60 00
Daniel Saunders, - - -	Do. - - -	Georgia,	6 00	72 00
				6,863 20

## C.

*The Commissioners of the Navy Pension Fund in account with Thomas Tudor Tucker, Treasurer thereof.*

Dr.

Cr.

Date.	To warrants paid, viz:	Dolls. Cts.	Date.		Dolls. Cts.
1808.			1808.		
Jan. 4,	No. 188 Michael Conner, -	18 00	Jan. 1,	By balance of cash in my hands,	7,130 08
5,	189 Solomon Carrier, -	27 00	25,	By cash deposited at Bank	
11,	190 William Pitman, -	18 00		U. States by Alex. J. Dallas,	382 88
11,	191 John Shannamon, -	36 00	Mar. 31,	By treasury warrant, No.	
Feb. 1,	192 Ch's W. Goldsborough, -	62 50		9,872, on Thomas Tudor	
25,	193 George Macdaniel, -	1,100 00		Tucker, -	3,130 16
25,	194 Edward Hall, -	300 00			
Mar. 14,	195 Neal Patterson, -	36 00			
23,	196 Roger Nelson, -	36 00			
31,	Balance of cash in my hands, -	9,009 62			
		10,643 12			10,643 12
April 6,	No. 197 George Macdaniel, -	6,000 00	April 1,	By bal. of cash in my hands,	9,009 62
6,	198 Ch's W. Goldsborough, -	62 50	June 27,	By treasury warrant, No. 153,	
13,	199 William Howell, -	135 83		on Thomas Tudor Tucker, -	3,118 12
16,	200 John Shaw, -	214 72			
18,	201 Peter McMahan, -	22 50			
June 23,	202 Benjamin Austin, -	450 00			
23,	203 Christopher Ellery, -	55 00			
23,	204 William Gardner, -	143 76			
23,	205 William Few, -	480 00			
23,	206 Stephen Moylan, -	745 00			
23,	207 Edward Hall, -	155 00			
23,	208 John Page, -	50 00			
23,	209 Theodorick Armistead, -	52 02			
23,	210 James Ewing, -	20 00			
23,	211 John Stockton, -	30 00			
23,	212 James Alger, -	40 00			
23,	213 Jonathan Bull, -	233 00			
30,	Balance of cash in my hands, -	3,238 41			
		12,127 74			12,127 74
July 1,	No. 214 William Pitman, -	18 00	July 1,	By bal. of cash in my hands,	3,238 41
1,	215 Michael Conner, -	18 00	Sept. 27,	By treasury warrant, No. 477,	
6,	216 John Shannamon, -	36 00		on Thomas Tudor Tucker, -	3,118 13
12,	217 Angello Formoso, -	30 00			
14,	218 Solomon Carrier, -	27 00			
27,	219 John Williams, -	36 00			
August 8,	220 Charles Young, -	36 00			
Sept. 30,	Balance of cash in my hands, -	6,155 54			
		6,356 54			6,356 54
Oct. 18,	No. 221 Nathaniel Weems, -	430 00	Oct. 1,	By bal. of cash in my hands,	6,155 54
21,	222 Ch's W. Goldsborough, -	125 00	Nov. 22,	By cash deposited per Biddle,	
Dec. 24,	223 Benjamin Austin, -	1,000 00		in the United States' Bank, -	2,218 36
24,	224 Christopher Ellery, -	50 00	Dec. 24,	By cash deposited, per Mc-	
24,	225 Jonathan Bull, -	120 00		Ewen and Co., in the United	
24,	226 William Gardner, -	140 00		States' Bank, -	6,000 00
24,	227 William Few, -	800 00	31,	By treasury warrant, No. 750,	
24,	228 Stephen Moylan, -	500 00		on Thomas Tudor Tucker, -	5,040 37
24,	229 Edward Hall, -	200 00			
24,	230 Theodorick Armistead, -	52 02			
24,	231 James Ewing, -	20 00			
24,	232 John Stockton, -	50 00			
24,	233 John Pooler, -	75 00			
31,	Balance of cash in my hands, -	15,852 25			
		19,414 27			19,414 27

By balance of cash in my hands, January 2, 1809. - - \$15,852 25

TREASURY OF THE UNITED STATES, January 2, 1809.

THOMAS T. TUCKER, Treasurer U. States.



## D.

*Abstract of warrants drawn by the Secretary of the Navy, on the Treasurer of the United States, on account of the "Fund for the support of Navy Pensioners," from the 1st of January, to the 31st of December, 1808.*

1808.	No.			
Jan. 4	188	Michael Conner, his pension to 31st ultimo,		\$18 00
5	189	Solomon Carrier, do. do.		27 00
11	190	William Pitman, do. do.		18 00
	191	John Shannamon, do. do.		36 00
30	192	Charles W. Goldsborough, his salary as secretary to the commissioners, for the quarter ending 31st ultimo,		62 50
Feb. 4	193	George Macdaniel, to purchase stock,		1,100 00
25	194	Edward Hall, Maryland, for the purpose of paying pensions,		300 00
March 14	195	Neal Patterson, his pension to 31st December, 1807,		36 00
22	196	Roger Nelson, for the purpose of paying William Barker, a pensioner,		36 00
April 5	197	George Macdaniel, to purchase stock,		6,000 00
	198	Charles W. Goldsborough, for his salary as secretary to the commissioners, for the quarter ending 31st March last,		62 50
13	199	William Howel, his pension to 31st December, 1807,		135 83
14	200	John Shaw, a balance due to him,		214 72
18	201	Peter M'Mahan, his pension to 31st ultimo,		22 50
June 22	202	Benjamin Austin, for the purpose of paying pensions,		450 00
	203	Christopher Ellery, Rhode Island, do.		55 00
	204	William Gardner, New Hampshire, do.		143 76
	205	William Few, New York, do.		480 00
	206	Stephen Moylan, Pennsylvania, do.		745 00
	207	Edward Hall, Maryland, do.		155 00
	208	John Page, Virginia, do.		50 00
	209	Theodorick Armistead, Norfolk, do.		52 02
	210	James Ewing, New Jersey, do.		20 00
	211	John Stockton, Delaware, do.		30 00
	212	James Alger, Georgia, do.		40 00
	213	Jonathan Bull, Connecticut, do.		233 00
July 1	214	William Pitman, his pension to 30th ultimo,		18 00
	215	Michael Conner, do. do.		18 00
6	216	John Shannamon, do. do.		36 00
12	217	Angello Formoso, do. do.		30 00
14	218	Solomon Carrier, do. do.		27 00
		William Barker, do. do.		36 00
27	219	Charles Young, do. do.		36 00
August 5	220	Nathaniel Weems, surgeon, do. to 30th June last,		430 00
Oct. 18	221	Charles W. Goldsborough, his salary as secretary to the commissioners, for the half year, ending 30th ultimo,		125 00
21	222	Benjamin Austin, Massachusetts, for the purpose of paying pensions,		1,000 00
Dec. 23	223	Christopher Ellery, Rhode Island, do.		50 00
	224	Jonathan Bull, Connecticut, do.		120 00
	225	William Gardner, New Hampshire, do.		140 00
	226	William Few, New York, do.		800 00
	227	Stephen Moylan, Pennsylvania, do.		500 00
	228	Edward Hall, Maryland, do.		200 00
	229	Theodorick Armistead, Norfolk, do.		52 02
	230	James Ewing, New Jersey, do.		20 00
	231	John Stockton, Delaware, do.		50 00
	232	John Pooler, Georgia, do.		75 00
	233			
				\$14,385 85

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, January, 1809.

THOMAS TURNER, *Accountant.*

## E.

*The Commissioners of the Navy Pension Fund, in account with George Macdaniel,*

1807. August 11,	To balance due this day, (see account)		\$16 00
1808. Feb. 16,	To cash paid John Davidson, for \$1,604 90 three per cent. stock, at 64 per cent.	\$1,027 13	
	One quarter's interest on the same, (outstanding) from 1st October, to 31st December, 1807, per account,	12 03	
	Commission on \$1,027 13 at a half per cent.	5 14	
			1,044 30
	Balance due the Commissioners on this account,		39 70
			\$1,100 00
" " 14,	By cash on warrant No. 193,		\$1,100 00

February 17, 1808.

GEO. MACDANIEL.

*George Macdaniel, for the Commissioners Navy Pension Fund,*

BOUGHT OF JOHN DAVIDSON.

\$1,604 90	three per cent. stock, at 64,	\$1,027 13
One quarter's interest on the same, (outstanding) from 1st October, to 31st December, 1807,		12 03
		\$1,039 16

February 16, 1808, Received payment in full.

JOHN DAVIDSON.

10th CONGRESS.]

No. 73.

[2d SESSION.]

## INCREASE OF THE MARINE CORPS.

COMMUNICATED TO THE SENATE, FEB. 14, 1809.

NAVY DEPARTMENT, February 9, 1809.

Sir:

I have received your letter of the 4th instant.

The accompanying paper, marked A, exhibits in detail the augmentation to the marine corps necessary to enable the Executive to carry into effect the provisions of the act entitled "An act authorizing the employment of an additional naval force."

The President has determined to station at New Orleans three hundred marines. This will obviously be a command too extensive for any officer sustaining only the commission of a captain. I am decidedly of opinion that the New Orleans station requires one major and two captains; and as four captains were considered necessary prior to the acquisition of New Orleans, the two required for that station ought to be in addition to the four at present authorized by law.

I have the honor to be, very respectfully, sir, your most obedient servant,

ROBERT SMITH.

Hon. A. GREGG, of the Senate.

A.

Statement of Marine Officers and privates required to enable the Executive to carry into effect the provisions of the act, entitled "An act authorizing the employment of an additional naval force;" passed 31st January, 1809.

STATION.	Lieut. Col. Command't.	Major.	Captains.	First Lieutenants.	Second Lieutenants.	Sergeants.	Corporals.	Musics.	Privates.
Frigate Constitution, -	-	-	-	1	1	2	2	2	50
United States, -	-	-	-	1	1	2	2	2	50
President, -	-	-	-	1	1	2	2	2	50
Chesapeake, -	-	-	-	1	1	2	2	2	50
Essex, -	-	-	-	1	1	2	2	2	40
Corvette John Adams, -	-	-	-	1	1	2	2	2	40
Ship Wasp, -	-	-	-	-	1	2	2	2	25
Brig Hornet, -	-	-	-	-	1	2	2	2	25
Argus, -	-	-	-	-	1	2	2	2	20
Syren, -	-	-	-	-	1	2	2	2	20
Vixen, -	-	-	-	-	1	1	2	2	18
Schooner Nautilus, -	-	-	-	-	1	1	2	2	18
Enterprise, -	-	-	-	-	1	1	2	2	18
Revenge, -	-	-	-	-	-	1	2	2	12
Ketch Etna, -	-	-	-	-	-	1	2	-	12
Vesuvius, -	-	-	-	-	-	1	2	-	12
171 Gunboats, -	-	-	-	-	-	4	171	-	684
Norfolk station and navy yard, -	-	-	-	-	-	1	2	2	15
Washington yard, -	-	-	-	1	1	3	2	2	50
Head quarters, including armorers, mechanics of various descriptions, necessary to the corps, -	1	-	1	4	2	12	12	4	100
Commissioned staff, -	-	-	-	3	-	-	-	-	-
Non-commissioned staff, -	-	-	-	-	-	-	-	-	-
Philadelphia navy yard, -	-	-	1	1	-	1	2	2	15
New York, -	-	-	1	1	-	1	2	2	30
Boston, -	-	-	1	1	-	1	2	2	15
Portsmouth, -	-	-	-	1	-	1	2	2	15
New Orleans, -	-	1	2	2	2	6	6	6	100
Authorized by law, -	1	1	6	20	18	56	233	50	1,484
Required in addition to the number at present authorized by law, -	1	-	4	18	18	56	48	50	890
	-	1	2	2	-	-	185	-	594

1 Major,  
2 Captains,  
2 First Lieutenants,  
185 Corporals,  
594 Privates.

NOTE.—It has been deemed proper to increase the detachment for New Orleans.



CONDITION AND DISPOSITION OF THE NAVAL FORCE.

COMMUNICATED TO THE SENATE, MAY 25, 1809.

NAVY DEPARTMENT, 24th May, 1809.

SIR:

I have the honor of transmitting to you, herewith, to be laid before the Senate, the enclosed paper, marked A, which will afford a general view of the state and disposition, at this time, of the vessels belonging to the Navy of the United States, and of the gunboats.

It appears proper here to observe, for the information of the Senate, that the frigates Constitution and Chesapeake, the ship Wasp, the brigs Hornet and Argus, and the schooners Revenge and Enterprise, were in commission prior to the passage of the act, entitled "An act authorising the employment of an additional naval force," passed 31st January, 1809; and that the frigates President, United States, and Essex, the corvette John Adams, the brigs Syren, Vixen, and Nautilus, and the cutter Ferret, have been put in commission, since the passing of that law, agreeably to its provisions; that the frigates United States and Essex, and the corvette John Adams, have had such thorough repair and improvement that practical gentlemen pronounce them to be, at this time, better and more efficient vessels than they were when originally launched; and that the frigate President is now undergoing a thorough repair, which is nearly completed, and being repaired, under the advantages afforded by extensive experience, she will be, in all respects, greatly superior to what she was when first launched.

Respectfully submitted.

PAUL HAMILTON.

The Hon. GEORGE CLINTON, *Vice President  
of the United States, and President of the Senate.*

A.

*Exhibit showing the state and disposition at this time of the Vessels belonging to the Navy of the United States, and of the Gunboats.*

VESSELS' NAMES.	WHERE STATIONED.	REMARKS.
Frigate Constitution, -	New York, - - -	} Officered, manned, victualled, and, in other respects, prepared for service.
United States, -	Norfolk, - - -	
Chesapeake, -	Boston, - - -	
Essex, -	Norfolk, - - -	
Corvette John Adams, -	Baltimore, - - -	Officered, and nearly manned and prepared.
Frigate President, -	Washington, - - -	} Officered, and nearly manned—will be ready for service in July.
Ship Wasp, -	Philadelphia, - - -	
Brig Hornet, -	Norfolk, - - -	In all respects prepared for service.
Argus, -	New York, - - -	Do. do. do.
Syren, -	Gone to France, - - -	Do. do. do.
Vixen, -	Charleston, - - -	Do. do. do.
Schooner Revenge, -	New York, - - -	Do. do. do.
Enterprise, -	Norfolk, - - -	Officered, victualled, and completely repaired, and nearly manned.
Brig Nautilus, -	Washington, - - -	} Preparing for service, but recruiting orders not issued.
Cutter Ferret, -	Washington, - - -	
Frigate Congress, -	} At the Navy Yard, Wash- ington, - - -	Require repairs.
Constellation, -		
New York, -		
Adams, -		
Boston, -		
<i>Gunboats.</i>		
24 Gunboats, -	At New Orleans, - - -	} Orders given to reduce their crews to the number required for their navigation and safety.
13 -	Charleston, - - -	
21 -	Norfolk, - - -	
10 -	Baltimore, - - -	
20 -	Philadelphia, - - -	} In ordinary.
52 -	New York, - - -	
2 -	Westerly, R. I. - - -	
2 -	Norwich, Con. - - -	
4 -	Wilmington, N. C. - - -	} In the yard, without expense.
1 -	Boston, - - -	
9 -	Portland, Maine, - - -	
1 -	Lake Ontario, - - -	
2 -	Lake Champlain, - - -	
9 -	Washington, - - -	

11th Congress.]

No. 75.

[1st Session.]

## GUNBOATS, PAY OF OFFICERS, AND COMMISSIONS TO NAVY AGENTS.

COMMUNICATED TO THE SENATE, JUNE 8, 1809.

COMMITTEE ROOM, May 29, 1809.

SIR:

The committee to whom has been referred a resolution of the Senate, authorizing the committee to inquire whether it be expedient, at this time, to make any modifications of the laws relating to the army and navy of the United States, have directed me to ask information of you upon the following points:

How many gunboats have been built, under the existing laws?

What has been the average or aggregate cost of building them?

In what situation are they now placed, or contemplated to be placed?

How many of them are laid up, and how many in actual service, and where stationed?

What will be the annual expense of taking care of those laid up?

What the annual expense of those to be continued in actual service?

What will be the probable state of those gunboats, at the end of one year, which may be laid up or unemployed?

What will be the probable state of those, at the end of one year, which may be kept in service, on the coasts, or in the harbors?

Which would best promote the true interest of the nation, and of the navy department—to continue the system of gunboats hitherto adopted, and dispose of them in the manner now authorized by law, or to authorize the President to cause them to be sold, except so many as he may think expedient to be retained in service?

What would be the difference in the expense of keeping one or more frigates on our own coasts, or sending them to the Mediterranean?

Should it be considered expedient to keep any armed vessels in the Mediterranean seas?

Upon the foregoing points, the committee wish you to give as full a view as you can, from such data as you now possess.

Is it, at this time, expedient to make any modification of the laws of the United States, in relation to the navy department? If so, what are the modifications you deem expedient, so far as you have had time and opportunity to examine them?

Accept assurance of my high consideration.

JOS. ANDERSON, *Chairman of the Committee.*

NAVY DEPARTMENT, June 6, 1809.

SIR:

I have received your letter of the 29th ultimo, requesting information, which I have now the honor to give, upon the points therein stated.

There have been built, under the existing laws, one hundred and seventy-six gunboats and bombs; and the average cost of building them may be calculated at nine thousand dollars.

The paper A, herewith sent, affords the requisite information as to the situation in which these boats are now placed, the number laid up, the number in actual service, and where stationed.

Paper B is an exhibit of "the annual expense of taking care of those laid up."

Paper C is an exhibit of the annual expense of maintaining one gunboat, and twenty-four of them, on one station—for instance, New Orleans—in actual service.

As to the "probable state of those boats at the end of one year, which may be laid up, or unemployed," I will observe that, with all the care that can be taken of them, they will unavoidably decay in a greater or less degree. Those built of green, will, of course, decay much sooner than those built of seasoned, timber. To keep a gunboat in a state of preparation for service, we shall very frequently be subjected to the expense of repairing her; an expense to an amount which cannot be foreseen. The sails, and standing and running rigging, at present belonging to those laid up will, probably, at the end of one year, be so much injured as to be unfit for use. Their small boats and water casks, unless well protected from the rain and sun, will sustain considerable injury, in the course of the same time; and they cannot be so protected without expense. If a gunboat is suffered to lie in port for one year, without giving her any kind of repair, she will probably be found, at the expiration of that year, wholly unworthy of being repaired.

With respect to those kept in service, they also will decay, if not occasionally repaired; though it is observed by professional men that vessels in service, especially in salt water, are less subject to decay than they are lying in port, and universal experience does, I believe, sanction this idea.

In reply to your query respecting the gunboat system, as relating to the "interest of the nation, and of the Navy Department," and as to the propriety of continuing that system, or the abandoning of it, by a sale of the boats, I am to observe that much must depend on the species of policy which, in the event of a war, may be adopted. If that event should shortly occur, and it is determined that a plan of operations merely defensive shall be pursued, there can be no doubt that gunboats will aid materially, if properly stationed; but, if, on the contrary, our marine should be directed against a foreign trade, and to the conveying and protection of our own, a system of well armed, fast sailing, frigates, and smaller cruisers, would, on every principle, be preferable, in point of effect, and, comparatively rated per gun and number of men to be employed, would be much less costly. It must also be observed that it is only on board of vessels suited for sea service that good seamen are to be formed, and that those calculated merely for ports afford no opportunity for improvement in naval science. As to the expediency of selling or retaining the gunboats, reference to the preceding exhibits afford some information; but I beg leave to remark that nothing short of a knowledge of the policy which events may induce could enable me to give a decided opinion on this point.

The difference of the expense of keeping one or more frigates on our own coast, and sending them to the Mediterranean, would, in my opinion, be inconsiderable. On our own coast, they will, especially in the winter and spring months, be subject to numerous accidents, from causes universally known, and not existing, it is believed, in an equal degree, in any other part of the world; such as frequent and sudden heavy squalls of wind, numerous shoals, thick fogs, and the irregularity of the motion of the Gulf Stream, which, in misty weather, renders the approach to our coast peculiarly hazardous. For our vessels stationed in the Mediterranean, we should be subjected to the expense of transporting certain articles of provisions and naval stores, not to be obtained in that sea; but this is, I believe, the only additional expense to which they would be subjected, and this expense may be more than counterbalanced by the accidents to which our vessels would be subject on our own coast, and the comparative cheapness of certain supplies which can be obtained in the Mediterranean ports; and I am persuaded that, if Congress would authorize the building of a suitable vessel for the transportation of provisions from this country to the Mediterranean, for the use of any of our vessels that might be stationed in that sea, the expense of maintaining them there would be less than the expense of maintaining them on our own coast.

As you have not required my opinion on the expediency of sending some of our frigates to the Mediterranean, I will only venture to suggest, for consideration, that we have in that sea a valuable trade at stake, subject to the depredations of a lawless people, whose dispositions might be effectually restrained by the presence of a few vessels of respectable force; and that I consider professional knowledge, on the part of our officers, (which can best be acquired abroad) as of high national importance.



With respect to the expediency of modifying the laws in relation to the Navy Department, it appears to me that some alterations are necessary.

By the act authorizing the employment of an additional naval force, passed at the last session of Congress, it appears that the Executive is restricted from sending our vessels equipped under that act beyond our coast. If it shall now be deemed expedient to send any of them to the Mediterranean, or any other foreign station, this restriction ought to be removed, or so modified as to give to the Executive, power adequate to the purpose.

I avail myself of this occasion respectfully to submit to consideration the memorial of the officers of the navy, some time since presented to Congress, a copy of which, with copies of a letter from my predecessor to Mr. Montgomery, chairman of a committee of the House of Representatives, dated 5th of April, 1808, and of a letter from Captain Bainbridge to me, upon the same subject, are herewith transmitted, and marked D\*. Having attentively perused this memorial, I cannot withhold the expression of my opinion that the prayer thereof is perfectly reasonable. National considerations ought surely to induce us to foster that just and honorable pride, that truly patriotic ambition, to which our navy officers, and especially those well skilled in seamanship, obviously sacrifice their pecuniary interests.

To another and not an uninteresting subject, embraced by the queries which you have propounded to me, I will also invite your serious attention. By the act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments, it is provided that the commissions to navy agents shall not exceed one per centum, nor, in any instance, the compensation allowed by law to the purveyor of public supplies. The treasury construction of this statute will appear by the papers E and F, herewith sent. That construction prohibits any allowance under any circumstances, for either clerk hire, porters, office rent, fuel, or stationary. The whole receipts of the agents are confined to one per centum; and the product of that per centage is limited to two thousand dollars per annum.

In our large sea port towns, and especially in Norfolk, Baltimore, Philadelphia, and New York, our purchases will necessarily be extensive; often so much so, as to occupy exclusively the time of the agent. In these places, clerks must be indispensable, and porters highly useful; and wherever we have an agent, it appears to me proper that the public should allow whatever the agent may reasonably pay for office rent, fuel, and stationary. It is not probable that the commissions to the agents will in any other places than those mentioned, viz: Norfolk, Baltimore, Philadelphia, and New York, amount to two thousand dollars, and in neither of these places will the clear receipts of either of the agents amount to more than five hundred and fifty dollars per annum, as will more particularly appear by the accompanying exhibit, marked G. In other places the commissions will not amount to as much as is now given to the most common clerk in a merchant's counting house.

To make the commissions amount to two thousand dollars, it would require that two hundred thousand dollars should be disbursed; and if an agent should disburse one million of dollars, or any sum exceeding that, the gross amount of his pay for such disbursements is limited to two thousand dollars; the nett amount of which cannot reasonably be calculated at more than five hundred and fifty dollars.

With this view of this subject, I cannot rely upon the present agents continuing to hold their appointments, or upon other fit persons accepting such appointments, without the law in question being so modified as to make them a reasonable allowance for their services, and the expenses inseparably connected with the discharge of their official duties. In disbursing so large a sum of money as an agent must disburse, to entitle him to the small compensation of five hundred and fifty dollars per annum, he hazards the loss of ten times as much, from irregularity in vouchers, erroneous calculations, misinterpretation of instructions, from not strictly conforming in each and every purchase to the specific restrictions of the existing law, and from various other causes, to which the most correct men are and ever will be liable, in a greater or less degree.

The copy of a letter from General Stricker, navy agent at Baltimore, a gentleman justly of high standing in society, and I am told, as good an agent as could be procured in any country, herewith sent, and marked H, will explain to you his situation under the existing law; and other agents, of equal merit, are similarly situated.

Deeming it my duty, under the latitude you have allowed, to be perfectly explicit and full in my communication to you upon this subject, and being sincerely anxious to manage the business of the Department in such manner as to promote the interests of the nation, I trust I shall not be thought presumptuous when I suggest the indispensable necessity of being aided by able agents.

I flatter myself, sir, with a belief that I have afforded the information required, and I regret that I have not been able to do it at an earlier moment.

I am, with great respect, sir, your obedient servant,

PAUL HAMILTON.

Honorable JOSEPH ANDERSON, *Chairman of a Committee of the Senate.*

A.

*Exhibit showing "the situation in which the Gunboats are now placed," "the number laid up," the number in actual service," and "where stationed."*

Number of Gunboats.	In ordinary or on the stocks at	In service at
13	Charleston, South Carolina.	
4	Wilmington, North Carolina.	
21	Norfolk.	
9	Washington.	
10	Baltimore.	
20	Philadelphia.	
52	New York.	
3	Westerley, Rhode Island.	
2	Norwich, Connecticut.	
1	Boston.	
9	Portland, Maine.	
1	Lake Ontario.	
2	Lake Champlain.	
24		New Orleans.
2	Hudson, on the stocks.	
1	Washington, called Ferret.	
1	Lost at sea.	
bombs 2	New York and Norfolk—one condemned, and it is believed that the other is not worthy of repair.	

\*The memorial and letter from Capt. Bainbridge are not now on file. For the letter to Mr. Montgomery, see No. 68.

## B.

*Estimate "of the annual expense of taking care of the Gunboats laid up."*

PAY.			
12 masters, at \$40 per month,			\$5,560
6 surgeons, " 50 "			3,600
6 pursers, " 40 "			2,880
12 stewards, " 18 "			2,592
12 cooks, " 18 "			2,592
137 seamen, " 12 "			19,728
			<u>\$36,952</u>
PROVISIONS.			
76,285 rations at 20 cents,			15,257
Repairs,			10,000
Medicine, &c.			1,000
Contingencies—unforeseen expenses,			1,500
		Dollars,	<u>64,709</u>

## C.

*Estimate of the annual expense of maintaining one Gunboat in actual service, and of the annual expense of maintaining twenty-four Gunboats in actual service, at New Orleans.*

## ONE GUNBOAT.

## PAY AND SUBSISTENCE.

1 Lieutenant commanding, \$50 per month, 4 rations per day,				\$892
1 Lieutenant,	40	3		699
2 midshipmen,	19	1		602
1 boatswain,	20	2		386
1 gunner,	20	2		386
1 steward,	18	1		289
				<u>3,254</u>
Deduct 1 ration per day for each officer, it being estimated in the article of provisions, because each officer will draw one ration in kind, 2,555 rations at 20 cents,				511
				<u>2,743</u>
8 able seamen, at \$12 per month,				\$1,150
16 ordinary do. 8 do.				1,536
				<u>2,686</u>
Marines,				1,500
				<u>6,929</u>
Provisions,				3,570
Repairs, &c.				750
Medicine and hospital stores, &c.				250
				<u>Dollars, 11,499</u>

Say \$11,500.

As one gunboat will cost \$11,500 per annum, 24 gunboats will cost \$276,000.

*Estimate of the annual expense of maintaining in actual service twenty-four Gunboats at New Orleans.*

1 captain commanding, \$100 per month, 16 rations per day,				\$2,368
2 surgeons,	50			1,200
1 purser,	40			480
4 surgeons' mates,	30			1,440
5,110 rations at 20 cents each,				1,022
				<u>6,510</u>
Annual expense of twenty-four gunboats, not including the above essential officers,				276,000
Total annual expense of twenty-four gunboats in actual service at New Orleans,				<u>\$282,510</u>

NOTE.—In the above estimate, full crews are allowed to the gunboats; but orders have been given to reduce the crews of the gunboats at New Orleans to a number merely sufficient for their navigation and safety; the reduction is left to the commanding officer at New Orleans, who, from a full view of all circumstances, can form the most satisfactory judgment upon this point. We have not had time to hear from him what the actual reduction has been, but we may estimate that this reduction, from the time it shall be made, will reduce their annual expense to \$250,000

## E.

NAVY DEPARTMENT, March 18, 1809.

SIR:

By the act, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments," copy of which is enclosed, it is declared that the compensation to either of the navy agents shall not exceed one per centum on the public moneys disbursed by him, nor in any instance the compensation allowed by law to the purveyor of public supplies.

The purveyor's salary is fixed by law at 2,000 dollars per annum, but he is additionally allowed, at the public expense, one or more clerks, a messenger, stationary, store rent, and fuel for his office, and the navy agents have been anxious to know, whether, under the law above referred to, they are entitled to similar allowances. I have, therefore, the honor to request of you, sir, the treasury construction upon the following points:

1st. Are the navy agents entitled, under this law, to any other allowance than that of one per centum on the public moneys disbursed by them?

2d. If the one per centum should yield less than 2,000 dollars per annum, can any allowance for clerk hire, porters, stationary, office rent, and fuel, be made, consistently with the law?

3d. If the one per centum should yield an excess so as to enable an agent to pay for clerk hire, &c. and leave him 2,000 dollars for his own compensation, would such payments be allowed?



4th. If a navy agent is not, by law, entitled to any of these allowances, does the law leave it in the power of the Secretary of the Navy to make them, or any of them?

Under the annual appropriation for the expense of navy yards, comprising docks and other improvements, pay of superintendents, store keepers, clerks, and laborers, the Secretary of the Navy has heretofore allowed, to several of the navy agents, clerks, whose services were paid for out of such appropriation.

I have the honor to be, with great respect, sir, your obedient servant,

C. W. GOLDSBOROUGH, *Acting Secretary of the Navy.*

G. DUVAL, Esq.,  
*Comptroller of the Treasury.*

F.

*TREASURY DEPARTMENT, Comptroller's Office, March 30th, 1809.*

SIR: I have been prevented by indisposition from paying earlier attention to your letter of 18th instant. I have duly considered the law under which the questions stated by you arise, and am of opinion that it will admit only of one construction. The compensation allowed to the agents of the Navy Department by the act of the 3d March, 1809, cannot exceed one per centum on the public moneys disbursed by them, nor in any instance the compensation allowed by law to the purveyor of public supplies. The salary of the purveyor is two thousand dollars. There is also an allowance for clerk hire, stationary, store rent, &c. for which a separate appropriation is annually made. But this cannot be considered as an additional allowance to the purveyor. It adds nothing to the emoluments of his office. His compensation still remains two thousand dollars, and no more. Compensation means a remuneration or equivalent for personal services rendered in a particular capacity; and to entitle the person acting, to the compensation fixed by law, he must perform the service required, and cannot, at the public expense, employ another to do it for him, nor can the expenses incident to the discharge of the duties of the station be charged to the United States. If such had been the intention of the Legislature, a correspondent appropriation would have been made, as has been done with respect to the purveyor's office. It follows that all the questions stated must be answered in the negative; without doubt Congress will, at the next session, make any auxiliary regulations, on the representation of the Secretary of the Navy, which may be deemed necessary and proper.

I am, sir, respectfully, your obedient servant,

G. DUVAL.

CHARLES W. GOLDSBOROUGH, Esq.

G.

*Estimate of the probable clear compensation of a navy agent, under the existing law, supposing that the gross amount of his commissions will be two thousand dollars.*

Gross amount of commissions received by the agent,	-	-	-	-	-	-	-	-	-	\$2,000 00
CHARGES.										
One clerk,	-	-	-	-	-	-	-	-	-	\$800
One porter,	-	-	-	-	-	-	-	-	-	300
Office rent and fuel,	-	-	-	-	-	-	-	-	-	200
Stationary, &c.	-	-	-	-	-	-	-	-	-	150
										1,450 00
Clear annual compensation,	-	-	-	-	-	-	-	-	-	\$550 00

H.

*BALTIMORE, May 26, 1809.*

SIR: I am sorry that my first communication should be on a subject as unpleasant to me (because of a personal nature) as it must be to you, involving, as it does, considerations affecting the Department of the Government over which you preside. I allude to the act passed at the last session, regulating the compensation to be allowed to the navy agents, &c.

Previous to the passage of this law the commissions allowed the navy agents was two per cent. for all sums of money paid and expended in contracts for their account; one per cent. on all sums received for public property sold, and one half per cent. on all sums paid for the purpose of recruiting, paying off a crew, and the like services.

By the existing act one per cent. only is allowed, and it is further provided that this compensation shall in no instance exceed two thousand dollars.

By a reference to the officers of the Department you will be informed, sir, that the business usually transacted in this place for account of the Department is very considerable; that it often is of a nature to require much labor and great attention; that it is often urgent, and consequently not to be delayed; and that to do it with the promptness the public service demands, will necessarily occupy much of the time of the most active persons out of doors, as well as that of a good clerk in doors, to keep and prepare the necessary accounts.

If, then, after this detail of the nature and extent of the duties attached to the navy agency here, it shall appear to you that the compensation at present allowed is too small, I flatter myself you will use your influence to have the commissions augmented to what they formerly were, or, if this cannot be done, obtain some allowance for clerk hire, house rent, fuel, stationary, and a porter, which, under existing circumstances, absorb nearly the whole of the commissions.

I have thought it was due to myself to make you the foregoing communication, which I hope your liberality will pardon,

And that you will believe me to be, with great respect, your obedient servant,

JOHN STRICKER.

The Honorable PAUL HAMILTON.

[1st Session.

## GUNBOATS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JUNE 8, 1809.

NAVY DEPARTMENT, *June 7, 1809.*

SIR:

In obedience to the resolution of the House of Representatives of the 26th ultimo, I have the honor herewith to transmit to you, to be laid before the House, the accompanying papers, marked A and B, which contain information upon the points embraced by the resolution, as far as it can at this time be given from official documents in the possession of the Navy Department.

To the item of "cost and equipment of the gunboats" an addition to an amount, yet unascertained, must be made. This arises from various supplies, procured and intended at first for the repair of frigates and other vessels, which having been found most of them better adapted to the building and equipment of gunboats, were used for those purposes. The sum thus to be added to the cost and equipment of those boats will be considerable, as timber, canvass, cordage, copper, iron, kentledge, sheathing paper, junk, &c. to a considerable amount, have been thus applied.

The actual expense of the gunboats, while in service, cannot, it will be readily admitted, be ascertained until the accounts shall be exhibited and finally settled; and since the order for dismantling and laying them up, a sufficient time has not elapsed for such accounts to have been transmitted and settled by the accountant of the navy.

A desire to furnish the most extensive information which circumstances would admit, has been the principal cause why I have not done myself the honor of replying, at an earlier moment, to your communication.

Respectfully submitted,

PAUL HAMILTON.

The Honorable JOSEPH B. VARNUM,  
*Speaker of the House of Representatives.*

NAVY DEPARTMENT, *Accountant's Office, June 6th, 1809.*

SIR:

I now hand you enclosed an abstract of the aggregate amount of expenditures on account of gunboats, including the advances which remain unaccounted for on the books of this office, and for which no accounts have been exhibited: a considerable proportion of the advances unaccounted for stands to the debit of the pursers that are and have been stationed at New Orleans, Norfolk, and New York, and it is presumed have been applied principally to the pay of the officers and crews, and will be accounted for as soon as the boats are laid up, and the crews finally paid off and discharged, when pay rolls will, of course, be made up and exhibited.

With the highest respect, I have the honor to be, sir, your most obedient servant,

THOMAS TURNER.

The Honorable PAUL HAMILTON.

## A.

*Abstract of the aggregate amount of expenditures for, and on account of, Gunboats and Ketches, viz:*

FOR GUNBOATS.									
<i>Taken from accounts actually adjusted and settled in this office.</i>									
For cost and equipment,	-	-	-	-	-	-	-	\$664,306	37
Repairs and other contingencies,	-	-	-	-	-	-	-	102,243	31
Pay,	-	-	-	-	-	-	-	60,567	30
Subsistence,	-	-	-	-	-	-	-	75,911	54
Ordnance,	-	-	-	-	-	-	-	18,277	59
Hospital,	-	-	-	-	-	-	-	3,598	30
									\$924,904 41
<i>Taken from accounts exhibited, but not settled.</i>									
For cost and equipment,	-	-	-	-	-	-	-	\$57,402	19
Repairs and other contingencies,	-	-	-	-	-	-	-	15,772	32
Pay,	-	-	-	-	-	-	-	57,801	58
Subsistence,	-	-	-	-	-	-	-	22,888	61
Ordnance,	-	-	-	-	-	-	-	3,023	05
Hospital,	-	-	-	-	-	-	-	3,898	27
									160,786 05
<i>In addition, the following appears to be the amount advanced, for which accounts have not been exhibited, viz.</i>									
To contractors for building gunboats,	-	-	-	-	-	-	-	\$157,443	32
To pursers and other persons for pay and subsistence, and other disbursements and expenditures, on account of the gunboats in service,	-	-	-	-	-	-	-	315,276	22
									472,719 54
									\$1,558,410 00
FOR KETCHES.									
Etna,	For cost and equipment,	-	-	-	-	-	-	\$24,063	11½
	Repairs and other contingencies,	-	-	-	-	-	-	2,044	63
	Pay,	-	-	-	-	-	-	6,308	52
	Subsistence,	-	-	-	-	-	-	2,512	98
	Ordnance,	-	-	-	-	-	-	1,194	10
	Hospital,	-	-	-	-	-	-	278	14
	Recruiting,	-	-	-	-	-	-	50	00
									\$36,451 48½



## A—continued.

<i>Spitfire,</i>	For Cost and equipment,	-	-	-	\$17,559 89½		
	Repairs and other contingencies,	-	-	-	1,930 87½		
	Pay,	-	-	-	4,516 71		
	Subsistence,	-	-	-	3,078 88		
	Ordnance,	-	-	-	1,170 69		
	Hospital,	-	-	-	69 37		
						28,326 42	
<i>Vesuvius,</i>	Cost and equipment,	-	-	-	\$29,659 74		
	Repairs and other contingencies,	-	-	-	3,333 77		
	Pay,	-	-	-	8,097 62		
	Subsistence,	-	-	-	3,682 69		
	Ordnance,	-	-	-	2,003 68		
	Hospital,	-	-	-	387 77		
	Recruiting,	-	-	-	124 00		
						47,289 47	
<i>Vengeance.</i>	Cost and equipment,	-	-	-	\$18,389 99½		
	Repairs and other contingencies,	-	-	-	3,134 51½		
	Pay,	-	-	-	5,370 85½		
	Subsistence,	-	-	-	3,569 17		
	Ordnance,	-	-	-	3,178 22½		
	Hospital,	-	-	-	101 90½		
						33,744 67½	
							145,812 04½
							\$1,704,222 04½
RECAPITULATION.							
<i>Gunboats,</i>	For cost and equipment,	-	-	-	\$879,151 88		
	Repairs and other contingencies,	-	-	-	118,015 63		
	Pay,	-	-	-	118,368 88		
	Subsistence and provisions,	-	-	-	98,800 15		
	Ordnance,	-	-	-	21,300 67		
	Hospital,	-	-	-	7,496 57		
	General advances,	-	-	-	315,276 22		
						\$1,558,410 00	
<i>Ketches,</i>	Cost and equipment,	-	-	-	\$89,672 74½		
	Repairs and other contingencies,	-	-	-	10,443 79½		
	Pay,	-	-	-	24,293 70		
	Subsistence,	-	-	-	12,843 92½		
	Ordnance,	-	-	-	7,546 69½		
	Hospital,	-	-	-	837 18½		
	Recruiting,	-	-	-	174 00		
						145,812 04½	
							1,704,222 04½

NAVY DEPARTMENT, *Accountant's Office*, June 6, 1809.THOMAS TURNER, *Accountant*.

## B.

*Exhibit of the number of Gunboats which have been built, the number employed in actual service, and the time they have been employed.*

Number.	Number built.	Number employed.	Time employed in actual service.
-	176	55	
1	-	-	From July, 1804, to August, 1806, and from July, 1807, to March, 1808.
4	-	-	From May, 1805, to July, 1806, and from August, 1807, to June, 1809.
2	-	-	From May, 1805, to July, 1806, and from July, 1807, to May, 1809.
2	-	-	From May, 1805, to July, 1806, and from July, 1807, to March, 1808.
2	-	-	From August, 1805, to June, 1809.
1	-	-	From July, 1806, to November, 1808.
1	-	-	From July, 1806, to June, 1809.
2	-	-	From February, 1807, to June, 1809.
2	-	-	From May, 1807, to June, 1809.
2	-	-	From June, 1807, to June, 1809.
2	-	-	From March, 1808, to June, 1809.
21	-	-	From July, 1807, to June, 1809.
1	-	-	From February, 1808, to June, 1809.
7	-	-	In actual service during April and May, 1809.
1	-	-	Foundered at sea on her passage to the Mediterranean.
2	-	-	From August, 1805, to August, 1807.
1	-	-	From April, 1805, to August, 1806, and from July, 1807, to March, 1808.
1	-	-	From April, 1805, to August, 1806.
55	176	55	

11th CONGRESS.]

No. 77.

[1st Session.]

REPAIRING FRIGATES; EXPENSES OF KEEPING IN SERVICE EACH CLASS OF VESSELS;  
AND A COMPARATIVE STATEMENT OF THE COST OF BUILDING AND MAINTAINING  
IN SERVICE A FRIGATE AND GUNBOAT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JUNE 12, 1869.

NAVY DEPARTMENT, 9th June, 1869.

SIR:

I have received your letter of yesterday's date, and, in reply, have the honor to state:

1st. That the cost of repairing each of the frigates now lying at the Navy Yard, Washington, cannot be estimated with any degree of precision, until each frigate shall have been thoroughly examined in her hull, masts, spars, rigging, sails, water casks, &c. and the precise state of each particular ascertained. I some time since directed such examination to be made, and reported to me, but this has as yet been only partially done; and being apprehensive that some days may elapse before I shall have it in my power to afford satisfactory information upon this subject, I have supposed that, in the mean time, it would be agreeable to the committee to receive information upon the other points of your letter, and therefore proceed to state:

2dly. That the difference between keeping each of the public armed vessels in service, for six months, from this time, and laying them up in ordinary immediately, circumstanced as they now are, their crews being generally in debt for advances of money and clothes made to them, and their supplies of provisions, and, in a great measure, all their other supplies being now actually on board, would be from three to four months' pay of their respective crews; that is—

For a 44 gun frigate, about	-	-	-	-	-	-	\$17,000
36 do. do.	-	-	-	-	-	-	15,000
32 do. do.	-	-	-	-	-	-	12,000
16 gun brig,	-	-	-	-	-	-	7,000
14 gun schooner,	-	-	-	-	-	-	5,000

In replying to your third query, requiring "a comparative statement of the building and the annual expense of maintaining a gun on board a frigate and a gunboat," it is necessary to suppose a particular case. I will take the frigate President, mounting fifty-six guns; forty-two pound carronades, and twenty-four pound long cannon.

This frigate cost two hundred and twenty thousand nine hundred and ten dollars and eight cents, say, two hundred and twenty-one thousand dollars. A gunboat, carrying two guns, will cost 12,000 dollars. A gunboat, carrying one gun, will cost about nine thousand dollars. The frigate will require four hundred and twenty men to man her, and can be maintained, in actual service, at an annual expense less than one hundred and twenty thousand dollars, including the pay of officers and seamen, provisions, repairs, medicine, contingencies, and every other expense of every description. A gunboat, mounting one or two guns, will require forty-five men to man her, and cannot be maintained in actual service, at an annual expense less than eleven thousand seven hundred dollars, including every expense. It hence results that the building of nineteen gunboats, each carrying two guns, and carrying thirty-eight guns in the whole, would cost more than the building of a frigate mounting fifty-six guns; that the building of twenty-five gunboats, each mounting one gun, would cost more than the building of a frigate mounting fifty-six guns; that the number of men, required for a frigate mounting fifty-six guns, would not be sufficient to man ten gunboats carrying, in the one case, twenty guns, in the other case, ten guns; that, to fight fifty-six guns, on board of twenty-eight gunboats, would require twelve hundred and sixty men; and to fight them, dispersed in fifty-six gunboats, would require two thousand five hundred and twenty men; and that two thousand five hundred and twenty men employed on board of frigates, mounting each fifty-six guns, and each requiring four hundred and twenty men, can fight three hundred and thirty-six guns, consisting of forty-two pound carronades, and twenty-four pound long cannon.

With respect to the expense per gun, it appears that fifty-six guns, mounted on board of a frigate, can be maintained at an annual expense less than one hundred and twenty thousand dollars; that the annual expense per gun, on board of a gunboat carrying two guns, will be five thousand eight hundred and fifty; and on board of a gunboat carrying one gun, eleven thousand seven hundred per annum; that the difference between the annual expense of fighting fifty-six guns on board of a frigate, and twenty-eight gunboats, carrying fifty-six guns, is two hundred and seven thousand six hundred dollars; and that the difference in the annual expense of fighting fifty-six guns on board of a frigate, and fifty-six gunboats carrying each one gun, is five hundred and thirty-five thousand two hundred dollars.

The annual expense of keeping the gunboats (other than those now in service, and those yet on the stocks) in ordinary, would be about sixty-four thousand dollars.

As to the saving already made by laying up these boats in ordinary, it is impossible at this time precisely to ascertain it, as the Department is not informed of the day on which each boat was laid up. I can only, at this time, form a conjecture as to the amount, which is supposed to be equal to one month's pay of the crews discharged; that is, about eighteen thousand dollars.

I am, with great respect, sir, your obedient servant,

PAUL HAMILTON.

RICHARD CUTTS, Esq. *Chairman of a*  
*Committee of the House of Representatives.*



11th CONGRESS.]

No. 78.

[2d Session.

## CONDITION OF THE NAVAL FORCE, AND THE APPLICATION OF APPROPRIATIONS MADE FOR THE NAVAL SERVICE AND MARINE CORPS.

COMMUNICATED TO CONGRESS, DECEMBER 5, 1809.

*To the Senate and House of Representatives of the United States:*

I now transmit a report of the Secretary of the Navy, containing statements from that Department, referred to in my message of the 29th ultimo.\*

JAMES MADISON.

December 4, 1809.

NAVY DEPARTMENT, December 1, 1809.

SIR:

I have the honor of transmitting to you, herewith, paper A, which is an exhibit of the vessels of war and gun-boats at this time belonging to the Navy of the United States; distinguishing the number in commission prior to the passage of the act, entitled "An act authorizing the employment of an additional naval force," passed January 31, 1809. The number fitted out under that act; the whole number now in commission, and prepared for service, and the number in ordinary, and where.

By this paper it will be seen, that the act of 31st January, 1809, has been fully executed. The number of vessels of war and gun boats, now in commission, and the actual state of those not in commission, will also appear, it is hoped, in a satisfactory form.

Paper No. 1, which is an exhibit of the warrants drawn upon the appropriations made by the act of Congress of 3d March, 1809, for "repairs of vessels;" for contingent expenses; and for clothing of the marine corps, respectively.

Paper No. 2, which is an exhibit of the warrants drawn upon the sum of \$150,000, transferred by your order, agreeably to the act of Congress, entitled "An act further to amend the several acts for the establishment and regulation of the treasury, war, and navy departments," passed, March 3, 1809, from the appropriation made by the appropriation act of 3d March, 1809, for "provisions" to that of "repairs of vessels."

Paper No. 3, which is an exhibit of the warrants drawn upon the sum of \$25,000, transferred by your order, agreeably to the provisions of the act above recited, from the appropriation made by the appropriation act above recited, for "provisions," to that of "contingent expenses."

Paper No. 4, which is an exhibit of the warrants drawn upon the sum of \$2,500, transferred by your order, agreeably to the provisions of the act above recited, from the appropriation made by the act above recited for "quartermasters' and barrack masters' stores for the corps of marines," to that of clothing for that corps.

The sum transferred in aid of the appropriation for "repairs of vessels," may appear large; but pursuing the spirit of the act of 31st January, 1809, it was determined that the repairs made should be thorough and complete. In doing this, the disbursements have certainly been heavy. The price of naval stores, greatly and suddenly enhanced, has greatly contributed to swell them to their present amount. One very consoling circumstance for these heavy disbursements, arises out of the fact, that all the vessels repaired, especially the frigates, have been so much improved in their armament, their other fitments, and their sailing, that the most experienced practical men pronounce them to be, at this time, greatly superior, in all respects, to what they were when first fitted out from the stores.

The contingent expenses have also been unexpectedly great, arising principally from the very heavy disbursements at New Orleans.

The appropriation for marine clothing was found inadequate to the objects for which it was made, in consequence of the advanced price of cloths and woollens.

I have the honor to be, with great respect, sir, your most obedient,

PAUL HAMILTON.

The President of the United States.

\* See Foreign Relations, No. 30, page 76.

A.  
*Exhibit showing the state and condition, at this time, of the vessels belonging to the Navy of the United States, and of the Gunboats.*

Whole number at this time belonging to the Navy of the United States.	Rate. Guns.	In commission prior to the passage of the act of 31st January, 1809.	Fitted out under the act of 31st January, 1809.	Whole number now in commission, and ready for service.	In Ordinary.	In Ordinary at	REMARKS.
Frigate Constitution, President, United States, Chesapeake, Congress, Constellation, New York, Essex, Adams,	- 44 44 44 36 36 36 32 32 32 32 32	Constitution, Chesapeake, Wasp, Hornet, Argus, Bombs, { Etna, { Vesuvius, 22 Gunboats at N. O.	President, United States, Essex, John Adams, Syren, Vixen, Nautilus, Enterprise, Revenge,	Constitution, President, United States, Essex, John Adams, Wasp, Hornet, Syren, Argus, Vixen, Nautilus, Enterprise, Revenge, Ferret,	Chesapeake, Congress, Constellation, New York, Adams, 9 Gunboats, 13 do. 4 do. 21 do. 10 do. 20 do. 54 do. 2 do. 2 do. 1 do. 9 do. 1 do. 2 do. Bomb, Spitfire, Vengeance,	Boston, Washington,  Charleston, Wilmington, N. C. Norfolk, Baltimore, Philadelphia, New York, Westerly, R. I. Norwich, Con. Boston, Portland, Lake Ontario, Lake Champlain, Norfolk, New York,	These frigates in ordinary require repairs before they can be sent to sea.  Three of these Gunboats have been put in commission for the Georgia station. One of these employed occasionally, and fitted as a watering boat.  All these Gunboats, in ordinary, and in a state of preservation.  This is Brig Oneida.  These bombs require repairs.  Of the Gunboats at New Orleans, No. 13 has been condemned, and is now used as a hulk; and Captain Porter, in a letter dated August 25, 1809, observes, that five others, viz: Nos. 14, 16, 17, 20, and 21, will, in all probability, be condemned, as unfit for service, in the ensuing summer, having been built of raw materials.
Ship John Adams, Wasp, Brig Hornet, Syren, Argus, Vixen, Nautilus,	- 20 18 18 16 16 14 14	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	
Schooner Enterprise, Revenge, Cutter Ferret, Brig Oneida, classed with Gunboats, Etna, Vesuvius, Spitfire, Vengeance,	- 12 12 10 10 16	- - - - - -	- - - - - -	- - - - - -	- - - - - -	- - - - - -	
170 Gunboats, including Brig Oneida,	-	-	-	-	-	-	



## No. 1.

*Application of 445,000 dollars, appropriated for repairs of vessels by the act of the 3d of March, 1809.*

Carpenters, sail-makers, blacksmiths, coopers, and including all workmen employed in repairing ships,	\$95,435 93
Cordage, purchased at Washington,	81,179 91
Timber, ditto, ditto,	16,458 49
Kentledge, ditto, ditto,	4,610 53
Leather, hides, &c. purchased at Washington,	2,244 12
Oil, purchased at Washington,	2,150 56
Sundries, composing iron work done out of the yard, tar, pitch, charcoal, spikes, nails, lead, bolts, &c. purchased at Washington, and used in repairing vessels,	12,525 67

## PAID.

Bills drawn by the navy agent and master commandant at New Orleans, on account of repairs to gun vessels,	11,880 00
Bill drawn by Lieutenant Nicholson, for repairs to gunboats Nos. 5 and 58, at the Havana,	1,259 47
Bill drawn by James Morrison, navy agent Kentucky, for cordage,	3,255 50

Remitted to the following navy agents upon their requisitions, the expenditure of which cannot, at this time, be ascertained, the accounts not being settled and adjusted by the accountant of the navy, and in some cases not rendered to him, viz:

Samuel Storer, navy agent, Portland, Maine,	1,650 00
Francis Johonnot, navy agent Boston,	17,200 00
John Bullus, navy agent, New York,	33,900 00
John Stricker, navy agent, Baltimore,	86,072 76
George Harrison, navy agent, Philadelphia,	16,384 21
Theo. Armistead, navy agent, Norfolk,	30,500 00
N. Ingraham and Son, navy agents, Charleston, S. C.	28,292 85

\$445,000 00

NAVY DEPARTMENT, November 25, 1809.

PAUL HAMILTON, *Secretary of the Navy.*

*Application of 150,000 dollars, appropriated for freight, contingent expenses, &c. by the act of March 3, 1809.*

Freight, passage of seamen, &c.	\$5,444 15
Officers' travelling expenses and extra allowances,	2,119 02
Cabin furniture for the ships,	1,303 07
Allowance for house rent,	341 65
Stationary, printing pay rolls, &c. for the ships,	2,419 44
Pilotage,	535 08
Expenses of officers attending rendezvous,	333 57
Candles,	965 99
Wood,	311 21
Building a powder house at Washington,	1,244 37
Fire buckets,	270 00
Ballast,	238 00
Armors,	325 00
Making bags,	270 50
Chopped rye and straw for the oxen at the navy yard,	91 24
Bain and Webster, Providence, Bahama Islands, for saleage,	244 12
Sundries,	2,838 26
B. H. Latrobe, salary as superintendent of buildings,	500 00

Remitted the following navy agents, whose accounts have not been settled by the accountant of the navy, and in some cases not received, viz:

Samuel Storer, navy agent, Portland, Maine,	2,300 00
Francis Johonnot, navy agent, Boston,	4,595 96
John Bullus, navy agent, New York,	11,200 00
George Harrison, navy agent, Philadelphia,	3,000 00
Samuel Hanson, of Samuel, Purser,	1,117 98
Theo. Armistead, navy agent, Norfolk,	12,000 00
N. Ingraham and Son, navy agents, Charleston, S. C.	16,100 00
James Morrison, navy agent, Kentucky, for insurance,	614 12
John Stricker, navy agent, Baltimore,	6,507 00
Keith Spence, navy agent, New Orleans, (bills drawn by him on account of the arsenal, equipment of gunboats, and contingent fund,)	64,736 58
Melancthon T. Woolsey, brig, building on Lake Ontario,	7,700 00
Matthew Lyon, for half a barge, purchased of him by Captain Shaw,	343 69

\$150,000 00

NAVY DEPARTMENT, November 25, 1809.

PAUL HAMILTON, *Secretary of the Navy.*

*Application, in part, of \$32,933 80, appropriated for clothing for the marine corps, by act of 3d March, 1869.*

George Harrison,	-	-	Navy agent, Philadelphia, remitted to him to purchase marine clothing,	\$16,000 00
Tunis Craven,	-	-	Clothing ditto,	709 10
John Minchin,	-	-	Shoes for the marines,	782 50
Thomas Halliday, per order of Isaac O'Harra,	-	-	Making marine clothing,	66 00
Tunis Craven,	-	-	Materials for ditto,	8,034 58
John Minchin,	-	-	Shoes,	1,000 00
Tunis Craven,	-	-	Materials for marine clothing,	466 20
John Minchin,	-	-	Shoes,	501 25
Ditto,	-	-	Ditto,	1,000 00
James McKim,	-	-	Making clothing,	1,040 60
Nathaniel Ingraham and Son,	-	-	Navy agents, Charleston, S. C.	200 00
George Harrison,	-	-	Navy agent, Philadelphia,	1,000 00
John Minchin,	-	-	Shoes,	730 00
Tunis Craven,	-	-	Materials for marine clothing,	400 00
Ditto,	-	-	Ditto ditto,	632 50
Isaac O'Harra,	-	-	Making marine clothing,	55 00
				<u>\$32,617 73</u>

NAVY DEPARTMENT, November 25, 1869.

PAUL HAMILTON, *Secretary of the Navy.*

No. 2.

*Exhibit of the application of the sum of 150,000 dollars, transferred by direction of the President of the United States, in conformity to the act of 3d March, 1869, from the appropriations for provisions, to that of repairs of vessels.*

Paid to ship carpenters, and other mechanics employed in repairing vessels at the navy yard, Washington,	\$26,075 92
For timber,	2,500 82
For cables, cordage, &c.	10,312 09
For paints, oil, and brushes,	1,956 03
For charcoal,	164 45
For iron work done out of the yard,	1,711 86
For spikes, nails, hoop rivets, fire buckets, &c.	255 67
For kentledge,	4,283 22
For hides and leather hose,	195 54
For repairing signal colors,	247 46
For carpenter's stores,	157 90
For sundries,	232 33

Remitted to the following navy agents, whose accounts have not been adjusted, viz:

Nathaniel Ingraham and Son, Charleston, S. C.,	750 00
John Stricker, Baltimore,	3,066 18
George Harrison, Philadelphia,	1,615 79
John Bullus, New York,	1,040 00
Paid bills drawn by Keith Spence, navy agent, New Orleans, for repairs to gunboats, &c.	33,303 30
A bill drawn by James Morrison, navy agent, Kentucky, for cordage sent to New Orleans,	6,344 50

94,153 06

Balance remaining unexpended the 25th of November, 1869, of the sum of \$150,000, transferred by direction of the President, the 1st of September and the 9th of November, 1869,

55,846 94

\$150,000 00

NAVY DEPARTMENT, November 25, 1869.

PAUL HAMILTON, *Secretary of the Navy.*

No. 3.

*Exhibit of the application of the sum of 25,000 dollars, transferred by direction of the President of the United States, in conformity to the act of the 3d of March, 1869, from the appropriation for "provisions," to that for freight, store rent, and other contingent expenses.*

Expended for freight, passage of seamen, &c.	\$528 09
“ officers' travelling expenses, and extra allowances,	713 66
“ cabin furniture,	274 27
“ house rent,	154 16
“ powder house, guard house, and wharf, at Washington,	4,439 73
“ hardware,	104 17
“ sundries,	297 21
“ salaries to armorers,	257 50

Remitted to the following navy agents, whose accounts have not been adjusted, viz:

Samuel Storer, navy agent, Portland,	250 00
John Stricker, navy agent, Baltimore,	1,050 00
John Bullus, navy agent, New York,	1,800 00
Paid Keith Spence, navy agent, New Orleans, bills drawn upon the Department,	8,064 70

17,933 49

Balance remaining unexpended this 25th day of November, 1869, of the sum of \$25,000, transferred by direction of the President, the 1st of September, 1869,

7,066 51

\$25,000 00

NAVY DEPARTMENT, November 25, 1869.

PAUL HAMILTON, *Secretary of the Navy.*



## No. 4.

The balance remaining on hand the 9th day of November, 1809, of the appropriation for clothing for the marine corps, for the year 1809, was	\$316 07
To which add the sum of \$2,500, transferred on the 9th day of November, 1809, by direction of the President of the United States, from the appropriation for the quartermaster's department to that for clothing of the marine corps,	2,500 00
	<hr/> 2,816 07
Deduct—paid to Tunis Craven for materials for marine clothing, per warrant, No. 8,372,	885 00
Balance unexpended, November 25, 1809,	<hr/> \$1,831 07

NAVY DEPARTMENT, November 25, 1809.

PAUL HAMILTON, *Secretary of the Navy.*

11th CONGRESS.]

## No. 79.

[2d Session.

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 6, 1810.

NAVY DEPARTMENT, January 4, 1810.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States," report to Congress the accompanying statements in relation to the fund:

Paper A, which shows the amount of stock on the books of the treasury, to the credit of the commissioners.

Paper B, which shows the number of shares in the Bank of Columbia held in the name of the commissioners, and belonging to the fund.

Paper C, list of navy pensioners, with the pension allowed to each.

Paper D, account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund.

Paper E, abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 1st January, 1809, to the 1st January, 1810.

Paper F, accounts of George Macdaniel, for the purchase of stock.

Respectfully submitted: for the commissioners,

PAUL HAMILTON, *Secretary of the Navy.*

## A.

*Statement of the Stock on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War; for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement accruing for the year 1809.*

STOCK.	Commencement of interest.	Nominal amount of stock.	Interest and reimbursement for the year 1809.	Reimbursement of 6 per cent. and deferred stock, to 31st December, 1809.	Unredeemed amount, 1st of January, 1810.
Six per cent. stock, - -	January 1, 1809, -	\$39,579 04	\$3,166 31	\$18,617 49	\$20,961 55
Deferred stock, - -	Do. -	56,532 23	4,522 57	13,065 73	43,466 50
Three per cent. stock, - -	Do. -	30,895 93	926 88	- - -	30,895 93
Louisiana stock, - -	Do. -	14,000 00	840 00	- - -	14,000 00
Converted stock, - -	Do. -	3,250 00	195 00	- - -	3,250 00
Total, - - - -	- - - -	\$144,257 20	\$9,650 76	\$31,683 22	\$112,573 98

I certify that the sum of nine thousand six hundred and fifty dollars and seventy-six cents will be the amount of interest and reimbursement of stock, to the credit of the Commissioners of the Navy Pension Fund, accruing to the 31st December, 1809; and that the capital stock to their credit, on the books of the treasury, amount to one hundred and forty-four thousand two hundred and fifty-seven dollars and twenty cents, according to the following

## SCHEDULE.

	Six per cent.	Three per cent.	Deferred.	Eight per cent.	Louisiana six per ct.	Converted six per ct.	Total.
Nominal amount per Register's certificate of 31st Dec. 1808,	\$39,579 04	\$30,895 93	\$56,532 23	\$59,300 00	\$14,000 00	\$3,250 00	203,557 20
Deduct eight per cent. stock paid off 1st January, 1809, -	-	-	-	59,300 00	-	-	59,300 00
	39,579 04	30,895 93	56,532 23	-	14,000 00	3,250 00	144,257 20

TREASURY DEPARTMENT, Register's Office, December 27, 1809.

JOSEPH NOURSE, *Register.*

## B.

*Statement of Columbia Bank stock belonging to the Navy Pension Fund.*

	Nominal Amount.	Amount of Cost.
Two hundred and eighty-three complete shares, - - - -	28,300	31,357 98
Three hundred and forty-three short shares, - - - -	13,720	17,164 62
	\$42,020	\$48,522 60

Certificates of the above shares are in my possession.

CH. W. GOLDSBOROUGH,

*Secretary to the Commissioners of the Navy Pension Fund.*

## C.

*List of Navy Pensioners, January 1810.*

NAMES.	RANK.	RESIDENCE.	Allowance per month.	Amount annually.
George Arbuckle, -	Seaman, - - -	Massachusetts,	\$3 33 $\frac{1}{2}$	\$40 00
Gavin Walkinshaw, -	Seaman, - - -	Do.	8 50	102 00
John Shapeley, -	Cook, - - -	Do.	9 00	108 00
Uriah Hanscom, -	Ordinary seaman, - - -	Do.	6 00	72 00
John Davidson, -	Lieutenant, - - -	Do.	20 00	240 00
Richard W. Cooper, -	Seaman, - - -	Do.	8 50	102 00
Charles Sandys, -	Sailmaker's mate, - - -	Do.	8 50	102 00
Sabas Taft, -	Private marine, - - -	Do.	3 00	36 00
William Taylor, -	Able seaman, - - -	Do.	4 00	48 00
Henry Nelson, -	Able seaman, - - -	Do.	6 00	72 00
James Steel, -	Able seaman, - - -	Do.	6 00	72 00
Collins Lincoln, -	Private marine, - - -	Do.	3 00	36 00
Peter McMahan, -	Ordinary seaman, - - -	Do.	4 50	54 00
Thomas Williams, -	Ordinary seaman, - - -	Do.	5 00	60 00
John Hoxse, -	Seaman, - - -	Rhode Island,	8 50	102 00
Isaac Stearns, -	Private marine, - - -	Do.	3 00	36 00
Edward Field, -	Surgeon's mate, - - -	Connecticut,	15 00	180 00
Jason Beebe, -	Corporal of marines, - - -	Do.	4 00	48 00
Robert Forsyth, -	Marine, - - -	New Hampshire,	3 00	36 00
Richard Wilson, -	Boatswain, - - -	Do.	10 00	120 00
John Mushaway, -	Boatswain, - - -	Do.	10 00	120 00
George Bonner, -	Seaman, - - -	New York,	8 50	102 00
William Fitzsimmons, -	Ordinary seaman, - - -	Do.	7 00	84 00
John Baptiste, -	Boy, - - -	Do.	3 00	36 00
Francis Rose, -	Seaman, - - -	Do.	8 50	102 00
Enoch Brown, -	Midshipman, - - -	Do.	9 50	114 00
Jacob Dorn, -	Seaman, - - -	Do.	8 50	102 00
James Currin, -	Ordinary seaman, - - -	Do.	7 00	84 00
William Colter, -	Cook, - - -	Do.	6 00	72 00
John Smith, -	Ordinary seaman, - - -	Do.	4 00	48 00
John Whipple, -	Quartermaster, - - -	Do.	9 00	108 00
Seth Harding, -	Capt. during the revolutionary war, - - -	Do.	30 00	360 00
James Williams, -	Ordinary seaman, - - -	Do.	5 00	60 00
Joseph Irvine, -	Corporal of marines, - - -	Do.	4 00	48 00
Neal Patterson, -	Seaman, - - -	Do.	6 00	72 00
John Carberry, -	Cooper, - - -	Do.	4 50	54 00
Peter Lemark, -	Private marine, - - -	Do.	3 00	36 00
Dominick Burns, -	Private marine, - - -	Do.	3 00	36 00
Seth Hebbard, -	Private marine, - - -	Do.	3 00	36 00
William Robinson, -	Marine, - - -	New Jersey,	3 00	36 00
John Andrews, -	Ordinary seaman, - - -	Pennsylvania,	5 00	60 00
Patrick Fowler, -	Marine, - - -	Do.	2 50	30 00
Philip Morrison, -	Marine, - - -	Do.	3 00	36 00
Thomas Burns, -	Boatswain's mate, - - -	Do.	7 60	91 20
Thomas Baker, -	Captain, - - -	Do.	37 50	450 00
Hamilton Sellers, -	Ordinary seaman, - - -	Do.	7 00	84 00
Charles Christian, -	Seaman, - - -	Do.	8 50	102 00
John Casson, -	Marine, - - -	Do.	3 00	36 00
John Johnson, -	Private marine, - - -	Do.	3 00	36 00
William Sandwith, -	Private marine, - - -	Do.	3 00	36 00
Henry Dugan, -	Private marine, - - -	Do.	3 00	36 00
John Rosier, -	Private marine, - - -	Do.	3 00	36 00
Jacob Farman, -	Able seaman, - - -	Do.	5 00	60 00
David Thomas, -	Private marine, - - -	Do.	3 00	36 00
William Barry, -	Ordinary seaman, - - -	Do.	5 00	60 00
Andrew Hanson, -	Seaman, - - -	Do.	8 50	102 00
Richard Webb, -	Ordinary seaman, - - -	Do.	5 00	60 00
Richard Gold, -	Able seaman, - - -	Do.	6 00	72 00
John More, -	Able seaman, - - -	Do.	6 00	72 00
John Pasco, -	Able seaman, - - -	Do.	6 00	72 00



## C—Continued.

NAMES.	RANK.	RESIDENCE.	Allowance per month.	Amount annually.
James Perkins, - -	Able seaman, - - -	Pennsylvania,	\$2 00	\$24 00
John Kelly, - -	Private marine, - - -	Do.	3 00	36 00
Richard Gilbody, -	Ordinary seaman, - -	Delaware,	4 00	48 00
Edward Murray, -	Sergeant of marines, -	Maryland,	4 50	54 00
Daniel Fuller, - -	Ordinary seaman, - -	Do.	7 00	84 00
George Calder, - -	Midshipman, - - -	Do.	9 50	114 00
William Barker, - -	Ordinary seaman, - -	Do.	6 00	72 00
William Pitman, - -	Boy, - - -	Do.	3 00	36 00
Michael Conner, - -	Private marine, - - -	Do.	3 00	36 00
Charles Young, - -	Private marine, - - -	Do.	3 00	36 00
John Randall, - -	Private marine, - - -	Do.	3 00	36 00
Daniel Frazer, - -	Quartermaster, - - -	Do.	9 00	108 00
Lewis Traya, - -	Seaman, - - -	Do.	1 00	12 00
Maurice Gleeson, -	Private marine, - - -	Do.	3 00	36 00
William Roberts, -	Seaman, - - -	Do.	6 00	72 00
John Shannamon, -	Seaman, - - -	Do.	6 00	72 00
John Hadden, - -	Seaman, - - -	Do.	6 00	72 00
Solomon Currier, -	Sergeant of Marines, -	Do.	4 50	54 00
Angello Formoso, -	Cannonier, - - -	Do.	5 00	60 00
Nathaniel Weems, -	Surgeon's mate, - - -	Do.	15 00	180 00
Daniel Leonard, - -	Seaman, - - -	Do.	5 00	60 00
Alexander Blackburn, -	Ordinary seaman, - -	Do.	5 00	60 00
James Pitts, - -	Seaman, - - -	Virginia,	8 50	102 00
William Small, - -	Marine, - - -	Do.	1 50	18 00
James Digance, - -	Quartermaster, - - -	Do.	9 00	108 00
James Jeffers, - -	Ordinary seaman, - -	Do.	4 00	48 00
William Davis, - -	Seaman, - - -	Do.	6 00	72 00
William Tyrrel, - -	Seaman, - - -	Do.	8 50	102 00
William Howel, - -	Seaman, - - -	Do.	5 00	60 00
Daniel Saunders, - -	Seaman, - - -	Georgia,	6 00	72 00

NAVY DEPARTMENT, January 4, 1810.

CH. W. GOLDSBOROUGH,

Secretary to the Navy Pension Board.

## D.

DR. *The Commissioners of the Navy Pension Fund in account with Thomas T. Tucker, Treasurer thereof.* CR.

To warrants paid, viz:						
No. 234,	To George Macdaniel,	-	-	200 00	By balance of cash in my hands, January	
235,	To Roger Nelson,	-	-	36 00	1, 1809,	15,852 25
Balance of cash in my hands,		-	-	18,210 77	By cash paid into Bank United States, by	
					A. J. Dallas,	662 39
					By treasury warrant No. 1035, on Thomas	
					Tudor Tucker,	1,932 13
	Dollars,			18,446 77	Dollars,	18,446 77
No. 236,	To Charles W. Goldsborough,	-	-	125 00	By balance of cash in my hands, April 1st,	
237,	To Benjamin Austin,	-	-	750 00	1809,	18,210 77
238,	To Christopher Ellery,	-	-	55 00	By treasury warrant No. 1302, on Thomas	
239,	To Jonathan Bull,	-	-	120 00	T. Tucker,	1,722 13
240,	To William Gardner,	-	-	150 00		
241,	To William Few,	-	-	800 00		
242,	To Stephen Moylan,	-	-	800 00		
243,	To Edward Hall,	-	-	450 00		
244,	To Thomas Nelson,	-	-	450 00		
245,	To James Ewing,	-	-	25 00		
246,	To John Pooler,	-	-	36 00		
247,	To George Macdaniel,	-	-	100 00		
Balance of cash in my hands,		-	-	16,071 90		
	Dollars,			19,932 90	Dollars,	19,932 90
No. 248,	To George Macdaniel,	-	-	20,000 00	By balance of cash in my hands, July 1st,	
249,	To Ditto,	-	-	24,480 00	1809,	16,071 90
250,	To Ditto,	-	-	7,000 00	By cash received from James Davidson,	59,300 00
251,	To Ditto,	-	-	8,960 00	By treasury warrant No. 1610, on Thomas	
252,	To Ditto,	-	-	14,000 00	Tudor Tucker,	2,142 13
Balance of cash in my hands,		-	-	5,885 40	By cash received from Geo. Macdaniel,	2,511 37
	Dollars,			80,325 40	Dollars,	80,325 40
No. 253,	To Charles W. Goldsborough,	-	-	125 00	By balance of cash in my hands, October 1,	
254,	To Benjamin Austin,	-	-	500 00	1809,	5,885 40
255,	To Christopher Ellery,	-	-	55 00	By treasury warrant No. 1861, on Thomas	
256,	To Jonathan Bull,	-	-	110 00	T. Tucker,	3,854 36
257,	To William Gardner,	-	-	130 00		
258,	To William Few,	-	-	600 00		
259,	To Stephen Moylan,	-	-	500 00		
260,	To Edward Hall,	-	-	300 00		
261,	To James Ewing,	-	-	20 00		
262,	To John Stockton,	-	-	20 00		
263,	To John Pooler,	-	-	40 00		
264,	To George Macdaniel,	-	-	150 00		
265,	To Christopher Ellery,	-	-	200 00		
Balance of cash in my hands,		-	-	6,989 76	Dollars,	9,739 76
	Dollars,			9,739 76	By balance of cash in my hands,	6,989 76

TREASURY OF THE UNITED STATES, *January 1, 1810.*THOMAS T. TUCKER,  
*Treasurer United States.*



## E.

*Abstract of warrants drawn by the Secretary of the Navy on the treasurer of the United States, on account of the "fund for the support of navy pensioners," from the 1st of January to the 31st of December, 1809.*

		No.		
January	3, 1809,	234	George Macdaniel, for the purpose of paying pensions,	\$200
March	1, "	235	Roger Nelson, for the purpose of paying William Barker, a pensioner,	36
May	15, "	236	Charles W. Goldsborough, for his salary as secretary to the commissioners, from the 1st October, 1808, to the 31st March, 1809,	125
June	22, "	237	Benjamin Austin, Massachusetts, for the purpose of paying pensions,	750
"	22, "	238	Christopher Ellery, Rhode Island, do.	55
"	22, "	239	Jonathan Bull, Connecticut, do.	120
"	22, "	240	William Gardner, New Hampshire, do.	150
"	22, "	241	William Few, New York, do.	800
"	22, "	242	Stephen Moylan, Pennsylvania, do.	800
"	22, "	243	Edward Hall, Maryland, do.	450
"	22, "	244	Thomas Nelson, Virginia, do.	450
"	22, "	245	James Ewing, New Jersey, do.	25
"	22, "	246	John Pooler, South Carolina, do.	36
"	22, "	247	George Macdaniel, Washington, do.	100
July	27, "	248	George Macdaniel, to purchase stock,	20,000
"	28, "	249	Ditto, do.	24,480
"	29, "	250	Ditto, do.	7,000
August	15, "	251	Ditto, do.	8,960
"	23, "	252	Ditto, do.	14,000
October	2, "	253	Charles W. Goldsborough, for his salary as secretary to the commissioners, from the 1st April to the 30th September, 1809,	125
December	20, "	254	Benjamin Austin, Massachusetts, for the purpose of paying pensions,	500
"	20, "	255	Christopher Ellery, Rhode Island, do.	55
"	20, "	256	Jonathan Bull, Connecticut, do.	110
"	20, "	257	William Gardner, New Hampshire, do.	130
"	20, "	258	William Few, New York, do.	600
"	20, "	259	Stephen Moylan, Pennsylvania, do.	500
"	20, "	260	Edward Hall, Maryland, do.	300
"	20, "	261	James Ewing, New Jersey, do.	20
"	20, "	262	John Stockton, Delaware, do.	20
"	20, "	263	John Pooler, South Carolina, do.	40
"	20, "	264	George Macdaniel, Washington, do.	150
"	22, "	265	Christopher Ellery, Rhode Island, do.	200
				\$81,287

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 31, 1809.

THOMAS TURNER, Accountant.

## F.

DR. *The Commissioners of the Navy Pension Fund in account with George Macdaniel.*

July	28, 1809,	To cash paid Joseph Nourse, for twenty-four thousand shares Louisiana stock, at two per cent. adv. per voucher No. 1,	\$24,480 00
"	29, "	To cash paid Walter S. Chandler, for seventy-seven short shares of Columbia Bank stock, at \$50 per share, voucher No. 2,	3,850 00
August	16, "	To cash paid Joseph Nourse, for eighty complete shares of Columbia Bank stock, at \$112, voucher No. 3,	8,960 00
"	16, "	To cash paid Walter S. Chandler, for twenty-two complete shares of Columbia Bank stock, at \$112, voucher No. 4,	2,464 00
"	23, "	To cash paid Clement Smith, for eighty-eight complete shares, and two hundred and fifty-eight short shares of Columbia Bank stock, per voucher No. 5,	22,634 60
"	29, "	To cash paid Charles Hill, for ninety-three complete shares of Columbia Bank stock, at \$110, voucher No. 6,	10,230 00
September	1, "	To cash paid Stephen Pleasonton, for eight short shares of Columbia Bank stock, at \$48, voucher No. 7,	384 00
"	1, "	Commission on \$73,002 60 at half per cent.	365 01
"	1, "	Balance due on this account, paid into the treasury, September 23, 1809, per receipt, (a.)	1,112 09
			\$74,479 70
			CR.
			\$39 70
July	27, 1809,	By balance due on former account,	20,000 00
"	28, "	By cash on warrant, No. 248,	24,480 00
"	29, "	Ditto, 249,	7,000 00
August	15, "	Ditto, 250,	8,960 00
"	23, "	Ditto, 251,	14,000 00
			\$74,479 70

GEORGE MACDANIEL.

SEPTEMBER, 1809.

*Vouchers referred to in the account of George Macdaniel.*

## VOUCHER No. 1.

George Macdaniel,

Bought of Dickason and Company,

24,000 Louisiana six per cent. stock, at two per cent. advance, carrying interest from 1st January, 1810, - - - \$24,480

Received, July 28, 1809, twenty-four thousand four hundred and eighty dollars, in full,  
For Thomas Dickason & Co.

JOSEPH NOURSE, *Attorney.*

## VOUCHER No. 2.

George Macdaniel,

Bought of Walter S. Chandler,

77 shares of Columbia Bank stock, on each of which forty dollars have been paid, at ten dollars advance, - - - \$8,960

Received, July 29, 1809, three thousand eight hundred and fifty dollars, in payment of the above,

W. S. CHANDLER.

## VOUCHER No. 3.

George Macdaniel, for the Commissioners of the Navy Pension Fund,

Bought of Joseph Nourse,

80 complete shares of Columbia Bank stock, at one hundred and twelve dollars, - - - \$8,960

Received, August 16, 1809, of George Macdaniel, eight thousand nine hundred and sixty dollars, in payment of the above,

JOSEPH NOURSE.

## VOUCHER No. 4.

George Macdaniel, for the Commissioners of the Navy Pension Fund,

Bought of Walter S. Chandler,

22 complete shares of Columbia Bank stock, at one hundred and twelve dollars, - - - \$2,464

Received, August 16, 1809, of George Macdaniel, two thousand four hundred and sixty-four dollars, in payment of the above,

WALTER S. CHANDLER.

## VOUCHER No. 5.

George Macdaniel, for the Commissioners of the Navy Pension Fund,

To Clement Smith, Dr.

August, 1809.	To 9 shares Columbia Bank stock complete, at \$110,	-	-	\$992 25
	13 short ditto, at \$50,	-	-	650 00
	Cash paid for 245 short shares, at \$50,	-	\$12,250 00	
	79 complete ditto, at \$110,	-	8,690 00	
	Per vouchers 1, 2, and 3,	-	\$20,940 00	
	Commission, at 4 per cent.	-	52 35	
			<u>\$20,992 35</u>	

July 27. By cash received, - - - - - \$22,634 60

20,000 00

\$2,634 60

August 23d, 1809. Received of George Macdaniel two thousand six hundred and thirty-four dollars, and sixty cents, in payment of the balance of this account,

CLEMENT SMITH.

## VOUCHER No. 6.

George Macdaniel, for the Commissioners of the Navy Pension Fund,

Bought of Charles Hill,

93 complete shares of Columbia Bank stock, at \$110, - - - \$10,230

Received, August 29, 1809, of George Macdaniel, ten thousand two hundred and thirty dollars, in payment of the above,

CHARLES HILL.

## VOUCHER No. 7.

George Macdaniel, for the Commissioners of the Navy Pension Fund,

Bought of Stephen Pleasonton,

8 short shares of Columbia Bank stock, at \$48, - - - \$384

Received, September 1st, 1809, of George Macdaniel, three hundred and eighty-four dollars, in payment of the above,

STEPHEN PLEASONTON.



## RECEIPT (a.)

*Account of moneys belonging to the Navy Pension Fund, viz:*

Half year's dividend, at Bank Columbia, on 283 full shares,	\$1,132 00	
343 short shares,	548 80	
		\$1,680 80
In the hands of George Macdaniel, at the said bank, on account of		
advances to purchase stock,	\$1,112 09	
To pay navy pensioners,	18 48	
		\$1,130 57
		<u>\$2,811 37</u>

The Treasurer of the United States will be pleased to receive of George Macdaniel the above two thousand eight hundred and eleven dollars thirty-seven cents, and pass it to the credit of the Navy Pension Fund.

THOMAS TURNER.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, September 23d, 1809.

Received, September 23d, 1809, of George Macdaniel, two thousand eight hundred and eleven dollars thirty-seven cents, to be passed to the credit of the Navy Pension Fund.

THOMAS T. TUCKER, Treasurer of U. S.

\$2,811 37

11th CONGRESS.]

No. 80.

[2d SESSION.

## USE OF THE TORPEDO IN THE DEFENCE OF PORTS AND HARBORS.

COMMUNICATED TO THE SENATE, FEBRUARY 26, 1810.

Mr. BRADLEY made the following report:

The committee to whom was referred, by the Senate, a resolution to inquire into the expediency of employing the Torpedo, or submarine explosions, in conjunction with the naval and military operations of the United States, for the better defence of their ports and harbors, have had the same under consideration, and thereupon make the following report:

That a treatise on that subject, lately published by Robert Fulton, the inventor of the Torpedo, and addressed to the President of the United States, and to the members of both Houses of Congress, renders it unnecessary on the part of the committee to lay before the Senate any further description of its machinery, or any calculations to what extent of usefulness and economy it may hereafter be applied, when perfected in sure and practical operations. The author has therein very minutely detailed its principles and powers, and referred to several experiments which have been made to illustrate the same, when in a much less perfect state of improvement, calculated to show its application, not merely to the defence of ports and harbors, but in its effects to supersede, in a great measure, the necessity of a navy to protect commerce on the ocean, and to extricate a suffering world from that system of oppression, now exercised by the great maritime belligerents on the high seas.

If it can be demonstrated by actual experiments, that the theory is susceptible of sure practical operations, it certainly will merit the attention of every Government, who at present does not exercise, or does not hereafter expect to exercise, an undue influence on the seas. The committee deem it premature to offer any opinion upon the expediency of incorporating it into the naval or military preparations, until such actual experiments are made as shall remove all doubts as to the certainty of its operation. At the same time the committee are unanimous in opinion, that a sum ought to be appropriated by Government, and experiments actually made, under the direction of the Secretary of the Navy, to enable him to ascertain with precision, how far it may be expedient hereafter for Congress to employ the Torpedo, or submarine explosions, for the better defence of the ports and harbors of the United States. And in pursuance thereof, submit to the consideration of the Senate the following:

*Be it enacted, &c.* That a sum not exceeding ——— thousand dollars be, and the same is hereby, appropriated, payable out of any money in the treasury, not otherwise appropriated, to defray the expense which shall be incurred in any actual experiments, when the President of the United States shall deem it expedient to cause such experiments to be made, which shall be made under the immediate direction of the Secretary of the Navy, for the purpose of ascertaining, with precision, how far the Torpedo, or submarine explosions, may be usefully employed as engines of war.

*To James Madison, Esq. President of the United States, and to the members of both Houses of Congress:*

GENTLEMEN:

In January last, at Kalorama, the residence of my friend Joel Barlow, I had the pleasure of exhibiting to Mr. Jefferson, Mr. Madison, and a party of gentlemen from the Senate and House of Representatives, some experiments and details on Torpedo defence and attack; the favorable impression which the experiments appeared to make on the minds of the gentlemen then present, and my conviction that this invention, improved and practised to the perfection which it is capable of receiving, will be of the first importance to our country, has induced me to present you in the form of a pamphlet a description of my system, with five engravings, and such demonstrations as will give each of you an opportunity to contemplate its efficacy and utility at your leisure; and enable you to form a correct judgment on the propriety of adopting it as a part of our means of national defence. It being my intention to publish hereafter a detailed account of the origin and progress of this invention, and the embarrassments under which I have labored to bring it to its present state of certain utility; I will now state only such experiments and facts as are most important to be known, and which, proving the practicability of destroying ships of war by this means, will lead the mind to all the advantages which we may derive from it. I believe it is generally known that I endeavored for many years to get torpedoes introduced into practice in France, and in England; which, though unsuccessful, gave me the opportunity of making numerous very interesting experiments on a large scale; by which I discovered errors in the combinations of the machinery and method of fixing the torpedoes to a ship; which errors in the machinery have been corrected: and I believe I have found means of attaching the torpedoes to a vessel

which will seldom fail of success. It is the result of my experience which I now submit to your consideration; and hoping that you will feel an interest in the success of my invention, I beg for your deliberate perusal and reflection on the following few pages. Gentlemen who have traced the progress of the useful arts, know the years of toil and experiment and difficulties which frequently pass, before the utility and certain operation of new discoveries have been established; hence it could not be expected, that torpedoes should be rendered useful without encountering many difficulties; and I am aware that, in the course of further essays other difficulties will appear; but from my past experience I feel confident that any obstacle which may arise can be surmounted by attention and perseverance: of this gentlemen will be better able to judge, after examining the following facts and details.



PLATE I

*Is a view of the brig Dorothea, as she was blown up on the 15th of October, 1805.*

To convince Mr. Pitt and Lord Melville that a vessel could be destroyed by the explosion of a torpedo under her bottom, a strong built Danish brig, the Dorothea, burthen two hundred tons, was anchored in Walmer road, near Deal, and within half a mile of Walmer Castle, the then residence of Mr. Pitt. Two boats, each with eight men, commanded by Lieutenant Robinson, were put under my direction. I prepared two empty torpedoes in such a manner, that each was only from two to three pounds specifically heavier than salt water; and I so suspended them, that they hung fifteen feet under water. They were then tied one to each end of a small rope eighty feet long: thus arranged, and the brig drawing twelve feet of water, the 14th day of October was spent in practice. Each boat having a torpedo in the stern, they started from the shore about a mile above the brig, and rowed down towards her; the uniting line of the torpedoes being stretched to its full extent, the two boats were distant from each other seventy feet; thus they approached in such a manner, that one boat kept the larboard the other the starboard side of the brig in view. So soon as the connecting line of the torpedoes passed the buoy of the brig, they were thrown into the water, and carried on by the tide, until the connecting line touched the brig's cable; the tide then drove them under her bottom. The experiment being repeated several times, taught the men how to act, and proved to my satisfaction that, when properly placed on the tide, the torpedoes would invariably go under the bottom of the vessel. I then filled one of the torpedoes with one hundred and eighty pounds of powder, and set its clockwork to eighteen minutes. Every thing being ready, the experiment was announced for the next day, the 15th, at five o'clock in the afternoon. Urgent business had called Mr. Pitt and Lord Melville to London. Admiral Holloway, Sir Sidney Smith, Captain Owen, Captain Kingston, Colonel Congreve, and the major part of the officers of the fleet under the command of Lord Keith, were present; at forty minutes past four the boats rowed towards the brig, and the torpedoes were thrown into the water; the tide carried them as before described, under the bottom of the brig, where, at the expiration of eighteen minutes, the explosion appeared to raise her bodily about six feet; she separated in the middle, and the two ends went down; in twenty seconds, nothing was to be seen of her except floating fragments; the pumps and foremast were blown out of her; the fore-top-sail-yard was thrown up to the cross trees; the fore-chain-plates, with their bolts, were torn from her sides; the mizen-chain-plates and shrouds, being stronger than those of the foremast, or the shock being more forward than aft, the mizenmast was broke off in two places; these discoveries were made by means of the pieces which were found afloat.

The experiment was of the most satisfactory kind, for it proved a fact much debated and denied, that the explosion of a sufficient quantity of powder under the bottom of a vessel would destroy her.\* There is now no doubt

\*Twenty minutes before the Dorothea was blown up, Captain Kingston asserted that, if a torpedo were placed under his cabin while he was at dinner, he should feel no concern for the consequence. Occular demonstration is the best proof for all men.



left on any intelligent mind as to this most important of all facts connected with the invention of torpedoes; and the establishment of this fact alone merits the expenditure of millions of dollars and years of experiment, were it yet necessary, to arrive at a system of practice which shall ensure success to attacks, with such formidable engines. For America, I consider it a fortunate circumstance that this experiment was made in England, and witnessed by more than a hundred respectable and brave officers of the royal navy: for, should Congress adopt torpedoes as a part of our means of defence, Lords Melville, Castlereagh, and Mulgrave, have a good knowledge of their combination and effect. Lord Grenville, Earls Grey and St. Vincent,\* have on their minds a strong impression of their probable consequences. Sir Home Popham, Sir Sidney Smith, and Colonel Congreve, the latter now celebrated for his ingenious invention of pyrotechnic arrows or rockets, were my friends and companions in the experiments; they are excellent and brave men, and from my knowledge of those noblemen and gentlemen, and their sentiments on this subject, I can predict that they would feel much disposed to respect the rights, nor enter the waters, of a nation who should use such engines with energy and effect.

This fortunate experiment left not the least doubt on my mind that the one which I made in the harbor of New York, in August, 1807, would be equally successful. The brig was anchored, the torpedoes prepared and put into the water in the manner before described; the tide drove them under the brig near her keel, but in consequence of the locks turning downwards, the powder fell out of the pans and they both missed fire. This discovery of an error in the manner of fixing the locks to a torpedo has been corrected. On the second attempt the torpedo missed the brig; the explosion took place about one hundred yards from her, and threw up a column of water ten feet diameter sixty or seventy feet high. On the third attempt she was blown up: the effect and result much the same as that of the Dorothea before described. About two thousand persons were witnesses to this experiment. Thus, in the course of my essays, two brigs, each of two hundred tons, have been blown up. The practicability of destroying vessels by this means has been fully proved. It is also proved that the mechanism will ignite powder at any required depth under water within a given time. It now remains to point out means by which torpedoes may be used to advantage with the least possible risk to the assailants.

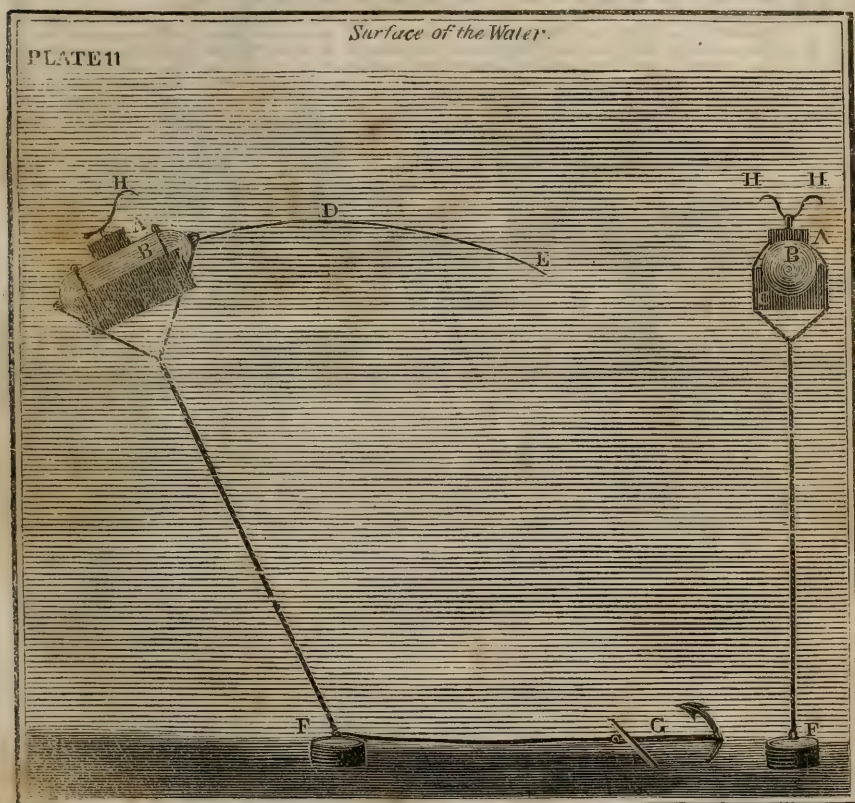


PLATE II

*Represents the anchored Torpedo, so arranged as to blow up a vessel which should run against it.*

B is a copper case, two feet long, twelve inches diameter, capable of containing one hundred pounds of powder. A is a brass box, in which there is a lock similar to a common gun lock, with a barrel two inches long, to contain a musket charge of powder: the box, with the lock cocked and barrel charged, is screwed to the copper case B. H is a lever which has a communication to the lock inside of the box, and in its present state holds the lock cocked and ready to fire. C is a deal box, filled with cork, and tied to the case B. The object of the cork is to render the torpedo about fifteen or twenty pounds specifically lighter than water, and give it a tendency to rise to the surface. It is held down to any given depth under water by a weight of fifty or sixty pounds as at F: there is also a small anchor, G, to prevent a strong tide moving it from its position. With torpedoes prepared, and knowing the depth of water in all our bays

\*The morning of my first interview with Earl St. Vincent he was very communicative. I explained to him a torpedo and the Dorothea experiment. He reflected for some time, and then said, Pitt was the greatest fool that ever existed, to encourage a mode of war which they who commanded the seas did not want, and which, if successful, would deprive them of it.

and harbors, it is only necessary to fix the weight F at such a distance from the torpedo as, when thrown into the water, F will hold it ten, twelve, or fifteen feet below the surface at low water; it will then be more or less below the surface at high water, or at different times of the tide; but it should never be so deep as the usual draught of a frigate or ship of the line. When anchored, it will, during the flood tide, stand in its present position; at slack water it will stand perpendicular to the weight F, as at D; during the ebb it will be at E. At ten feet under water the waves, in boisterous weather, would have little or no tendency to disturb the torpedo; for that if the hollow of a wave should sink ten feet below what would be the calm surface, the wave would run twenty feet high, which I believe is never the case in any of our bays or harbors. All the experience which I have on this kind of torpedo is, that, in the month of October, 1805, I had one of them anchored nine feet under water, in the British channel, near Dover; the weather was severe, the waves ran high, it kept its position for twenty-four hours, and, when taken up, the powder was dry and the lock in good order. The torpedo thus anchored, it is obvious that, if a ship in sailing should strike the lever H, the explosion would be instantaneous and she be immediately destroyed; hence, to defend our bays or harbors, let a hundred, or more, if necessary, of these engines, be anchored in the channel, as, for example, the Narrows, to defend New York.

The figure to the right of the plate is an end view of the torpedo H. H shows its lever forked, to give the better chance of being struck.

Having described this instrument in a way which I hope will be understood, I may be permitted to put the following question to my readers, which is, knowing that the explosion of one hundred pounds of powder, or more, if required, under the bottom of a ship of the line, would destroy her, and seeing that, if a ship, in sailing, should strike the lever of an anchored torpedo, she would be blown up, would he have the courage, or, shall I say, temerity, to sail into a channel where one or more hundred of such engines were anchored? I rely on each gentleman's sense of prudence and self-preservation to answer this question to my satisfaction. Should the apprehension of danger become as strong on the minds of those who investigate this subject as it is on mine, we may reasonably conclude that the same regard to self-preservation will make an enemy cautious in approaching waters where such engines are placed; for however brave sailors may be, there is no danger so distressing to the mind of a seaman, or so calculated to destroy his confidence, as that which is invisible and instantaneous destruction.

The consideration which will now present itself is, that the enemy might send out boats to sweep for, and destroy the torpedoes. It is, therefore, proper to examine the nature of such an operation, and its chance of success. Suppose two hundred torpedoes to be placed in three miles of channel, the enemy's boats, in attempting to sweep for them, would be exposed to the fire of our land batteries, or necessitated to fight our boats, for whenever they leave their ships and take to boats, we can be as well armed and active at boat fighting as they; and thus opposed by batteries and boats, they would have three or more square miles of channel to sweep, which, even if successful, would be a work of time, and were they to get up some of the torpedoes, they could not ascertain if all were destroyed, for they could not know whether five or five hundred had been put down; nor could they prevent our boats throwing in additional numbers each day and night. It therefore amounts to an impossibility for an enemy to clear a channel of torpedoes, provided it were reasonably guarded by land batteries and row boats. Added to the opposition which might be made to the enemy, there is a great difficulty in clearing a channel of torpedoes with any kind of sweep or drag, so as to establish full confidence in sailing through it. It is only they who put them down, and know the number, that could tell when all were taken up. To facilitate the taking of them up, I have, since plate II was engraved, thought of a very useful and simple piece of mechanism, which, being screwed to the box C, will hold the torpedo under water, at any given depth, and for any number of days. They may be set to stay under water a day, week, month, or year; and on the day which shall be previously determined, they will rise to the surface; at the same instant each will lock its lever H so that it cannot strike fire, and the torpedo may be handled with perfect safety. Not having time to engrave this improvement, it shall be exhibited to Congress in a working model, by which it will also be better understood.

I will now suppose the enemy to be approaching a port; a signal announces them; our boats run out and throw into the channel two hundred torpedoes, set each to fifteen days. Should the enemy sail among them, the consequence will teach future caution; should they cruise or anchor at a distance, what could they do? They, not knowing the number of torpedoes which were put down, nor the day on which they were to rise to the surface, could not have their boats out exposed to our fire, and waiting from day to day for a time uncertain. Whereas, our officers knowing the number which were put down, and the day they were to rise to the surface, would have their boats ready to take them in, and at the same time replace them with others set for ten, fifteen, twenty, or more days. Viewing this subject in all its bearings, the impression on my mind is, that it would be impossible for an enemy to enter a port where anchored torpedoes were thus used, without their incurring danger of such a kind, that courage could not guard them from its consequences. Prudence and justice would warrant their abandoning such an enterprise; and the probability is, that, knowing us to be thus prepared, they never would attempt it; or should they, and only one vessel were to be destroyed, we might calculate on its good effect to protect us from future hostile enterprises.



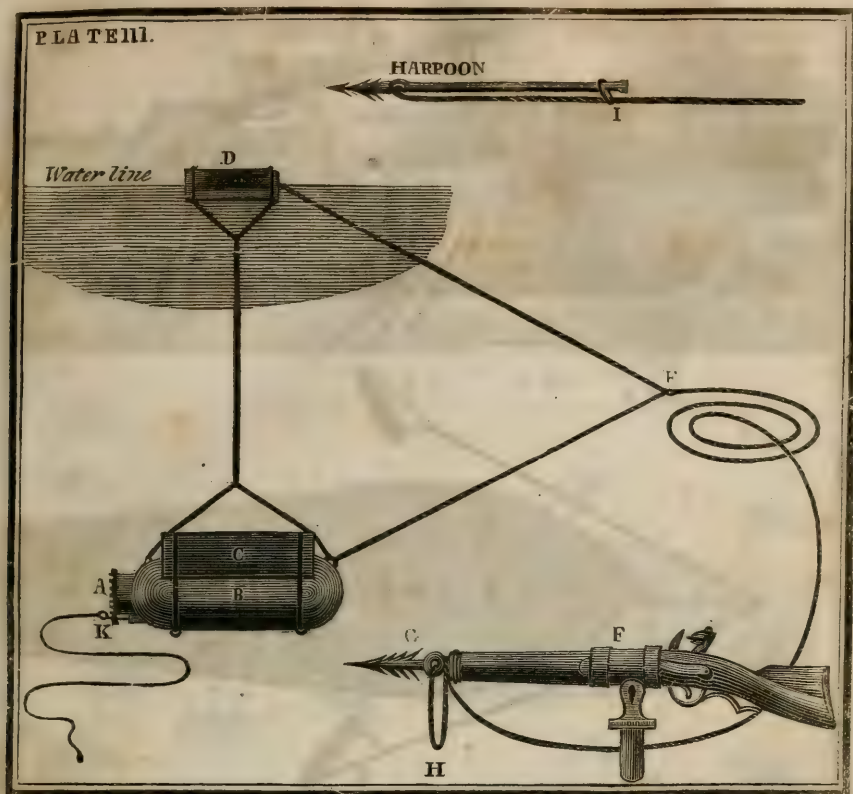


PLATE III

*Represents a Clockwork Torpedo, as prepared for the attack of a vessel while at anchor or under sail, by harpooning her in the larboard and starboard bow.*

B is a copper case, to contain one hundred or more pounds of powder; C, a cork cushion, to give the whole torpedo such a buoyancy that it will be only from two to three pounds heavier than salt water. To ascertain such weight, when it is charged with powder, and the lock screwed on, it is put into a large tub of sea water. C is to have fifteen or twenty inch holes bored in its sides and top, to let the water rush in and the air out, otherwise the air would prevent its immediately sinking. A is a cylindric brass box, about seven inches diameter and two inches deep, in which there is a gun-lock with a barrel two inches long, to receive a charge of powder and a wad, which charge is fired into the powder of the case B. In the brass box A, there is also a piece of clockwork, moved by a spring, which, being wound up and set, will let the lock strike fire in any number of minutes which may be determined, within one hour. K is a small line fixed to a pin, which pin holds the clockwork inactive; the instant the pin is withdrawn, the clockwork begins to move, and the explosion will take place in one, two, three, or any number of minutes for which it has been set; the whole is so made as to be perfectly tight, and keep out the water, although under a pressure of twenty-five or thirty perpendicular feet. D is a pine box, two feet long, six or eight inches square, filled with cork: it is ten or fifteen pounds lighter than water, and floats on the surface; the line from it to the torpedo is the suspending line, which must be of a length in proportion to the estimated draught of water of the vessel to be attacked; vessels of a certain number of guns usually draw within a few feet of the same draught of water; the suspending line should be from four to eight feet longer than the greatest draught of the vessel, that it may bend round the curve of her side, and lay the torpedo near her keel. From the torpedo and the float D, two lines, each twenty feet long, are united at E; from thence one line goes to the harpoon; the total length of the line, from the torpedo to the harpoon, being about fifty feet, according to the length of the vessel to be attacked, will, when the ship is harpooned in the bow, bring the torpedo under her bottom near midship. See the harpoon. It is a round piece of iron, half an inch diameter, and two feet long, the butt one inch diameter, the exact caliber of the harpoon gun. In the head of the harpoon there is an eye, the point, six inches long, is barbed; the line of the torpedo is spliced into the eye of the harpoon; a small iron or tough copper link runs on the shaft of the harpoon; to the link the torpedo line is also tied, and at such a distance, that when the harpoon is in the gun, it will form a loop as at H; but when fired, the link will slide along to the butt of the harpoon, and, holding the rope and harpoon parallel to each other, the rope will act like a tail or rod to a rocket, and guide it straight: without this precaution, the butt of the harpoon would turn foremost, and make a very uncertain shot. F is the harpoon gun, made strong, and to work on a swivel in a stanchion fixed in the stern-sheets of a boat. My experience with this kind of harpoon and gun is, that I have harpooned a target of six feet square fifteen or twenty times, at the distance of from thirty to fifty feet, never missing, and always driving the barbed point through three inch boards, up to the eye; which practice was so satisfactory, that I did not consider it necessary to repeat it. The object of harpooning a vessel on the larboard and starboard bow is, to fix one end of the torpedo line; then, if the ship be under sail, her action through the water will draw the torpedo under her; if she be at anchor, the tide will drive it under her, where, at the expiration of the time for which the clockwork was set, the explosion will destroy her.

This being the kind of torpedo and clockwork by which the Dorothea, in Waimar roads, and the brig in New York harbor were blown up, and the harpoon having succeeded to fix the line to the target, these two experiments shall be combined, and the mode of practice, with the prospect of success and risk to the assailants, examined.

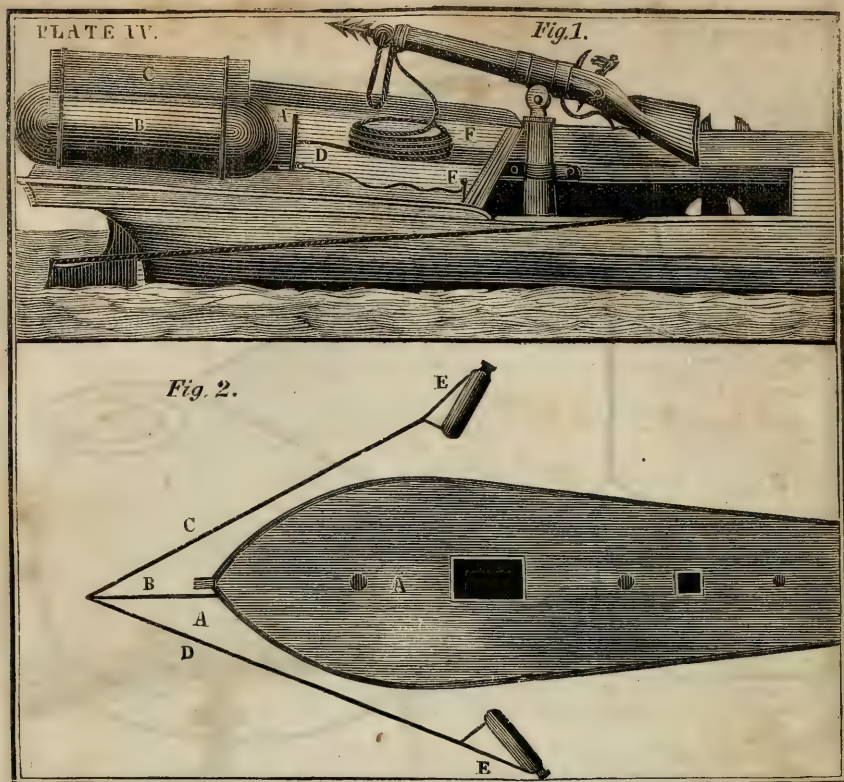


PLATE IV.—Figure 1

Represents the stern of a row boat; a platform, about four feet long, three feet wide, is made on her stern on a level with the gunwale, and projecting over the stern fifteen or eighteen inches, so that the torpedo, in falling into the water, may clear the rudder. On the platform, the torpedo and its suspending line of cork are to be laid, and the harpoon line carefully coiled, as at F, so that when the harpoon is fired, the line may develop with ease: very pliable, well greased, or white line, would be best for this purpose. The harpoon and gun are so well engraved as to require no explanation. B is the copper case, to hold one hundred, or one hundred and fifty pounds of powder. C, the box of cork, to diminish its tendency to sink, and bring it to a specific gravity of only two or three pounds more than sea water. Its suspending box of cork, explained in plate III, is not seen in this figure, lest the drawing should be confused; it can be imagined in its proper place. A is the brass box with the clockwork lock; D, the pin which prevents the clockwork moving; the line from the pin is tied to a bolt, or otherwise fixed to the boat, as at E. Thus fastened, when the torpedo is pulled into the water, the pin D will remain in the boat, and the clockwork will begin to act. The man who shall be stationed at the gun, and who may be called the harpooner, is to steer the boat and fire when sufficiently near. If he fixes his harpoon in the bow of the enemy, it will then only be necessary to row away; the harpoon and line being fixed to the ship, will pull the torpedo out of the boat, and at the same instant set the clockwork in motion. This reduces the attack of each boat to one simple operation, that only of firing with reasonable attention. Should the harpooner miss the ship, he can save his torpedo and return to the attack. While I was with the British blockading fleet off the coast of Boulogne in 1804 and 1805, I acquired some experience on the kind of row-boat best calculated for active movements, and which I now believe well adapted to a harpooning and torpedo attack; hence I propose clinker-built boats, each twenty-seven feet long, six feet extreme breadth of beam, single banked, and six long oars: one blunderbuss, on a swivel, on the larboard, and one on the starboard bow; one ditto on the larboard, and one on the starboard quarter; total, four, for which cartridges should be prepared, each containing twelve half ounce balls. To work the blunderbusses, in case of need, two mariners should be placed in the bow, two in the stern; each of those men to be provided with a horse pistol and cutlass, and each oarsman a cutlass, in case of coming to close quarters with a boat of the enemy.

Total of Boat's Crew,	{	1 harpooner,
		1 bowman.
		4 marines.
		6 oarsmen.
		Total, 12 men.

Such boats would be active, well armed, and, if good men, may be said to be strong handed, and well prepared to make good a retreat, or act on the defensive, in case of encountering the enemy's boats.

Figure 2.

A is a bird's eye view of a vessel at anchor; B, her cable; E E, two torpedoes; C D, is their coupling line, about one hundred and twenty feet long; it is here represented touching the cable collapsing, and the torpedoes driving by the tide under the vessel. This is the manner in which the Dorothea, in Walmer roads, and the brig, in New York harbor, were blown up.



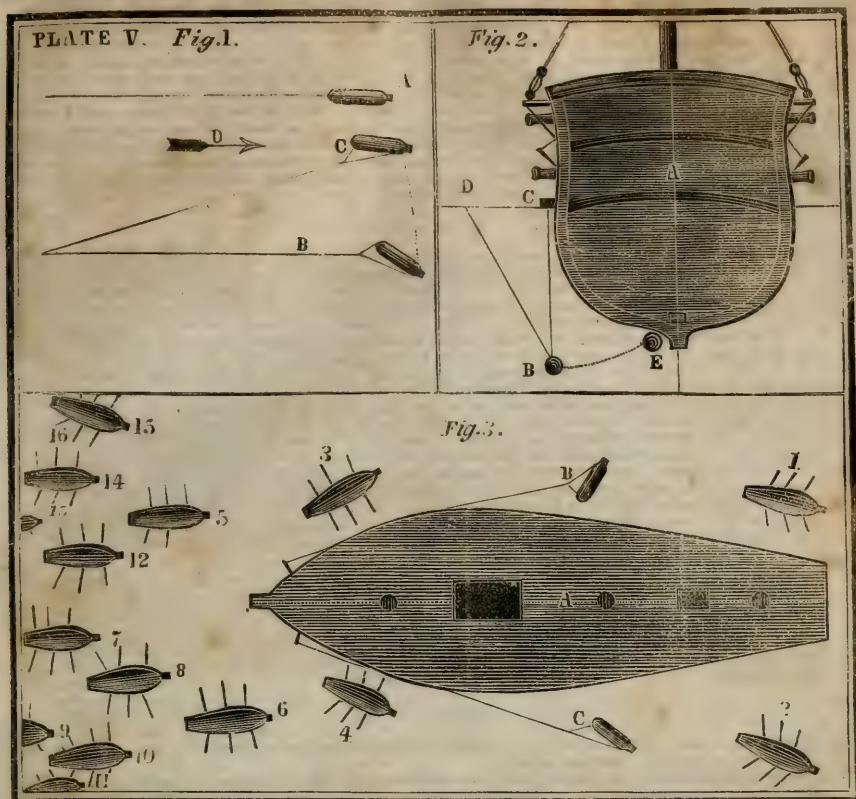


PLATE V.—Figure 1.

A shows a torpedo, with the harpoon line fixed to the centre of its end; when the line is thus fixed, the tide cannot drive the torpedo under a vessel: for, the pressure of the current being equal on both sides, it will hang perpendicular to its suspending box of cork C, figure 2, and remain as at B, where, exploding, it would blow the water perpendicular to C, and up the side of the ship; the lateral movement of the water from B to E, would give her a sudden cant to one side, but do her no injury. This has been proved by the following practice.

On the first of October, 1805, Captain Siccombe, in a galley with eight men and his coxswain, placed two torpedoes in the manner described, plate IV, figure 2, between the buoy and cable of a French gun-brig, in Boulogne roads. The tide drove them until they both lay perpendicular to her sides. When the French saw Captain Siccombe advancing without answering the countersign, they exclaimed, that the infernal machines were coming, and fired a volley of musketry at his boat, but without touching a man.\* The moment the French fired, fearing the effect of the explosions, they all ran aft, and were in the greatest confusion. The tide drove Captain Siccombe's boat so far down, that he was obliged to cross under the brig's stern, where, seeing her men collected, and expecting another volley, he discharged at them two blunderbusses, each containing fifteen half-ounce balls,† and was rowing away, when both torpedoes exploded, but, to his astonishment, the brig was not destroyed. On the same night, Lieutenant Payne, of Captain Owen's ship *l'Immortalité*, placed two torpedoes across the bow of another French gun brig; he received their fire, had one man wounded, rowed to some distance, and waited till he saw the explosion of the torpedoes, which did not appear to do any injury to the vessel. When Captain Siccombe called on me in the morning, and reported these circumstances, I was much at a loss to account for the brig not being blown up. Defective in the experience which this failure gave me, I had not reflected, that, if the copper case, with the clockwork and powder, weighed specifically fifteen or twenty pounds more than water, it would hang like a heavy pendulum to its suspending cork-box C; and if the coupling line were fixed in the centre of the end, as at A, figure 1, the action of the tide being equal on both its sides, would have no tendency to sheer or drive it from its perpendicular position. After about half an hour's consideration, I was forcibly impressed with this error in arrangement, as the real cause of Captain Siccombe's and Lieutenant Payne's failure.

I immediately had a large tub made, then filling a copper case with powder, I screwed on to it the clockwork lock, and tied to it the pine box C, then suspending the whole torpedo by a line in the tub of sea water, the end of the suspending line was tied to one end of a scale beam. I then filled the pine box C with cork, until the whole volume of the torpedo, and box of cork would, when just covered with water, hold three pounds, in equilibrio, in the scale on the other end of the beam. The torpedo being then three pounds heavier than water, had a sufficient tendency to sink; and being so balanced, would, while under water, be easily moved by a slight pressure to either

\* They had got some idea of these machines, from an attempt which had been made with them against the Boulogne flotilla, in October, 1804, called the Catamaran expedition.

† The report on this attack in the French papers, acknowledged that the brig had five men killed and eight wounded. This, from two blunderbusses, shows, that the persons in the vessel attacked have to fear the small arms of the torpedo boats.

[NOTE.—The French papers, giving an account of the attack of Captain Siccombe and Lieutenant Payne, acknowledged that the torpedoes blew up along side of the gun brig, but gave them only a violent shock and cant to one side; they spoke of the engines as things of little consequence, and not to be feared. It is now, however, evident, that they owed the safety of the two brigs to the trifling circumstance of the torpedoes not being properly balanced in water, and the coupling lines not being tied to a bridle, so as to make the torpedoes sheer under the bottoms of the brigs.]

side; then, instead of tying the coupling line to the end of the torpedo, as at A, I tied it to a bridle, as at B, which, presenting the side on an angle to the tide, the pressure of the current in the direction of the arrow would cause the torpedo to sheer from B to G. This arrangement perfectly succeeded to sheer the torpedo from its perpendicular C, and the side of the vessel to E, near the keel, a position near which it should be to do execution. In this situation, the explosion being under the vessel, would have a great body of water to remove laterally, before it could get out by a line curving round her side. The water, when acted on in so instantaneous a manner as by the explosion of one hundred or one hundred and fifty pounds of powder, does, for the instant, operate like a solid body; hence the explosion raises the vessel up with a great force, acting on a small portion of her bottom, which portion giving way, is the same in effect as though a high sea had lifted her fifteen or twenty feet, and let her down on the point of a rock of three or four feet diameter. This, I believe, accounts for the certain destruction which will follow all explosions that take place near the keel. In all cases, when the explosion is under water, the action will be perpendicular to the surface, as from B to C: for, in the perpendicular, there are less particles to remove, and less resistance than in any diagonal, as, for example, from B to D.

Figure 3

Is a bird's eye view of a ship of the line, either at anchor or under sail, and the torpedo boats rowing on to the attack. I am sensible that there are strong prejudices against the possibility of row boats attacking a ship or ships of the line, with any reasonable hope of success: I will, therefore, commence my reasoning and demonstrations by the following questions. What is the basis of the aggression and injustice of one nation towards another? Is it not a calculation on their power to enforce their will? What is the basis of all courage and obstinate perseverance in battle? Is it not a calculation on some real or presumed advantage? A frigate of 30 guns is not expected to engage a ship of 80 guns, for every rational calculation is against her, and to strike her colors would be no dishonor. If I now prove that all the calculations are in favor of the torpedo boats, it shall hereafter be no dishonor for a ship of the line to strike her colors, and tamely submit to superior science and tactics.

I will run my calculations against a third rate, an 80 gun ship, she being the medium between first rates of 110 guns, and fifth rates of 44 guns. I will suppose her to enter one of our ports or harbors in a hostile manner; her draught of water, when loaded, is twenty-two feet; her full complement of men six hundred. Were we to oppose to the enemy an 80 gun ship, she would cost four hundred thousand dollars; we would also have to give her a full complement of six hundred men. If she engaged the enemy, the chances are equal that she would be beaten; if an obstinate engagement, she might have from one to two hundred men killed and wounded, and be so shattered as to require repairs to the amount of forty or fifty thousand dollars; she might be taken, and lost to the nation, and add to the strength of the enemy. It is now to be seen if six hundred men, and a capital of four hundred thousand dollars, the value of an 80 gun ship, cannot be used to better advantage in a torpedo attack or defence.

600 men, at 12 to a boat, would man 50 boats.	
50 boats, at one hundred dollars each,	\$5,000
50 torpedoes, complete, one hundred and fifty dollars, each, powder included,	7,500
50 harpoon guns, thirty dollars each,	1,500
200 blunderbusses, twenty dollars each,	4,000
100 pair of pistols, fifteen dollars a pair,	1,500
600 cutlasses, three dollars each,	1,800
Contingencies,	3,000
Total,	\$24,300

The pay and provisions for six hundred men, whether in an 80 gun ship, or in torpedo boats, may be estimated, for the present, to amount to the same sum annually.

Here is an establishment of fifty boats, with their torpedoes, and armed complete, for twenty-four thousand three hundred dollars; the economy, three hundred and seventy-five thousand seven hundred dollars.\* It is evident the ship could not put out fifty boats to contend with our fifty; she could not, in fact, put out twenty; therefore, as to boat fighting, the enemy could have no chance of success, and would have to depend for protection on her guns and small arms, unless, in a case of great emergency, the attack should be in the night; for if an enemy came into one of our harbors to do execution, the chances would be much against her getting out, and to any great distance, before night. In a night usually dark, row boats, if painted white, and the men dressed in white, cannot be seen at the distance of three hundred yards; and there are nights so dark, that they cannot be seen if close under the bow. I might here draw into my calculations on chances, that an enemy, who understood the tremendous consequences of a successful attack with torpedoes, would not like to run the risk of the night being dark. But in any night, the fifty boats, closing on the vessel in all directions, would spread or divide her fire, and prevent it becoming concentrated on any one or more boats. Boats which row five miles an hour, and which all good boats can do for a short time, run at the rate of one hundred and forty yards a minute. At the distance of three hundred yards from the ship, they take the risk of cannon shot, which must, from necessity, be random and without aim, on so small a body as a boat, running with a velocity of one hundred and forty yards a minute. At two hundred yards from the ship, the boats must take the chance of random discharges of grape and canister shot; and at one hundred yards from the ship, they must run the risk of random musketry; each boat will, therefore, be two minutes within the line of the enemy's fire, before she harpoons, and two minutes after she has harpooned, before she gets out of the line of fire: total, four minutes in danger.† The danger, however, is not of a very serious kind: for, as before observed, no aim can be taken in the night, at such quick moving bodies as row boats; yet some men might be killed, and some boats crippled;‡ in such an event, the great number of boats which we should have in motion, could always help the unfortunate. But what would be the situation of the enemy, who had their six hundred men in one vessel? The torpedo boats closing upon her, twenty-five on the larboard and twenty-five on the starboard bow, some of them would certainly succeed to harpoon her between the stem and main chains, and if so, the explosion of only one torpedo under her would sink her, killing the greatest part of the people who were between decks, and leave those who might escape to the mercy of our boats to save them.

I now beg of my reader to meditate on this kind of attack, and make up his mind on which are in the greatest danger—the six hundred men in the ship, or the six hundred men in the boats? Are not the chances fifty to one against the ship, that she would be blown up before she could kill two hundred men in the boats? Should this appear evident, or be proved by future practice, no commander would be rash enough to expose his ship to such an attack.

To give a fair comparative view of the two modes of fighting, I have, in these calculations, made the number of men on each side equal; by the same rule, if twenty ships of 80 guns were to come into one of our ports, we should

\* As each boat, with a torpedo, and armed complete, costs four hundred and eighty-six dollars, this economy would pay for seven hundred and eighty-nine boats; hence, eight hundred and thirty-nine torpedo boats, with torpedoes and arms, could be fitted out for the sum which one 80 gun ship would cost.

† A deduction may be made from this time; after harpooning, if the ship were anchored in a current which ran one mile and a half an hour, that would be two feet three lines a second; hence, if the distance from the harpoon to the torpedo were sixty feet, thirty seconds would be sufficient for the tide to push it under the keel; its clockwork might be set to explode in one minute from the time the torpedo fell out of the boat. If a vessel were under sail, running more than two miles an hour, one minute would be sufficient time for the clockwork to act before explosion. After explosion, there would, of course, be no resistance; and the probability is, that all hands would be too much occupied in attempting to save themselves, to keep them under any discipline. Thus, each torpedo boat would not be more than three minutes within the line of the enemy's fire.

‡ It is very easy to make the boats so that they cannot be sunk.



be necessitated to have one thousand boats and twelve thousand men; but such a preparation would not be necessary. It can never be necessary for us to have more boats than are sufficient to meet the boats which the enemy could put out to oppose us; an 80 gun ship, which is to work her guns, cannot be encumbered with many boats. They usually have—

- 1 launch, which is a bad rowing boat;
- 1 long boat, which may row well;
- 1 the captain's barge, a good row boat;
- 1 yawl, or galley, a good row boat.

They may, in some cases, have two more boats, total number six; therefore, twelve boats on our part would be sufficient to attack an 80 gun ship;\* particularly, as all our boats would be built expressly for running, and our business is to run, to harpoon, and not to fight; for this purpose, our six oarsmen, in each boat, never quit their oars, while our four marines keep up a running fire. The six or eight boats, if the enemy could put out so many, could not prevent our twelve boats closing on the ship. If our boats came into contact with the boats of the enemy, the contest would be reduced to boat fighting; the ship could not use her cannon or small arms, against us, without firing on her own boats. If we succeeded to drive the boats under the guns of the ship, we should follow so close, that her guns and small arms could not be used: for in the night, and amidst a number of boats in confusion, they could not discriminate between friends and enemies. On this theory, if twenty ships of 80 guns, or a force to that amount, were to enter one of our ports, two hundred and forty boats, with two thousand eight hundred and eighty men, would be sufficient, and perhaps more than sufficient, for the attack; and the following view of chances exhibits a strong probability that such a force of torpedo boats and men would destroy the twenty ships of the line within one hour.

Let the attack be in the night. The enemy must be at anchor; twenty vessels could not keep under way in narrow waters which could not be well known to their pilots. If they put out their boats, they could not bring into action more than six good boats from each ship, total, one hundred and twenty boats. Each ship would be a point from which their boats could depart, or to which they could retreat, total, twenty positions; in these twenty positions, twelve thousand men would be exposed to torpedo explosion, which is the same, in effect, as a mine under a fortification. We, with two hundred and forty boats, exposing only two thousand eight hundred and eighty men, would have the whole of our shores to depart from or retreat to. Being the assailants, and having it in our power to approach in every direction, the enemy could not know a feint from a real attack, nor could they tell which ship we would attack first; they, consequently, could not concentrate their boats; each vessel would be necessitated to keep her own boats on the look out, and to aid in protecting her, while we should have the power to divide our force, or concentrate one hundred boats on one vessel, as circumstances might require. Hence, every thing is in favor of the success of the torpedo attack, while the greatest danger is to be apprehended for the ships.

Having given my experience and theory on anchored and harpoon torpedoes—a system which I hope will, by every friend to America and humanity, be considered of some interest to the United States—I am aware of the doubts which may arise as to the success of harpooning, in the minds of men, in general, and particularly of those who have no experience, who are so impressed with the imaginary tremendous fire of an 80 gun ship, or a ship of war, that the question has often been put to me, where will you find men who have courage to approach in boats within twenty feet of an 80 gun ship, to harpoon her? I answer, that the men in the boats, who are not more than three minutes within the line of the enemy's fire, are not so much in danger, nor does it require so much courage as to lie yard-arm and yard-arm, as is usual in naval engagements, and receive broadsides, together with grape shot and volleys of small arms, for forty or sixty minutes. It is not so great a risk, nor does it require so much courage, as to approach a vessel in boats, climb her sides, and take her by boarding; yet this has frequently been done. The risk is not so great, nor does it require so much courage, as to enter a breach, which is defended by interior works and close ranges of cannon, flanked by howitzers, or carronades, loaded with canister or grape shot, and the parapet crowded with infantry; yet such breaches have been forced, and cities taken by assault, with numerous examples of this kind. I hope there can be no doubt of sufficient courage to make a torpedo attack. In the instances of Captain Siccombe and Lieutenant Payne, before mentioned, they considered the risk of so little importance that they went to the attack without any apparent concern; and the sailors, who were offered a few guineas for each gun of a vessel which they should destroy, used all their influence with the officers to be permitted to be of the party. But I will not propose a project so novel, and look to others to execute it. If torpedoes be adopted as a part of our means of defence, with a reasonable number of men organized and practised to the use of them, if it be thought proper to put such men under my command, and an enemy should then enter our ports, I will be responsible to my fellow-citizens for the courage which should secure success. While I propose this, I wish it to be understood that I do not desire any command or public employment. My private pursuits are the guarantee of an independence and freedom of action, which is always grateful to my feelings; they are useful and honorable amusements, and the most rational source of my happiness.

#### *Estimate for an anchored Torpedo.*

Thirty-two pounds of copper, at seventy-five cents a pound,	-	-	-	-	\$24 00
A lock, in a brass box, water tight,	-	-	-	-	20 00
One hundred pounds of powder, at twenty cents a pound,	-	-	-	-	20 00
Machinery, to let it rise to the surface in a given time, rope, cork box, anchor, and weights,	-	-	-	-	20 00
Total,	-	-	-	-	<u>\$84 00</u>

In a preceding page, I have given an estimate for a clock work and harpooning torpedo.

The torpedo will cost	-	-	-	-	\$150 00
Each boat, armed complete,	-	-	-	-	<u>336 00</u>

\*While organizing a system of torpedo attack against the Boulogne flotilla, during the administration of Mr. Pitt, it was determined that men should be taken from Lord Keith's blockading fleet to man the boats; but a difficulty occurred how to carry a sufficient number of good active boats. Finding that the ships of war could not take on board more than their usual number, without being encumbered, four ordinance vessels were to be prepared, with large hatchways, to receive a number of boats in the hold, and to carry torpedoes. Lord Melville was impeached, Mr. Pitt died, and my system was opposed by Lords Grenville and Howick, and the new administration. I mention this, my experience, to show that ships of war cannot carry a sufficient number of boats to contend with the boats which we could bring into action; they may, indeed, bring with them ordinance ships to carry boats, but if they unman the ships to man the boats, the ship will be less formidable in her fire; and I believe it is self-evident that they who have to cross three thousand miles of sea, cannot be so well furnished with boats as we who command the land.

*Estimate for an establishment in our most important and vulnerable ports.*

	Boats.	Anchored torpedoes.	Clockwork torp's.
Boston - - - - -	150	300	300
New York, - - - - -	150	300	300
In the Delaware, - - - - -	50	200	100
Chesapeake, - - - - -	100	200	200
Charleston, - - - - -	100	200	200
New Orleans, - - - - -	100	200	200
Total, - - - - -	650	1,400	1,300

650 boats, at \$336, each, - - - - -	\$218,400
1,400 anchoring torpedoes, at \$84, each, - - - - -	117,600
1,300 clockwork torpedoes, at \$150, each, - - - - -	195,000

Total, - \$531,000

Having mentioned the ports in which it is most probable the enemy would attempt to make an impression, calculations can be made for a like mode of defending other situations—a *minutie* which I am not prepared to enter into, nor is it necessary, in the present state of this disquisition. I have shown a strong power, in boats and torpedoes, to defend six of our principal ports. Gentlemen will please to look to the numbers allotted to each port, and reflect whether an enemy would not be inclined to respect a force so active and tremendous in its consequences—a force, which, under cover of the night, could follow them into every position within our waters, and pursue them for some leagues from our shores into the open sea; yet those establishments would not require an expenditure of four hundred thousand dollars: for the cutlasses and fire arms, to arm the boats, and the powder for the torpedoes, are already in our arsenals and magazines. And what is four hundred thousand dollars, in a national point of view? A sum which would little more than build and fit out for sea two ships of thirty guns. After reflecting on these experiments and demonstrations, I hope no one will, for a moment, hesitate in deciding that the two thousand seven hundred torpedoes, and six hundred and fifty boats, before estimated, will be a better protection for six of our sea ports than two ships of thirty or any other number of guns. To man the boats in the different ports nothing more will be necessary than a marine militia; they can be as numerous as any possible necessity could require, and should be exercised to row and use the torpedoes, until the practice became familiar; after which, practice once a month would be sufficient. Corps thus formed would be no expense to the National Government. Torpedoes would require no repairs; and the boats, carefully laid up in houses built for the purpose, would last many years.

To compare torpedoes with the usual marine establishments, and the superior protection which they give, for any specific sum expended, I have stated this prospect of economy; but I do not consider economy, in the commencement of such a system, as an object of primary importance. Let our fellow-citizens be convinced—convince the people of Europe—of the power and simple practice of these engines, and it will open to us a sublime view of immense economy in blood and treasure. As we are not in actual hostility, and have no opportunity to try experiments on an enemy, my opinion is, that we should immediately prepare for such an event; and, to satisfy the public, we should, without loss of time, make the following experiment:

Purchase a strong ship; make six torpedoes; build two good row boats, and prepare them as for action, with twelve men each. Let the ship be anchored, and the men practised in harpooning, throwing the torpedoes, and observing the action of the tide in driving them under her bottom. After practising on her while at anchor, the ship to be got under way in moderate and stiff breezes, and, while under way, the men to row at and harpoon her, letting the torpedoes fall into the water, and observing the action of the current in driving them under her bottom. When the men have been so exercised as to be certain of harpooning the ship, the torpedoes to be charged, a committee appointed, or the whole of Congress, to witness the effect, the ship to be put under way, the helm lashed, her men take to the boat, the torpedo boats advance, harpoon, and blow her up. The success of such an experiment will show the value of the system; to which courage must be added in case of an actual engagement.

*Probable expense of such an experiment.*

A strong, though old ship, - - - - -	\$1,000
Six torpedoes, at \$150, each, - - - - -	900
Two boats, at \$100, each, - - - - -	200
Two harpoon guns, - - - - -	60
Total, - - - - -	<u>\$2,160</u>

Twenty-four men can be chosen from the sailors in Government employ.

## THOUGHTS ON THE PROBABLE EFFECT OF THIS INVENTION.

At the time a new discovery is made in physics or mathematical science, the whole of its consequences cannot be foreseen. In the year 1330, Bartholomew Schwartz is said to have invented gunpowder; twenty-five years after, a very imperfect kind of cannon was constructed of welded bars of iron, others of sheet iron, rolled in the form of a cylinder, and hooped with iron rings; in some cases, they were made of leather, strengthened with plates of iron or copper; balls of stone were used; and it was not until the beginning of the fifteenth century, that is, one hundred and seventy years after the invention of powder, that iron balls were introduced into practice. Muskets were not used until the year 1521, or one hundred and ninety-one years after the invention of gunpowder. The Spaniards were the first who armed their foot soldiers in this manner; they had matchlocks; but firelocks, that is locks with flints, were not used until the beginning of the eighteenth century, one hundred and eighty years after the invention of muskets, and three hundred and eighty years after the invention of powder. When firelocks were first invented, Marshal Saxe had so little confidence in a flint that he ordered a match to be added to the lock with a flint, lest the flint should miss fire;\* such is the force of habit, and want of faith in new inventions.

Although cannon, fire arms, and the whole detail of ammunition, now appear extremely simple, yet we here see the very slow advances to their present state of perfection, and they are still improving; hence I conclude that it is now impossible to foresee to what degree torpedoes may be improved, and rendered useful. When Schwartz in-

\*I have seen one of these firelocks, in the collection of ancient arms, Rue de Bacq, Paris.



vented powder, it may be presumed that his mind did not embrace all its consequences, or perceive that his discovery would supersede the use of catapults, armor, bows and arrows, and totally change the whole art of war. He certainly could have no conception of such a combination of art as we now see in ships of the line; those moveable fortifications, armed with thirty-two pounders, and furnished with wings, to spread oppression over every part of the ocean, and carry destruction to every harbor of the earth. In consequence of the invention of gunpowder, ships of war have been contrived, and increased to their present enormous size and number;\* then may not science, in her progress, point out a means by which the application of the violent explosive force of gunpowder shall destroy ships of war, and give to the seas the liberty which shall secure perpetual peace between nations that are separated by the ocean? My conviction is, that the means are here developed, and require only to be organized and practised, to produce that liberty so dear to every rational and reflecting man; and there is a grandeur in persevering to success in so immense an enterprise, so well calculated to excite the most vigorous exertions of the highest order of intellect, that I hope to interest the patriotic feelings of every friend to America, to justice, and to humanity, in so good a cause.

I have shown that a ship of eighty guns, and six hundred men, could have little chance of resisting fifty torpedo boats, of twelve men each, equal six hundred men. If it can be admitted possible that an eighty gun ship will be necessitated to retreat before fifty boats, she must run so far that the boats cannot follow her, that is, more than eight or ten leagues; therefore, boats could follow a ship over the narrow parts of the Baltic or British channel; but I will confine my remarks to the British channel, between Boulogne and Romney, from Calais to Dover, and from Ostend to the mouth of the Thames. If I can show that in those waters the British fleets would be compelled to retreat before torpedo boats, or perish, it follows that they must yield to a like system of attack in every other sea; and the like combination of power which can force them to yield will act on all ships of war to their total annihilation.

Let the coast of Boulogne be the scene for action; suppose the British to have one hundred ships of eighty guns, or a force to that amount, equal eight thousand guns, and sixty thousand men; this is a greater power than ever has been engaged in one action. I have mentioned large ships, because the strength of a fleet depends more on the size of the ships, and weight of metal, than on their number; in such case the line will not be so much extended as if the vessels were smaller and more numerous; the signals can be seen and answered from the extremities of the line with more certainty, and the order of battle can be better kept. The length of a ship, from the point of the bowsprit to the stern, may be estimated at forty fathoms, and the distance between two ships one hundred fathoms, consequently, the one hundred ships would form one line of fourteen thousand fathoms, or twenty-eight thousand yards, equal to near sixteen miles. Such a line could not see and answer signals from the van and rear to the centre. It could, however, be formed into four divisions of twenty-five ships each, and they again could be subdivided; but the tactics which must be adhered to when two fleets of nearly equal force engage, will be of little utility when the attack is made by a sufficient number of torpedo boats.

#### *Estimate of the force to attack so formidable a blockading fleet.*

Men, sixty thousand, a number equal to the British; they cannot all be sailors, nor is it necessary they should, but men who, with six weeks exercise, can learn to row well, for to row with tolerable dexterity is all the nautical knowledge required. To divide the sixty thousand men, twelve in a boat, will require five thousand boats, each of which will be so light, that its twelve men can draw it on the beach above high water mark, or on the sands, or plane, in a few minutes, or launch it into the water with equal facility.

#### *Manner of arranging the boats until wanted.*

A boat being six feet wide and twenty-seven feet long, if a space of twelve feet wide, and thirty-nine feet long, be allowed for each boat, four hundred and forty of them would range, side by side, in the distance of one mile, then leaving twelve feet from the stems of the first row to the stems of the second, and a like space between each line, the five thousand boats could be laid up on a beach or plane one mile long, one hundred and fifty yards wide, and give sufficient room for the men to get at the boats without confusion; this plan would not require the expense of forming a basin or harbor. Thus arranged, each boat, with its torpedo, harpoon gun, arms, and oars, in their places, and the twelve men in their stations, six on each side of the boat, the whole could be run into the water and manned in an hour, which facility of embarking is of the first importance for rapid movements, and to take advantage of the weather.†

#### *Estimate for the preparations.*

5,000 boats, one hundred dollars each,	-	-	-	\$500,000
5,000 torpedoes, one hundred and fifty dollars each,	-	-	-	750,000
5,000 harpoon guns, thirty dollars each,	-	-	-	150,000
				<hr/>
				\$1,400,000

This is equal to three hundred and fifteen thousand pounds sterling, or about the value of three ships of eighty guns; it is equal to seven millions five hundred and sixty thousand livres, a sum of little importance to France, it being not equal to the expenses of her government for one day; the men she has, and three times the number if required; the powder for the torpedoes, and arms for the men, are in her magazines.

Suppose the boats and torpedoes prepared, the harpooners exercised, and the men practised to the oars. The intrepidity of the French, in an assault, has been so often proved, that there can be no question as to their courage to rush on to the attack, in any case where there is a reasonable hope of success. It is obvious, that the British ships could not put out a sufficient number of boats to oppose five thousand torpedo boats; consequently, they have no other means of resistance than to manœuvre, and defend themselves from their ports and decks, in the best manner they can devise.

It is now necessary, in calculating the chances of success, to examine various modes of attack and defence; I therefore beg of the reader never to lose sight of the facility with which the whole of the French boats can be run into the water, manned, and ready for action, or again drawn up on the shore, and with how much ease every advantage may be taken of calms and favorable circumstances; he must also separate from his mind the idea of boats attempting to fight ships; such an attempt would be absurd; it is torpedoes, those instruments of instantaneous destruction, which are to decide the contest. The boats are but the means of harpooning and attaching the torpedoes to the ships; this is the whole object of the attack.

In defence, it is to be considered by what means a ship or ships could prevent the boats approaching so near as to harpoon them in the larboard or starboard bow, and make good their retreat? I will name the calm months of June, July, and August, as most favorable for the enterprise. Let it be recollected that, in all attacks of this kind, the boats row at the rate of five miles an hour, or one hundred and forty-six yards a minute; at the distance of four hundred and thirty-eight yards, or three minutes from the ship, they will risk random round shot; at two hundred and

\* Compared with existing military marines, I consider all galleys, and vessels of war, which were in use previous to the invention of powder, as very insignificant. It is probable that four seventy-four gun ships, in open sea, would destroy all that ever existed at any one time.

† When the British fleet is becalmed before Boulogne, the French flotilla is becalmed also, and cannot make any advantageous movements. The calms which lay the British fleet under great disadvantage will give every possible advantage to the torpedo boats, and will be the most favorable time for the attack.

‡ All shot from cannon, carronades, or howitzers, against boats, must be random: a boat is too small, and moves too quick, to admit of taking aim; and, in the night, musket shot will be random also.

nineteen yards, or one and a half minutes from the ship, they risk one discharge of grape; at one hundred yards, or forty seconds from the ship, they risk one volley of small arms, before they harpoon. After harpooning, it is probable the ship's crew would be more occupied about their own safety than in standing deliberately to fire at the boats. And thus, each boat will not be more than four minutes within the line of the ship's random shot: such rapidity and decision in attack gives incalculable advantages to the boats.

#### *First mode of attack.*

In a calm and usually dark night, the ships at anchor, either in one line, or parallel lines, or promiscuously. The torpedo boats to be formed into divisions, each division to consist of fifty boats, and to attack one ship. Suppose the ships first attacked to be those nearest the land; in a calm they could not get under way, nor could they change their positions; a ship, by having a spring on her cable, might possibly bring her broadside to bear on the boats, but as the fire of the broadside could do little injury until the boats were within four hundred and thirty-eight yards, or three minutes, of her bow, and, as three minutes, after coming within the line of fire, is to decide the contest, I conceive that her broadside could not protect her; if the boats, at six hundred yards distance, run for her bow, it would be impossible for her to change her position so quick by a spring on her cable, as the boats could change their direction to keep under her bow. If the ships were in one line, and the headmost first attacked, she could receive no assistance from the vessel astern, for she would lie between the stern ship and the boats, and receive the fire which might be directed for them. If the ships lay in several parallel lines, or promiscuously, and the next line were on her larboard, the larboard ship would be distant at least one hundred fathoms, and, while the boats were bearing down, might fire broadsides on them when they were at the distance of two hundred yards; but the moment they closed in with the ship she must cease her fire, otherwise she would do more injury to the ship than to the boats; the larboard ship would, therefore, only have an opportunity to fire two minutes at the boats, in which time she might possibly discharge two broadsides; but as the boats could keep in a line with the bow of the vessel attacked, and there is more danger from the larboard or starboard ship than the one attacked, a better mode would be to attack the headmost ship of each line at the same time; in such case, each ship would be necessitated to reserve her whole fire for her own defence; she could not assist the next ship, and thus each vessel would be as much exposed, and left to her own resources, as though there were not another ship within three leagues of her. The succeeding ships of the line, or lines, could be attacked in like manner; hence, this mode of attacking any number of vessels, with an equal number of divisions or boats, amounts to nothing more than a repetition of an attack with fifty boats on one ship; and it does not appear to me possible that her fire could repel fifty boats, or prevent them from lodging ten, fifteen, or twenty harpoons, if necessary, in her larboard and starboard bow. I leave to nautical men, and experienced commanders, to show to the public how a ship, or ships of war, anchored in a calm, as before stated, could resist such an attack, and their total destruction in a few hours. But commanders, seeing the danger of being becalmed while at anchor, may keep the fleet under way.

#### *Second mode of attack.*

In the night, the ships under way, calm, or light breezes of not more than four knots an hour. Ships of the line, that are under way, seldom approach nearer each other than a cable's length; this precaution is to prevent their running foul, and causing confusion; when expecting an enemy of equal force, the custom is to form one line. Admitting that, to oppose the torpedo boats, they preserved this usual order of battle, close hauled, and under easy sail, to let the boats come up here, as in the case of being at anchor, each ship must apply her whole fire against the division of boats which attack her; she cannot aid the ship next to her. As the boats, advancing under cover of the night, each division will, in three minutes from the time they arrive within danger of cannon shot, be in with the bow of the destined ship, and fire their harpoons into her; therefore, it appears that her chance while under way is very little better than when at anchor. If, as the boats advance, a ship turns her bow to meet them, she facilitates their harpooning her. Will any other order of battle, than one right line, give more security? Would two, three, or four parallel lines, give better protection? In such case the line nearest the boats would be attacked first, and the other lines taken in succession. Were the ships to form a crescent, the headmost vessels would be first attacked; in this form they might surround a number of boats, and get them between two fires; but whatever situation the boats may be in, after they arrive within the range of grape shot, they can, in a few minutes, be under the bow of the ship, where they will be safe from all fire, except small arms; but to arrive under her bows amounts to a moral certainty of effecting her destruction. Therefore, with the immense advantage which torpedoes give to an attack with boats, it is of little consequence whether it be made in the night or day, in a calm, or a breeze of from four to six knots. If the ships engage with the boats, their case will be desperate. In all my reflections on this kind of war, I see no chance for their escape, other than by retreat; and the moment English ships of war retreat before torpedo boats, that moment the power of the British marine is for ever lost, and with it the political influence of the nation.

In this view of chances, I have calculated the number of men in the boats equal to the number in the ships, and estimated five thousand boats to be brought into action; but in all cases when there are sufficient torpedo boats to drive in the boats of the ships, there will be sufficient to attack the fleet; the one hundred ships could not put six hundred good boats in motion, therefore one thousand torpedo boats would suffice for the attack; they could be formed into fifty divisions of twenty boats each; they would have every advantage, in a calm, of directing fifty or one hundred boats against one vessel, while the ships would not have the power to concentrate their fire on the boats; the ships could not be defended unless there were transports or ordnance vessels expressly for carrying good row-boats, the number of which should be sufficient to repel the torpedo boats; but if ships can only be protected by boats, it follows, that they will cease to be of use, and the contest for the command of the channel must be decided by boat fighting. In such case, the nation which could put in action the greatest number of boats, and was least dependent on commerce, would have a decided advantage. England is more dependent on commerce than France, her merchant vessels could be attacked, destroyed, and her trade ruined, yet the commerce of France could not be more, nor so much, injured as it is at present. In such an event England, who has usurped the dominion of the ocean and laid all nations under contribution, would be the most humble supplicant for the liberty of the seas. And then the Emperor of France would have a noble opportunity to display a magnanimity of soul, a goodness of heart, which would add lustre to his great actions, and secure to him the admiration of the civilized world, by granting to so ingenious, industrious, enterprising, and estimable a people, a perfect liberty of commerce.\*

I have now run this subject to a conclusion, in which I do not hesitate to say, that two thousand torpedo boats, and twenty-four thousand men, would take the command of the British channel from Boulogne to Romney, from Calais, Gravelines, Dunkirk, and Ostend, to the mouth of the Thames, and that the command of the commerce of those narrow seas would command the British nation; but there the power of torpedo boats must cease; a nation cannot send such boats to sea, to depredate on commerce, nor to foreign countries on expeditions of conquest; and therefore the seas must be free.

\* A Government, and particularly a monarchy or aristocracy, may be in the habitual practice of vice, while the people are in the habitual practice of virtue. In an aristocracy, where the army, navy, places, and pensions, are in the power of the few, the voice of the people has little or no influence. The genius, industry, and enterprise, of the English, have converted a barren island into the most fruitful and beautiful spot on earth; their improvements in the useful arts have made them the greatest and most useful manufacturing people that ever existed. In proportion as the people, by their industry, increased the riches of the nation, the Government found a facility in raising revenue, and have loaded the virtuous people with taxes to the amount of twenty-five or more millions a year, to pay for ruinous wars, the conquest of America, the establishment of the Bourbons, and the balance of Europe.



## ON THE IMAGINARY INHUMANITY OF TORPEDO WAR.

In numerous discussions which I have had on this subject and its consequences, it has been stated that, instead of giving liberty to the seas, its tendency would be to encourage piracy and buccaneering, by enabling a few men in a boat to intimidate and plunder merchant vessels, thereby producing greater evil than existing military marines. This idea is similar to one which might have arisen on the invention of muskets, which, giving to an individual the power of certain death at the distance of fifty or a hundred yards, robbers might infest the highways, and from an ambush shoot the traveller and take his property; yet there is not so much robbery now as before the invention of gun-powder; society is more civilized; is not so much divided into feuds, or clans, to secrete and protect villainy; and all civilized society will, in their own defence, combine against the robber, who has little chance to escape. In like manner, as an individual, instigated by revenge, might with an air gun shoot his neighbour, or by the means of gun-powder blow up his barn or buildings; but society combine against such atrocious acts, and he who would commit them could have little other prospect before him than the gibbet. In the case of pirates or buccaneers, they could not make a torpedo without some intelligent workman, who would be a means of discovery. Were they to take a prize, they must have some port to carry it to, or it could be of no use to them; were they to plunder a ship, they could not carry much in a torpedo boat, and the boat must have a port to go to, where neighbors or spectators, observing her suspicious character, would lead to investigation; added to which, pirates are seldom constant in their attachment to each other, and each would suspect the other turning informer. It would be difficult for a torpedo boat to depart from any port in America, and return without being detected. It is certainly much more easy and secure for an individual to go on the highway and rob, yet how seldom is that done. When nations combine against pirates, there is no reason to fear that individuals can make a bad use of this invention.

But men, without reflecting, or from attachment to established and familiar tyranny, exclaim, that it is barbarous to blow up a ship with all her crew. This I admit, and lament that it should be necessary; but all wars are barbarous, and particularly wars of offence. It is barbarous for a ship of war to fire into a peaceable merchant vessel, kill part of her people, take her and the property, and reduce the proprietor with his family from affluence to penury. It was barbarous to bombard Copenhagen, set fire to the city, and destroy innocent women and children. It would be barbarous for ships of war to enter the harbor of New York, fire on the city, destroy property, and murder many of the peaceable inhabitants; yet we have great reason to expect such a scene of barbarism and distress, unless means are taken to prevent it; therefore, if torpedoes should prevent such acts of violence, the invention must be humane.

When a fortress is besieged, and a mine driven under the citadel, the powder laid, and the train ready to light, it is the custom for the besiegers to send to the commander of the besieged, to inform him of the preparations, and leave it to his judgment to surrender or risk the explosion; if he will not surrender after such warning, and he, with his men, should be blown up, he is to be charged with the inhumanity, and not the besiegers. Should Government adopt torpedoes as a part of our means of defence, the Europeans will be informed of it, after which, should they send hostile ships into our ports among anchored torpedoes or torpedo boats, and such ships should be blown up, the inhumanity must be charged to them, and not to the American Government or to this invention.

Having, in the preceding chapter, given details for a system of French torpedo boats, which could command the narrow parts of the British channel, I may be accused of enmity to England and partiality to France; yet I have neither hatred nor particular attachment to any foreign country. I admire the ingenuity, industry, and good faith of the English people; I respect the arts, sciences, and amiable manners of the people of France. There is much in each of those countries which we may copy to great advantage. But my feelings are wholly attached to my country; and while I labor for her interest in this enterprise, I am happy that the liberty of the seas, which I believe can be effected, will not only benefit America: it will be an immense advantage to England, to France, and to every other nation. Convinced of this, I have viewed military marines as remains of ancient warlike habits, and an existing political disease, for which there has hitherto been no specific remedy. Satisfied in my own mind that the torpedoes now discovered will be an effectual cure for so great an evil; to introduce them into practice, and prove their utility, I am of opinion that blowing up English ships of war, or French, or American, were there no other, and the men on shore, would be humane experiments of the first importance to the United States and to mankind.

## A VIEW OF THE POLITICAL ECONOMY OF THIS INVENTION.

At the death of Queen Elizabeth, in 1602, the royal navy consisted of the following vessels:

4 ships of 40 guns,	3 ships of 8 guns,
4 of 32	1 of 6
10 of 30	4 of 4
2 of 20	4 of 2
3 of 16	
2 of 12	
5 of 10	
Total 42	180 guns, with 3 hoys.

When equipped for sea, it carried 8,376 men.

At the death of King James I. in 1765, the royal navy consisted of sixty-two sail; the money expended per annum was fifty thousand pounds sterling, equal to \$222,222 20.

At the death of King William, in 1701-2, the navy consisted of

Ships of the line, including fourth rates,	-	-	-	-	123
Frigates,	-	-	-	-	46
Fire ships,	-	-	-	-	87
				Total	256

The whole navy mounting about 9,300 guns, and, to completely man the ships, it would take 52,000 men; the sum allowed per annum for the navy, was 1,046,397 pounds sterling, equal to \$4,650,653 30. Thus, in one century, it increased in vessels and men six fold, and in expense twenty fold.

In 1801, the royal navy consisted of

192 ships of the line,	} Principal force for combat, 760.
28 ships of 50 guns,	
227 frigates,	
181 sloops,	
96 gun vessels,	
11 gun barges,	
15 bombs,	
10 fire ships,	
11 store ships,	
8 yachts,	
9 tenders,	
2 advice boats,	
5 armed transports,	
13 Dutch hoys,	
6 river barges,	
1 convalescent ship,	
130 hired ships and cutters.	

Total 945

Annual expense, 13,654,013 pounds sterling, equal to \$60,684,502 40. At present I have not time to ascertain the exact number of men, which, however, amount to more than one hundred thousand.

From 1701 to 1801, the number of vessels have been increased four fold, and the expense twelve fold; the expense is now two hundred and seventy times greater than at the death of King James I. one hundred and eighty-five years ago.

*State of the maritime power of nations about the year 1790. Taken from Arnauld.*

Nations.	Ships of the line.		Frigates.		Sloops.	Total vessels.	Total cannon.	Total seamen.
	Ships.	Guns.	Guns.					
Spain, - - -	72 from	112 to 58	41		109	222	10,000	50,000
Portugal, - - -	10	80 58	14 from	44 to 30	29	53	1,500	1,000
Naples, - - -	10	74 50	10		12	32	1,000	5,000
Venice, - - -	20	88 16	10		58	88	1,000	14,000
Ottoman Empire, -	30	74 50	50 from	50 to 10	100 galliots	180	3,000	50,000
Holland, - - -	44	74 56	43	40 24	100	187	2,300	15,000
Denmark, - - -	38	90 50	20	42 20	60 chebecks	118	3,000	12,000
Sweden, - - -	27	74 50	12	38 20	40 galleys	79	3,000	13,000
Russia, - - -	67	110 66	36	44 28	700 various	803	9,000	21,000
France, - - -	81	118 64	69	40 30	141 various	291	14,000	78,000
England, - - -	195	100 50	210		256	661	12,000	100,000
						2,714	59,800	359,000

Taking the whole of these fleets, and estimating their expense by that of the British marine, it must amount to about twenty-six millions of pounds sterling per annum, equal to \$115,555,555 50. Can we reflect on this table, and not feel, in the most sensible manner, the folly of the eleven European nations, who support such establishments for their mutual oppression? Is there an American who, after viewing these horrid consequences of divided Europe and her barbarous policy, that can, for a moment, harbor a wish that these happy States should be divided, and each petty Government, in proportion to its resources, augment its fleets and armies, either for defence or to gratify a mad ambition, by deprelating on its neighbors? If there be such men, they are in a state of political insanity, and the worst enemies to the American people. The humane and excellent Dean Tucker, in his work on political economy, published during the American Revolution, has observed, "That the wars of Europe, for the last two hundred years, have, by the confession of all parties, really ended in the advantage of none, but to the manifest detriment of all. Suffice it to remark, that, had each of the contending Powers employed their subjects in cultivating and improving such lands as were clear of all disputed titles, instead of aiming at more extended possessions, they had consulted both their own and their people's greatness much more efficaciously than all the victories of a Cæsar or an Alexander." This important truth should be deeply impressed on the mind of every American.

But I will return to the fleets of Europe, and endeavor to point out the principal causes of the great increase of those engines of oppression, and from whence the wealth has arisen to support such expenses. I will also show the increasing resources which will, if science does not check it, enable England, hereafter, to support a marine of fifteen hundred armed ships, with as much ease as she now does seven hundred and sixty.

In 1602, the British nation could not possibly have paid for the expense of such a navy as it possessed in 1701; and in 1701, the resources of the nation were not equal to the expense of the navy of 1801. The reason is, that since 1602, the sciences have developed immense resources. Chemistry and mechanics have multiplied the produce of productive labor, and increased the riches of every nation in Europe; the commerce of China and the East Indies has been opened; Russia and Sweden have become civilized and commercial; South America, the West India Islands, and North America, have, from a few hundred persons, grown to a population of at least twenty-five millions; who have created a vast and productive commerce, of which there was no conception two centuries ago. Agriculture has every where been improved; the earth produces more for a given labor; manufactures are carried on, in various degrees of perfection, in every country and district of country, which, creating surplus wealth to pay for luxuries, returns millions of riches on so enterprising and commercial a people as the English, which, added to their own improvements in mechanism, manufactures, and agriculture, enables the Government, at this day, to expend thirteen millions of pounds sterling, annually, on their marine. Yet the people in general live better, have more enjoyments; and because they have more enjoyments, they are, in reality, not more oppressed than the people of 1625, who paid only fifty thousand pounds to the marine. Such is the natural consequence of a general cultivation of the useful arts; but a just Government and a wise people should take care that the wealth which the useful arts give to them, should not be uselessly expended.

As imports and exports are the consequence of increased population and industry, the following will show how the expenses of the British marine have not only kept pace, but gained on her sources of wealth.

*Table of British imports and exports, and expense of the marine, in pounds sterling.*

In 1701.—Imports,	- - - - -	£5,869,609
Exports,	- - - - -	7,621,053
Total,	-	£13,490,662

*Expense of the Marine.*—£1,046,397, or one-thirteenth of the whole imports and exports.

In 1798.—Imports,	- - - - -	£46,963,000
Export of British manufactures,	- - - - -	33,602,000
Export of foreign goods,	- - - - -	14,387,000
Total,	-	£94,952,000

*Expense of the Navy.*—£13,654,013, or about one-seventh of the total imports and exports.

In 1800, the population of the United States was estimated at five millions two hundred and fourteen thousand eight hundred and one; with this population, we import from England to the amount of seven millions sterling per annum, for which we pay, in direct and circuitous trade, equal seven millions, making our imports from England, and exports to pay for them, fourteen millions, or equal to one-seventh of the imports and exports of England. Therefore, as it is the profits of trade which support the British marine, we pay one-seventh of its whole expense, or about two millions sterling, and, in fact, support one-seventh of seven hundred and sixty armed ships, equal 108. Thus we cherish an evil of which we complain, and, unless we can destroy it, we must continue to nourish it.

In 1700, the population of England and Wales amounted to five millions four hundred and seventy-five thousand five hundred and forty-four; in 1800, to nine millions three hundred and forty-three thousand five hundred and



seventy-eight: it did not double in the last century, notwithstanding the great increase of trade. As her population is now equal to one person for every six acres, there is a powerful check on its increase, and the rational calculation is, that it will not double, or rise to eighteen millions in the next two centuries. But the United States is doubling its population in about twenty-five years, or, for probable correctness, say in thirty years; consequently,

In 1830, we shall have	-	-	-	-	10,429,602
1860,       "       "	-	-	-	-	20,859,204
1890,       "       "	-	-	-	-	40,718,408
1920,       "       "	-	-	-	-	81,436,816

Even then the acres of the United States will be more than ten to an individual. As our habits and customs are English, it is a reasonable calculation, that,

In 30 years, we shall take from them to the amount of	-	14,000,000
60       "       "       "	-	28,000,000
90       "       "       "	-	56,000,000

This is more than they now send to all the world, which wealth, resulting from American labor, being turned into England, will increase her resources equal to the maintenance of her present marine: for, as I before stated, if of seven millions which we now import, we furnish funds for the seventh part of her naval expenses, or, say two millions. Seven is into fifty-six, the imports of ninety years hence, eight times; the United States, will, therefore, furnish sixteen millions sterling per annum, to support the British marine, and enable England to double her present naval establishment. Thus we are continually aiding and supporting the only tyranny which can oppress us, or disturb our tranquillity.

I am aware that, opposed to this statement, it will be said that we shall become manufacturers, and hereafter import, in proportion to our population, less from England; but, in a vast country like the United States, where lands are cheap, and men can easily be provided for in agricultural pursuits, it will be difficult for the manufactures to keep pace with the population. We are now much greater manufacturers than we were twenty-five years ago; yet our imports increase; the manufactures of England have augmented ten-fold in the last century. Although her population has not doubled, yet her exports and imports have kept near even pace with each other. The consequence of manufactures is to create abundance, and give the means of purchasing luxuries; therefore, more persons enjoy the luxuries of fine articles. England has her manufactures established, and her people taught; she has the start of all the world, which she will keep for very many years; nor can such superiority be an injury to America, or to France, or any other nation, provided the profits are not expended on a military marine to oppress them. \* Then what is to be done to arrest this enormous evil, this organizing system of oppression? One of three things must be done: we must have a marine of a force to be respected, or we must suffer our commerce to be as limited as the British Government may think proper, and be laid under contribution; or, military marines must be destroyed, and liberty given to the seas.

What kind of a marine would obtain for us that consideration and respect which would give to our merchant ships unmolested admittance into the ports of Europe? Fifty ships of eighty guns each, and thirty thousand men, certainly could not guarantee to us such respect. Russia has a greater naval force, and dare not show a ship out of the Baltic. Yet, fifty such ships would cost the United States twenty-five millions of dollars, and seven millions of dollars a year; which, added to repairs, dock yards, arsenals, navy boards, and agents, may be estimated at ten millions a year. But, even could such a marine secure to us a reasonable liberty of commerce, America could not now bear such an expenditure; and where is the additional commerce to pay for ten millions a year, expended to protect it? Should our resources, in twenty years, enable us to support such a marine, I have shown that the British can augment their fleets also, and spare a force to meet us at sea. But were America to try her finances to the utmost, and establish a marine equal to fifty ships of eighty guns, it would be to us the greatest of misfortunes: for so many persons would become interested in obtaining a support from it, that, like England, we should continue adding, until our successors would find it a power superior to their liberty; one which would load them with taxes; press their children into senseless wars, nor leave them permission to complain. Should we ever be necessitated to have a marine of a force to be respected, such are the accumulated evils under which our posterity must suffer. But if science and energy should sweep military marines from the ocean, America will be the garden of the world; an example for Europe to imitate. When we contemplate the immense sums which are expended in European marine establishments, and calculate the infinite good which might have been done with the capital, we have to lament that man, instead of gratifying his ambition in wars and devastation, has not sought a more noble and lasting fame in promoting the arts, the sciences, and civilization.

The annual expense of the navy of Great Britain amounts to upwards of thirteen millions a year; as long as war continues, the expense will not be diminished; but, taking the chance of war and peace for the succeeding twenty-five years, and estimate that the marine will cost ten millions a year, the expenditure in twenty-five years will be two hundred and fifty millions of pounds sterling. If driven to have a marine, such might be the expenditure of our successors; if we can avoid it, the capital might be expended in useful work. I will now give a short sketch of the improvements which might be made in America for such a sum.

First, twelve canals, running from the Eastern and Northern parts of the United States to the South, each fifteen hundred miles long, and fifty miles distant from each other, equal to eighteen thousand miles; thirty canals, running from the seacoast to the interior, each six hundred miles long and fifty miles apart, or eighteen thousand miles; total, thirty-six thousand miles, at three thousand pounds sterling a mile, amounting to one hundred and eight millions. Canals to this extent would intersect a country fifteen hundred miles long, six hundred miles wide, equal to nine hundred thousand square miles, or seven hundred and fifty-six millions of acres, not an acre of which would be more than twenty-five miles from canal carriage; and which acres, allowing six to an individual, which is equal to the density of English population, or say seven, allowing for rivers, roads, and canals, would be ample space in a country which, by its improvements, must be fertile for one hundred and eight millions of inhabitants.

Second: two thousand bridges, at thirty thousand pounds sterling each, equal to	-	£60,000,000
Two thousand and fifty public establishments for education, at forty thousand pounds sterling each,	-	82,000,000
The canals,	-	108,000,000
Total,	-	<u>\$250,000,000</u>

The two hundred and fifty millions, raised by loan, and funded at five per cent., would, if expended on a marine, lay a tax on the people of twelve millions five hundred thousand pounds sterling a year, equal to fifty-five millions five hundred and fifty-five thousand five hundred and fifty-five dollars a year, with a horde of excise men and tax gatherers, to torment honest industry. But if expended on canals, the profits of transport would pay the interest, and give inconceivable advantages to the people. Such communications would facilitate every species of industry. Canals bending round the hills would irrigate the grounds beneath, and convert them into luxuriant

\* Many appear to be of opinion, that if Bonaparte could get the command of the seas, or had it in his power, he would reduce London to ashes, and destroy the arts and manufactures of England. Carthage is always cited as an example of a conqueror's vengeance. This, however, has never been my opinion, because it is not justified by any act of his life. In all the countries he has conquered, he has ever respected the sciences and useful arts; he has not burned Vienna, Berlin, or Madrid. Had he no other motive, his own fame, in a great measure, depends on the protection which he may give to the sciences. But, independent of this, I believe he well understands the benefit which Europe receives from English arts and industry; and his war is not against them, but against the manner in which their profits are applied; that is, against the marine, and interference of the British Government in all the concerns of the continent.

pasturage. They would bind a hundred millions of people in one inseparable compact—alike in habits, in language, and in interests; one homogeneous brotherhood, the most invulnerable, powerful, and respectable, on earth. Say, legislators, you who direct the destinies of this great nation, shall Americans, like servile creatures of established habits, imitate European vices, or copy them because they are familiar? Shall they nourish a useless marine; lay the basis for its increase, and send it down the current of time to futurity, with all its complicated evils? Shall such a system consume our resources; deprive the earth of improvements; draw into its vortex ambitious men; divert the best talents of our country from useful works, and interest them in its support; creating non-productive laborers, who must be the consumers of the produce of the productive class, and diminish their enjoyments? Or will you search into the most hidden recesses of science, to find a means for preventing such incalculable evils? and direct the genius and resources of our country to useful improvements, to the sciences, the arts, education, the amendment of the public mind and morals. In such pursuits, lie real honor and the nation's glory; such are the labors of enlightened republicans—those who labor for the public good. Every order of things, which has a tendency to remove oppression and meliorate the condition of man, directing his ambition to useful industry, is, in effect, republican. Every system, which nourishes war and its consequent thousands of idlers and oppressors, is aristocratic in its effects, whatever may be its name. These sentiments exhibit my political creed, the object of all my exertions; and these principles, practised by Americans, will create for them a real grandeur of character, which will secure to them the respect and admiration of the civilized world.

*Number and nature of Ordnance for each of the Ships of the British Navy.*

Rates.	Number of guns.	Number of guns of each nature.							Carronades.			
		42	32	24	18	12	9	6	32	24	18	12
First, - -	100	28	.	28	.	30	.	18	2	6	.	.
Second, - -	98	.	28	.	30	40	.	.	2	.	6	.
	80	.	26	.	26	.	24	4	.	.	.	.
Third, - -	74	.	28	.	28	.	18	.	2	.	6	.
	70	.	28	.	28	.	14	.	.	.	.	.
	64	.	.	26	26	.	12	.	.	2	6	.
Fourth, - -	60	.	.	24	.	26	.	10	.	.	.	.
	50	.	.	22	.	22	.	6	.	6	.	6
	44	.	.	.	20	22	.	6	.	.	8	.
Fifth, - -	36	.	.	.	26	2	8	.	8	.	.	.
	32	.	.	.	.	26	.	6	.	6	.	.
	28	.	.	.	.	.	24	4	.	6	.	.
Sixth, - -	24	.	.	.	.	.	22	2	.	2	6	.
	20	.	.	.	.	.	20	.	.	.	.	8
Sloops, - -	18	.	.	.	.	.	.	18	.	.	.	8

*Dimensions of Ships, number of Men, and draught of Water.*

Number of guns.	Length on the Gun-deck.	Extreme breadth.	Complement of		Depth of water required for each.
			Sailors.	Marines.	
	Feet. Inches.	Feet. Inches.	Number.	Officers.	Feet.
110	190 0	53 0	875	1 Captain, 3 Subalterns, -	24
100	186 0	52 0	875	Do. do. -	24
98	180 0	50 0	750	Do. do. -	23
90	177 6	49 0	750	Do. do. -	23
80	182 0	49 6	650	Do. do. -	18
74	182 0	48 7	650	Do. do. -	18
74	169 0	46 11	650	Do. do. -	18
64	160 0	44 6	650	1 Captain, 2 Subalterns, -	18
50	146 0	40 6	420	2 Lieutenants, -	16
44	140 9	38 8	300	1 Subaltern, -	16
38	144 0	39 0	300	Do. -	16
36	142 0	38 0	300	Do. -	16
32	126 0	35 4	300	Do. -	15
28	120 0	33 6	200	Do. -	15
24	114 7	32 3	200	Do. -	15
20	108 0	30 0	200	Do. -	15
18	110 0	29 6	125	Sergeant, -	13
16	106 0	28 0	125	Do. -	13

N. B. The usual complement of marines is one for every gun in the ship.

**NOTE ON VESSELS OF WAR OF THE UNITED STATES,**

From which a comparative estimate may be made of their expense, and the expense of armed torpedo boats; also the degree of protection which a given sum would effect, expended in either way.

*The Ship Constitution.*

Guns, - - -	-	-	-	54
First cost, - - -	-	-	-	\$302,718
Annual expense when in commission, - - -	-	-	-	100,000
Draught of water, feet, - - -	-	-	-	23



<i>The Wasp.</i>			
Guns,	-	-	18
First cost,	-	-	\$60,000
Annual expense in commission,	-	-	38,000
Draught of water, feet,	-	-	15
<i>A Gunboat.</i>			
First cost, fitted for sea,	-	-	\$12,000
Annual expense in commission,	-	-	11,000
Men,	-	-	36
Number of gunboats of the United States,	-	-	167

11th CONGRESS.]

No. 81\*.

[2d Session.]

## NAVY HOSPITALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 26, 1810.

Mr. BASSETT, from the Committee on the Naval Establishment, made the following report:

That their attention had been called by the Secretary to navy hospitals. To his memoranda, herewith presented, they beg to refer. It remains for your committee to state, their conviction of the propriety of the Secretary's suggestions, and to congratulate the House that the opportunity is offered to ameliorate greatly the situation of a meritorious portion of citizens, without recurring to the public treasury. Of all classes of society, seamen require most the paternal foresight of Government. Habit, which tyrannizes over man in every situation, makes the sailor ever regardless of to-morrow; like the infant, he requires a guardian, or old age brings with it miserable poverty. On this principle, our Government, as well as others, have, from seamen's wages, raised a fund for marine hospitals, with guardian care setting apart a portion of the earnings of health for a support in sickness and decrepitude. The object is to give this principle a more operative direction, and not to deviate from it in the slightest degree. The sailor alone shall be able to exult in the comfortable asylum prepared for his aged and enfeebled brother, whilst the farmer, himself pressed by the hard hand of poverty, may view with complacency the comfort of others, which cost not an additional stroke of his hoe or his axe. The committee recommend the following resolutions:

*Resolved*, That the twenty cents per month deducted by law, from the pay of the officers and seamen of the navy, together with such sums as may be due or become due to deserters, shall be made a fund for building and supporting navy hospitals, to be expended under the direction of the Secretary of the Navy and others, as commissioners of said fund.

*Resolved*, That all fines imposed on officers, seamen, and marines, shall accrue in aid of the hospital fund, and that one ration shall be allowed the hospital for every person admitted, to be deducted from their accounts on settlements, and when any one shall be received into the hospital, who shall be entitled to a pension, such pension shall be paid to the hospital during his continuance therein.

*Resolved*, That the unexpended balance in the hands of the treasurer, of the twenty cents heretofore deducted from the pay of the officers and seamen of the navy, shall accrue to the navy hospital fund.

NAVY DEPARTMENT, February 22, 1810.

SIR:

Availing myself of the latitude allowed me by the honorable committee of which you are the chairman, I submit for consideration the following observations and notes relative to pensions and hospitals:

1st. As it respects the pensions of seamen and marines.

By the eighth section of the act for the better government of the navy, it is provided that the pensions shall in no case exceed one half the monthly pay.

The power of regulating the pay of seamen and marines is vested in the President of the United States; that of seamen has been regulated from time to time according to circumstances, depending principally on the wages given in the merchant service. Hence, in the years 1798, 1799, 1800, and 1801, their pay was \$17 per month. In the years 1802, and 1803, it was \$14; afterwards \$10, and is now \$12 per month. The pay of the marine was early fixed at \$6 per month, and has undergone no change.

Soldiers in the land service may receive a pension of \$5 per month.

Hence, it is obvious that, under present laws, great inequality exists with respect to pensions. The same description of persons may at one time receive \$8 50 per month, at another \$7, at another \$6, at another \$5 per month. The most valuable seaman, however crippled in the public service, could not now receive a pension exceeding \$6 per month; and in the year 1800, or 1801, an inferior seaman, sustaining less disability, might have received \$8 50 per month. Cases of this kind, indeed, are now to be found upon the pension roll. It appears, too, that the pension provided for the marine is two-fifths less than that provided for the soldier in the land service. This distinction between the marine and the soldier is certainly not founded in any principle of justice. Its existence, it is presumed, has escaped the attention of Congress, otherwise it would not have been suffered to remain so long to the prejudice of the marine.

A strong dissuasive to the continuance of this distinction arises out of the fact that the pension of the marine is paid out of a fund which his enterprise contributed to raise, whereas, to pay the pension of the soldier, Congress have to make annual appropriations of money out of the treasury.

To remove the existing pernicious inequality in the pensions of seamen of the same class, and sustaining similar disabilities, and to place the marine on an equality in this respect with the soldier, the eighth section of the act of 23d of April, 1800, ought to be repealed, so far as respects the pensions of seamen and marines, and it ought to be declared by law that the pension of the able seaman should not exceed ——— dollars per month; that of the ordinary seaman, or boy, ——— dollars; and that of a non-commissioned officer, musician, or private, in the marine corps, \$5 per month. Under such a law, the compensation for wounds sustained in the public service might be graduated by the measure of disability incurred; and as the law ought to provide for the highest disability that may be sustained, it is conceived that the blank for able seamen might be filled with \$10, and that for ordinary seamen and boys with \$6, without transcending the bounds of justice, or falling short of the dictates of humanity. Surely \$10 per month would not be an extravagant compensation to a poor crippled sailor, deprived of the use of his limbs in his country's service, and who, when not able to pursue his profession, is emphatically like a fish out of

\* See No. 84.

water, and is as utterly incapable of making any kind of provision for his support, as the disabled soldier, who had never seen salt water, would be on board of ship.

2dly. As it respects hospitals for the relief of sick and disabled seamen.

As a fund for the relief of sick and disabled seamen, the Secretary of the Navy is required to deduct from the pay of each officer, seaman, and marine, belonging to the Navy, twenty cents per month, and to pay the same quarter annually into the treasury, to be applied under the direction of the President of the United States. The amount thus deducted and paid into the treasury is \$55,649 29, and there is a considerable sum deducted, but not yet paid into the treasury; and yet no navy officer has, and but very few of the navy seamen have, received any benefit from it.

By law the like deduction of twenty cents per month is made from the pay of each seaman in the merchant service, and the whole fund thus raised is applicable indiscriminately to the relief of officers, seamen, and marines of the navy, and the seamen of the country generally. The inconveniences and embarrassments which arise from the placing of persons engaged under military law in the public service, in hospitals where no such law exists, have escaped the attention of Congress. In the few cases which have occurred of navy seamen being sent to such hospitals, experience has proved that the commanding officers of the ships from which they were sent, could never get returns made to them, and that, on an average, three out of five have deserted as soon as they got in a convalescent state. Hence the propriety of having *distinct establishments* for the relief of sick officers, seamen, and marines, of the navy. Let the fund drawn from the seamen in the merchant service be appropriated for the relief of seamen in that service; and let the fund deducted from the pay of the officers, &c. of the navy, be appropriated exclusively for them. If such a law existed, and the supplementary provisions hereafter suggested were authorized by law, there might be, in a very short time, six capacious hospitals established, in which all the sick of every description of the navy might be comfortably nursed; all the wives of seamen killed in action might be supported; all the children supported and educated, and young men just entering the service as midshipmen might acquire the invaluable knowledge of the theory of navigation, lunar observations, and naval tactics, without costing the public a single cent. If doubts should be entertained as to the capacity of the means to accomplish these important and highly interesting objects, they may easily be removed by actual demonstration.

In addition to the twenty cents per month, let funds be raised from such of the following sources as may be thought most advisable, or, to complete the goodly work at once, let the whole of them be added to the fund.

1st. Let Congress declare by law, that all the balances due to deserters from the service should be forfeited, and thus applied.

2d. That the balances due to seamen dying in the service, should be invested in funds, and the interest thus applied, until such balances should be called for by either the wives, children, or known legal representatives of the deceased.

3d. Let the disabled person entitled to a pension make his election between going into a hospital for life, or receiving the pension allowed him by law. If he preferred going into a hospital for life, which many would do, then his pension to be applied towards the support of the hospital.

4th. Let the balance at this time, or the unapplied amount of the money raised by deducting twenty cents per month from the pay of the officers, &c. of the navy, be thus applied.

5th. Let Congress add to the twenty cents which, by the act of 2d March, 1799, the Secretary of the Navy is required to deduct from the pay of the officers, seamen, and marines of the navy, instead of twenty cents, fifty might be deducted. This of itself would produce one hundred and fifty per cent. upon the amount now deducted. The officers, seamen, and marines would, it is confidently believed, cheerfully consent to a deduction of one dollar per month from their pay, if they knew that the amount was to be applied exclusively to their benefit.

6th. Let the rations of the seaman or marine, and one of the rations of each officer, while in the hospital, be deducted, and thus applied.\*

7th. Let all mulcts of pay by sentence of courts martial, and all stoppages of grog for minor offences, be thus applied.

8th. Let ten or fifteen per cent. on slop clothing furnished the seamen, be thus applied. At this time, the sailor on board ship is furnished with slop clothing from twenty-five to thirty-three and a third per cent. less than he could get it at out of a slop shop, so that if ten per cent. on the present price were added, the seaman would still get the slop clothing from fifteen to twenty-three and a third per cent. less than he could buy it for out of a slop shop. Hence, he could not reasonably complain at the making of the proposed addition to the price, especially when he would reflect that the amount thus to be produced was intended exclusively for his benefit and that of his brother seamen.

In addition to these provisions, it will be recollected that many of the officers necessary for the hospitals might be selected from among those disabled in the service, who would gladly serve without any addition to their pensions, excepting merely their board, the cost of which, to the establishment, would be very inconsiderable. There are now on the roll of pensioners, one captain of the navy, one lieutenant, one surgeon, one surgeon's mate, and a number of boatswains, gunners, sailmakers, sergeants of marines, cooks, &c.

Further, it is presumed that in or near the navy yards would be the most suitable places for the erection of hospitals. In that case, the commandants of the yards might be governors ex officio of the hospitals, without any additional pay whatever. With them the Secretary of the Navy would hold his correspondence upon all subjects in relation to the hospitals.

The wives of seamen, killed in the service, would make nurses and attendants on the sick; do all the necessary sewing, washing, &c. and their children might, with the pensioners and convalescents, work the gardens.

The persons having the immediate charge of the hospitals ought to be acquainted with navigation, &c. and have the qualifications of teachers; so that the children of seamen, killed in the service, might, when not at work in the gardens, be taught reading, writing, and ciphering; and young men just entering the service as midshipmen, might be sent to the hospitals to be taught navigation, &c.

If deemed expedient, eight or ten dollars per month might be deducted from the pay of midshipmen, while studying navigation in the hospitals, and the amount might be applied towards paying the teacher, or if more than sufficient for that, towards defraying the general expenses of the hospitals. This, indeed, would be learning them this valuable knowledge, at less expense than they could possibly acquire it in any other way. To me it appears very clear, that the effects of such institutions, under proper regulations, would be happy indeed. The wretched sailor, covered with wounds received in the service of his country, might be saved the debasing employment of beggary; the woman widowed, the child orphaned, in the gallant achievements of the husband and father, might be rescued from wretchedness, probably disgrace. A body of men devoted from gratitude to the service of their country would here be raised up; the benefits of education would be extended; a competition to be admitted into the public service would be excited; and the brave would be encouraged and stimulated, without costing the public one additional cent.

Respectfully submitted by

PAUL HAMILTON.

Honorable BURWELL BASSETT,

*Chairman of the Naval Committee of the House of Representatives.*

\*The ration would of itself be sufficient to defray the expenses of every description of provisions, wines, liquors, &c. required for the sick in hospitals under proper regulations. The experiment has been fairly tried in a small hospital at New York, under the care of Doctor Samuel R. Marshall, a surgeon in the navy of the United States. The following is the result of that experiment:

For three months, one ration per day for each man sick in the hospital, at twenty cents, amounted to	\$628 20
The expense of every description of provisions, &c. including pot herbs, soap, and candles, was	301 57½
Leaving a balance in favor of hospital, of	\$326 62½



11th Congress.]

No. 82.

[3d Session.

## CONDITION OF THE NAVY.

COMMUNICATED TO THE SENATE, DECEMBER 17, 1810.

NAVY DEPARTMENT, 13th December, 1810.

SIR:

I have the honor of submitting the accompanying exhibit, marked A, which affords a general view of the state and disposition, at this time, of the vessels belonging to the navy of the United States, and of the gunboats.

I am, sir, respectfully, yours,

PAUL HAMILTON.

The Hon. PRESIDENT of the Senate of the United States.

A.

*Exhibit showing the state and disposition, at this time, of the public vessels of war and gunboats.*

VESSELS' NAMES.	WHERE STATIONED.	REMARKS.	
Frigate President, -	New York,	These vessels are under the command of Commodore Rodgers, who has been ordered to rendezvous, during the winter months, at New London, Conn. and Newport, Rhode Island. Under the command of Commodore Decatur. The Essex has gone to Europe. The Hornet is now repairing at this yard.	
do. Constitution, -	New Castle, Delaware,		
Brig Argus, -	Boston,		
Schooner Revenge, -	Newport, Rhode Island,		
Frigate United States, -	Hampton Roads,		
Do. Essex, -	Ditto,		
Brig Hornet, -	Ditto,		
Do. Nautilus, -	Ditto.		
Corvette John Adams, -	Charleston, South Carolina, and Savannah, Georgia.		
Ship Wasp, -	Ditto.		
Brig Siren, -	New Orleans.	Repairing.	
Do. Viper, late Ferret, } 27 gunboats, }			
Brig Oneida, -	Sackett's Harbor, Lake Ontario.		
Do. Vixen, -	Navy Yard, Washington.		
IN ORDINARY.			
Frigate Chesapeake, -	Boston.		The hull of the Congress has lately been thoroughly repaired. The other frigates in ordinary require extensive repairs.
Do. Congress, -	Navy Yard, Washington.		
Do. Constellation, -	Ditto.		
Do. New York, -	Ditto.		
Do. Adams, -	Ditto.		
Do. Boston, -	Ditto.		
Schooner Enterprise, -	Norfolk, Virginia.		
Ten gunboats, -	Charleston, South Carolina.		
Twenty-one do. -	Norfolk, Virginia.		
Ten do. -	Baltimore.		
Twenty do. -	Philadelphia.		
Fifty-two do. -	New York.		
Two do. -	Westerly, Rhode Island.		
Two do. -	Norwich, Connecticut.		
Four do. -	Wilmington, North Carolina.		
One do. -	Boston.		
Nine do. -	Portland, Maine.		
Two do. -	Lake Champlain.		
Nine do. -	Washington.		

11th Congress.]

No. 83.

3d Session.

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 14, 1811.

NAVY DEPARTMENT, January 10, 1811.

SIR:

I have the honor herewith to transmit to you, to be laid before Congress, a report on the subject of the Navy Pension Fund.

I am, sir, with great respect, your obedient servant,

PAUL HAMILTON.

Honorable JOSEPH B. VARNUM,

*Speaker of the House of Representatives.*

NAVY DEPARTMENT, January 10, 1811.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States," respectfully report to Congress the following statements, in relation to the funds:

Paper A, statement of stock on the books of the treasury to the credit of the commissioners.

Paper B, statement of stock held by the commissioners in the Bank of Columbia.

Paper C, statement of navy pensioners, with the pension allowed to each.  
 Paper D, account of the commissioners with Thomas T. Tucker, Esquire, treasurer of the fund.  
 Paper E, abstract of warrants drawn by the Secretary of the Navy, on the treasurer of the fund, from the 1st of January, 1810, to the 1st of January, 1811.  
 Paper F, account of George Macdaniel with the commissioners.

All which is respectfully submitted for the Commissioners of the Navy Pension Fund.

PAUL HAMILTON,  
*Secretary of the Navy.*

## A.

*Statement of the Stock on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement accruing, for the year 1810.*

Denomination of Stock.	Commencement of Interest.	Nominal amount of stock.	Interest and reimbursement for the year 1810.	Reimbursement of 6 per cent. and deferred stocks to 31st Dec'r, 1810.	Unredeemed amount of stock, 1st of January, 1811.
Six per cent. stock, -	January 1, 1810, -	\$39,579 04	\$3,166 31	\$30,553 39	\$19,025 65
Deferred six per cent. stock, -	- - -	56,532 23	4,522 57	14,998 00	41,534 23
Three per cent. stock, -	- - -	30,895 93	926 88	- -	30,895 93
Louisiana six per cent. stock, -	- - -	38,000 00	2,280 00	- -	38,000 00
Converted ditto, -	- - -	3,250 00	195 00	- -	3,250 00
Total, -	- - -	\$168,257 20	\$11,090 76	\$35,551 39	\$132,705 81

I certify that the sum of eleven thousand and ninety dollars and seventy-six cents was the amount of interest and reimbursement of stock, to the credit of the Commissioners of the Navy Pension Fund, which accrued during the year 1810; and that the capital (nominal) stock to their credit, on the books of the Treasury, amounts to one hundred and sixty-eight thousand two hundred and fifty-seven dollars and twenty cents, according to the following

## SCHEDULE.

	Six per cent.	Three per cent.	Deferred.	Louisiana six per cent.	Converted six per cent.	Total dollars.
Nominal amount, per Register's certificate of the 27th of December, 1809, -	\$39,579 04	\$30,895 93	\$56,532 23	\$14,000	\$3,250	144,257 20
Add Louisiana six per cent. stock, bearing interest from 1st January, 1810, -	-	-	-	24,000	-	24,000 00
Total, -	\$39,579 04	\$30,895 93	\$56,532 23	\$38,000	\$3,250	168,257 20

TREASURY DEPARTMENT,

*Register's Office, January 3, 1811.*

JOSEPH NOURSE, *Register.*

## B.

*Statement of Columbia Bank Stock belonging to the Navy Pension Fund.*

SHARES.	Nominal am't.	Amount of cost.
476 complete shares,* -	\$47,600 00	} \$60,102 60
150 short shares, -	6,000 00	

NAVY DEPARTMENT,

*Accountant's Office, December 31, 1810.*

THOMAS TURNER, *Accountant.*

\* 193 of these have been paid in and completed since last report. [See receipts Nos. 1 and 2.]



## C.

*List of Navy Pensioners, January, 1811.*

NAMES.	RANK.	RESIDENCE.	Monthly allowance.	Annual amount.
Robert Forsyth, .	Marine, .	New Hampshire, .	\$3 00	\$36 00
Richard Wilson, .	Boatswain, .	Ditto, .	10 00	120 00
John Mushaway, .	Ditto, .	Ditto, .	10 00	120 00
George Arbuckle, .	Seaman, .	Massachusetts, .	3 33½	40 00
Gavin Walkinshaw, .	Ditto, .	Ditto, .	8 50	102 00
John Shapeley, .	Cook, .	Ditto, .	9 00	108 00
Uriah Hanscom, .	Ordinary seaman, .	Ditto, .	6 00	72 00
John Davidson, .	Lieutenant, .	Ditto, .	20 00	240 00
Richard W. Cooper, .	Seaman, .	Ditto, .	8 50	102 00
Charles Sandys, .	Sailmaker's mate, .	Ditto, .	8 50	102 00
Silas Taft, .	Marine, .	Ditto, .	3 00	36 00
William Taylor, .	Able seaman, .	Ditto, .	4 00	48 00
Henry Nelson, .	Ditto, .	Ditto, .	6 00	72 00
James Steel, .	Ditto, .	Ditto, .	6 00	72 00
Collins Lincoln, .	Marine, .	Ditto, .	3 00	36 00
Peter M' Mahon, .	Ordinary seaman, .	Ditto, .	4 50	54 00
Cotton Brown, .	Cook, .	Ditto, .	9 00	108 00
John Hoxse, .	Seaman, .	Rhode Island, .	8 50	102 00
Isaac Stearns, .	Marine, .	Ditto, .	3 00	36 00
Edward Field, .	Surgeon's mate, .	Connecticut, .	15 00	180 00
Jason Bebee, .	Corporal of marines, .	Ditto, .	4 00	48 00
George Bonner, .	Seaman, .	New York, .	8 50	102 00
William Fitzsimmons, .	Ordinary seaman, .	Ditto, .	7 00	84 00
John Baptiste, .	Boy, .	Ditto, .	3 00	36 00
Enoch Brown, .	Midshipman, .	Ditto, .	9 50	114 00
Jacob Dern, .	Seaman, .	Ditto, .	8 50	102 00
James Currin, .	Ordinary seaman, .	Ditto, .	7 00	84 00
William Cotter, .	Cook, .	Ditto, .	6 00	72 00
John Smith, .	Ordinary seaman, .	Ditto, .	4 00	48 00
John Whipple, .	Quartermaster, .	Ditto, .	9 00	108 00
Seth Harding, .	Captain during the Revolution- ary war, .	Ditto, .	30 00	360 00
James Williams, .	Ordinary seaman, .	Ditto, .	5 00	60 00
Joseph Irvine, .	Corporal of marines, .	Ditto, .	4 00	48 00
Neal Patterson, .	Seaman, .	Ditto, .	6 00	72 00
John Carbery, .	Cooper, .	Ditto, .	4 50	54 00
Peter Lemark, .	Private marine, .	Ditto, .	3 00	36 00
Dominick Burns, .	Ditto, .	Ditto, .	3 00	36 00
Seth Hebbard, .	Ditto, .	Ditto, .	3 00	36 00
William Robinson, .	Ditto, .	New Jersey, .	3 00	36 00
Isaac Andrews, .	Ordinary seaman, .	Pennsylvania, .	5 00	60 00
Patrick Fowler, .	Marine, .	Ditto, .	2 50	30 00
Philip Morrison, .	Ditto, .	Ditto, .	3 00	36 00
Thomas Burns, .	Boatswain, .	Ditto, .	7 60	91 20
Thomas Baker, .	Captain, .	Ditto, .	37 50	450 00
Hamilton Sellers, .	Ordinary seaman, .	Ditto, .	7 00	84 00
Charles Christian, .	Seaman, .	Ditto, .	8 50	102 00
John Casson, .	Marine, .	Ditto, .	3 00	36 00
John Johnson, .	Private marine, .	Ditto, .	3 00	36 00
William Sandwith, .	Ditto, .	Ditto, .	3 00	36 00
Henry Dougan, .	Ditto, .	Ditto, .	3 00	36 00
John Rosier, .	Ditto, .	Ditto, .	3 00	36 00
Jacob Farman, .	Able seaman, .	Ditto, .	5 00	60 00
David Thomas, .	Marine, .	Ditto, .	3 00	36 00
William Barry, .	Ordinary seaman, .	Ditto, .	5 00	60 00
Andrew Hanson, .	Seaman, .	Ditto, .	8 50	102 00
Richard Webb, .	Ordinary seaman, .	Ditto, .	5 00	60 00
Richard Gold, .	Able seaman, .	Ditto, .	6 00	72 00
John Moore, .	Ditto, .	Ditto, .	6 00	72 00
John Pasco, .	Ditto, .	Ditto, .	6 00	72 00
James Perkins, .	Ditto, .	Ditto, .	2 00	24 00
Hugh Kelly, .	Marine, .	Ditto, .	3 00	36 00
Richard Gilbody, .	Ordinary seaman, .	Delaware, .	4 00	48 00
Edward Murray, .	Sergeant of marines, .	Maryland, .	4 50	54 00
Daniel Fullen, .	Ordinary seaman, .	Ditto, .	7 00	84 00
George Calder, .	Midshipman, .	Ditto, .	9 50	114 00
William Barker, .	Ordinary seaman, .	Ditto, .	6 00	72 00
William Pitman, .	Boy, .	Ditto, .	3 00	36 00
Michael Conner, .	Marine, .	Ditto, .	3 00	36 00
Charles Young, .	Ditto, .	Ditto, .	3 00	36 00
John Randal, .	Ditto, .	Ditto, .	3 00	36 00
Daniel Frazer, .	Quartermaster, .	Ditto, .	9 00	108 00
Lewis Traya, .	Seaman, .	Ditto, .	1 00	12 00
Maurice Gleeson, .	Marine, .	Ditto, .	3 00	36 00
William Robins, .	Seaman, .	Ditto, .	6 00	72 00
John Shannamon, .	Ditto, .	Ditto, .	6 00	72 00
John Hadden, .	Ditto, .	Ditto, .	6 00	72 00
Solomon Carrier, .	Sergeant of marines, .	Ditto, .	4 50	54 00
Angello Formoso, .	Canonier, .	Ditto, .	5 00	60 00
Nathaniel Weems, .	Surgeons's mate, .	Ditto, .	15 00	180 00
Daniel Leonard, .	Seaman, .	Ditto, .	5 00	60 00
Alexander Blackburn, .	Ordinary seaman, .	Ditto, .	5 00	60 00

## C—Continued.

NAMES.	RANK.	RESIDENCE.	Monthly allowance.	Annual amount.
George H. Rogers, .	Serjeant of marines, .	Maryland, .	\$4 50	\$54 00
John M'Donough, .	Ordinary seaman, .	Ditto, .	5 00	60 00
James Pelt, .	Seaman, .	Virginia, .	8 50	102 00
William Small, .	Marine, .	Ditto, .	1 50	18 00
James Digance, .	Quartermaster, .	Ditto, .	9 00	108 00
James Jeffers, .	Ordinary seaman, .	Ditto, .	4 00	48 00
William Davis, .	Seaman, .	Ditto, .	6 00	72 00
William Tyrrel, .	Ditto, .	Ditto, .	8 50	102 00
William Howell, .	Ditto, .	Ditto, .	5 00	60 00
Edward Meany, .	Ordinary seaman, .	Ditto, .	5 00	60 00
James Dennis, .	Marine, .	South Carolina, .	3 00	36 00
Daniel Saunders, .	Seaman, .	Georgia, .	6 00	72 00
				<u>\$7,043 20</u>

CH. W. GOLDSBOROUGH,

*Secretary to the Commissioners of the Navy Pension Fund.*

## D.

*The Commissioners of the Navy Pension Fund in account with Thomas Tudor Tucker, Treasurer thereof.*

Dr.

Cr.

To warrants paid, viz:				
No. 266, Charles W. Goldsborough, -	-	62 50	By balance of cash in my hands, January 1, 1810, -	6,989 76
267, George Macdaniel, -	-	100 00	By treasury warrant No. 2109, on Thomas T. Tucker, -	2,292 13
268, Ditto, -	-	6,000 00		
269, Roger Nelson, -	-	36 00		
Balance, -	-	3,083 39		
	Dollars,	9,281 89		Dollars, 9,281 89
To warrants paid, viz:				
No. 270, Christopher Ellery, -	-	75 00	By Balance of cash in my hands, April 2, 1810, -	3,083 39
271, Jonathan Bull, -	-	120 00	By George Macdaniel, -	1,747 46
272, William Gardner, -	-	150 00	By treasury warrant No. 2391, on Thomas T. Tucker, -	2,292 13
273, William Few, -	-	500 00		
274, James Ewing, -	-	20 00		
275, John Stockton, -	-	25 00		
276, George Macdaniel, -	-	150 00		
Balance, -	-	6,082 98		
	Dollars,	7,122 98		Dollars, 7,122 98
To warrants paid, viz:				
No. 277, Charles W. Goldsborough, -	-	125 00	By balance of cash in my hands, July 1, 1810, -	6,082 98
278, George Macdaniel, -	-	5,580 00	By treasury warrant No. 2663, on Thomas T. Tucker, -	2,292 13
279, Ditto, -	-	140 00		
Balance, -	-	2,530 11		
	Dollars,	8,375 11		Dollars, 8,375 11
To warrants paid, viz:				
No. 280, Jonathan Bull, -	-	114 00	By balance of cash in my hands, October 1, 1810, -	2,530 11
281, William Gardner, -	-	135 00	By George Macdaniel, -	1,982 80
282, William Few, -	-	300 00	By treasury warrant No. 2896, on Thomas T. Tucker, -	4,214 36
283, Stephen Moylan, -	-	300 00		
284, Robert Habersham, -	-	75 00		
285, George Macdaniel, -	-	275 00		
Balance, -	-	7,528 27		
	Dollars,	8,727 27		Dollars, 8,727 27

By balance of cash in my hands, January 1, 1811, - - - \$7,528 27

TREASURY OF THE UNITED STATES, *January 1, 1811.*TH. T. TUCKER, *Treasurer U. S.*



## E.

*Abstract of Warrants drawn by the Secretary of the Navy on the Treasurer of the United States, on account of the "fund for the support of Navy Pensioners," from the 1st of January to the 31st of December, 1810.*

1810.	No.		
January 6,	266	Charles W. Goldsborough, his salary, as secretary to the commissioners for the quarter ending the 31st of December, 1809,	\$62 50
" 13,	267	George Macdaniel, for the purpose of paying pensions,	100 00
" 23,	268	George Macdaniel, to purchase stock,	6,000 00
March 29,	269	Roger Nelson, to pay W. Barker, a pensioner,	36 00
June 25,	270	Christopher Ellery, for the purpose of paying pensions,	75 00
" "	271	Jonathan Bull, do. do.	120 00
" "	272	William Gardner, do. do.	150 00
" "	273	William Few, do. do.	500 00
" "	274	James Ewing, do. do.	20 00
" "	275	John Stockton, do. do.	25 00
" "	276	George Macdaniel, do. do.	150 00
July 9,	277	Charles W. Goldsborough, his salary as secretary to the commissioners from the 1st of January to the 30th of June 1810,	125 00
" 25,	278	George Macdaniel, to purchase stock,	5,580 00
August 27,	279	George Macdaniel, to pay navy pensioners,	140 00
Decem. 22,	280	Jonathan Bull, ditto,	114 00
" "	281	William Few, ditto,	300 00
" "	282	William Gardner, ditto,	135 00
" "	283	Stephen Moylan, ditto,	300 00
" "	284	Robert Habersham, ditto,	75 00
" "	285	George Macdaniel, ditto,	275 00
			<u>\$14,382 50</u>

NAVY DEPARTMENT, *Accountant's Office*, December 31, 1810.

THOMAS TURNER, *Accountant*.

## F.

*The Commissioners of the Navy Pension Fund in account with George Macdaniel.*

1810.	Dr.	
June 30.	To cash paid at Bank Columbia, to complete 100 short shares of stock at 60 dollars, per receipt No. 1,	\$6,000 00
July 30.	To ditto, 93 ditto, ditto No. 2,	5,580 00
June 14.	To cash paid into the treasury, per receipt No. 3,	1,747 46
Dec. 15.	To ditto, ditto No. 4,	1,982 80
	Commission on 11,580 dollars, at $\frac{1}{2}$ per cent.	57 90
		<u>\$15,368 16</u>
	Cr.	
Jan. 23.	By cash for warrant No. 268,	\$6,000 00
July 25.	Do. do. No. 278,	5,580 00
June 13.	By cash received at Bank Columbia, for dividends on stock, for the half year ending 20th March,	1,747 46
Dec. 14.	Ditto, ditto ditto, for the half year ending 20th September,	1,982 80
	Balance due,	57 90
		<u>\$15,368 16</u>

Errors excepted. December 31, 1810.

GEORGE MACDANIEL, *Agent*.

11th CONGRESS.]

No. 84.

[3d SESSION.

## NAVY HOSPITALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 12, 1811.

The bill establishing navy hospitals being under consideration, in Committee of the Whole, Mr. BASSETT laid on the table the following letters:

NAVY DEPARTMENT, December 24, 1810.

SIR:

For the use of the Naval Committee, to whom, I understand, the subject of naval hospitals has been referred by the House of Representatives, I subjoin an extract of a letter from Captain Chauncey, at New York, dated 20th inst.

"I conceive it to be my duty to avail myself of this opportunity to call your attention to the situation of the sick on this station, and the particular hardship upon officers who may contract disease in the execution of their official

duties, to be obliged to take lodgings, at great expense, which frequently subjects them to pecuniary embarrassments, or be placed in common with the sailors and marines in a large room that is neither wind nor water tight. To give you some faint idea of what is called the hospital on this station, imagine to yourself an old mill, situated upon the margin of a mill pond, where every high tide flows, from twelve to fifteen inches, upon the lower floor, and there deposits a quantity of mud and sediment, and which has no other covering to protect the sick from the inclemency of the season, than a common clap-board outside, without any lining or ceiling on the inside. If, sir, you can figure to yourself such a place, you will have some idea of the situation of the sick on this station."

I have the honor to be, with great respect, sir, your most obedient servant,

PAUL HAMILTON.

Honorable BURWELL BASSETT, *Chairman of the Naval Committee of Congress.*

NAVY DEPARTMENT, *January 16, 1811.*

SIR:

The paper A, herewith transmitted, affords a view of the amount paid into the treasury on account of the hospital fund; the amount now standing to the credit of the fund on the books of the accountant of the navy; and the supposed sum due to the fund from the frigates and other vessels, now in commission, and upon accounts not yet settled.

I have the honor to be, respectfully, sir, your servant,

PAUL HAMILTON.

Honorable BURWELL BASSETT, *Chairman of the Naval Committee of Congress.*

#### A.

Amount paid to the orders of the Treasury Department, on account of the hospital money deducted from the pay of the officers, seamen and marines of the navy	-	-	-	55,649	29
Amount now standing to the credit of the fund on the books of this office,	-	-	-	2,639	09
Amount supposed to have accrued by the deductions from the pay of those in service, and for which the purser's and other accounts have not been adjusted, say,	-	-	-	15,000	00
				17,639	09
Making a total of	-	-	-	\$73,288	38

NAVY DEPARTMENT, *Accountant's Office, January 16th, 1811.*

THOS. TURNER, *Accountant.*

NAVY DEPARTMENT, *January 24, 1811.*

SIR:

The following is an extract of a letter from the Secretary of the Treasury to me, dated 22d inst. upon the subject of the unexpended balance of the hospital fund:

"The payments made on account of the marine hospital fund, whether by the navy or by owners of private vessels, form a joint fund for defraying the expenses on that account. I can only state the probable balance belonging to the fund generally, which remained unexpended on the 31st December, 1810. This I estimate at about seventy-five thousand dollars, twenty thousand of which are pledged to the city of Charleston, whenever called for, to assist in building a marine hospital there."

You will recollect, sir, that the sum paid into the treasury by the Navy Department, is fifty-five thousand six hundred and forty-nine dollars and twenty-nine cents; and when we consider that no navy officer, and but very few of the navy seamen, ever received any benefit from this fund, I think it fair to conclude that, of this sum, fifty-thousand dollars remain unexpended. With respect to the unexpended balance, you will perceive, sir, from the letter of the Secretary of the Treasury, that, in the bill providing for navy hospitals, if it be intended to appropriate that balance towards navy hospitals, instead of using the general terms "unexpended balance," a specific sum must be mentioned; otherwise, as it is not possible to ascertain the unexpended balance, no portion of it could be applied to navy hospitals.

I am, sir, very respectfully, your servant,

PAUL HAMILTON.

Honorable BURWELL BASSETT, *Chairman of the Naval Committee, House of Representatives.*

11th CONGRESS.]

No. 85.

[3d SESSION.]

### EXPERIMENTS ON THE PRACTICAL USE OF THE TORPEDO.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 14, 1811.

NAVY DEPARTMENT, *February 12, 1811.*

SIR:

Under the authority of the act of Congress of the 30th of March, 1810, entitled "An act making appropriation for the purpose of trying the practical use of the torpedo, or sub-marine explosion," certain preliminary experiments have been made in the city and harbor of New York. By letter, copy of which is herewith transmitted, and marked No. 1, Messrs. Wolcott, Colden, Livingston, Lewis, Williams, Garnett, and Kemp, were requested to attend the experiments, and to report their opinions thereon, either jointly or severally. These gentlemen accordingly attended, and their opinions will be found in the papers A, B, C, and D.

A. Letter and report signed by Messrs. Wolcott, Kemp, Colden, Garnett, and Williams.

B. Letter from Mr. Colden.

C. Letter from Mr. Livingston.

D. Letter from Mr. Lewis.

Commodore Rodgers and Captain Chauncey were also requested to attend the experiments, and to conduct the defence against the torpedo. The Commodore's observations, in which it is believed Captain Chauncey concurs, will be found in paper E, which contains extracts of his journal kept on that occasion.

F is a letter from Mr. Fulton.



These papers contain all the material information, with respect to Mr. Fulton's torpedo system, at this time in the possession of the Navy Department. They shew that Mr. Fulton has not, in the opinion of a majority of the committee, proved that the Government ought to rely upon his system as a means of national defence. Mr. Fulton states, however, that he has made important improvements since the experiments were made; and as he appears very confident of success, it is contemplated to authorize further experiments, in order to ascertain the effect of such improvements.

Of the five thousand dollars voted, about one thousand five hundred dollars have been expended, leaving an unexpended balance at this time of about three thousand five hundred dollars.

All which is respectfully submitted.

The Honorable JOSEPH B. VARNUM, *Speaker of the House of Representatives.*

PAUL HAMILTON.

No. 1.

NAVY DEPARTMENT.

SIR:

Congress having, during their last session, provided for an experiment of Mr. Fulton's torpedo system, it has been proposed by that gentleman that some preliminary experiments be made in the harbor of New York, and that yourself, Mr. Colden, Mr. Chancellor Livingston, Mr. Lewis, Colonel Williams, Mr. Garnett, and Doctor Kemp, should be invited to attend such preliminary experiments, and report your opinions either jointly or severally upon the merits of his system generally, so far as a satisfactory opinion may be formed from an observation of such experiments.

It will not, I hope, sir, be either inconvenient or disagreeable to you to attend Mr. Fulton's experiments, and to report your opinion upon his system; and I shall consider myself obliged by your rendering this service.

Favor me, if you please, by an answer to this letter.

I have the honor to be, with great respect, sir, your obedient servant,

PAUL HAMILTON.

TO OLIVER WOLCOTT Esquire

[Same to Cadwallader D. Colden, Esq. Robert R. Livingston, Esq. Morgan Lewis, Esq. Colonel Jonathan Williams, John Garnett, Esq. Doctor John Kemp.]

A.

NEW YORK, January 22, 1811.

SIR:

We have now the honor to submit to your consideration, a statement of facts and observations, in relation to certain experiments exhibited by Mr. Fulton, as requested in your letter of May 4th, 1810.

It seems to be generally admitted that a ship may be destroyed by sub-marine explosions; but whether Mr. Fulton's system can be rendered practically useful, must as we conceive depend on future discoveries and improvements. The only opinion which we venture at this time to express, with any degree of confidence, is, that this system is at present too imperfectly demonstrated to justify the Government in relying upon it as a means of public defence. In expressing this opinion, we, however, disclaim the intention of attempting to discourage such investigations and experiments as the wisdom of Government, aided by other lights and information than we have possessed, shall consider fit and useful.

We cannot conclude this report without suggesting a reflection, which has been strongly impressed on our minds during this investigation, and which we hope will not be thought unworthy the attention of Government; namely, the necessity of an institution in the United States to which subjects of this nature might be referred. A legislative body, from the numerous and more important objects which demand its attention, must be incapable of that patient and systematical investigation which is essential in all improvements of science. The many useful and ingenious discoveries made by Americans prove their inventive faculties and powers of combination; but that they may be usefully directed, a national institution appears to be requisite. Such an institution, patronized by Government, would at all times be ready to examine the merit of any plan for improvements in civil or military science, and perhaps its approbation ought to precede the grant of any exclusive privilege.

Almost every State in Europe has such an establishment. In England there is a board of longitude, an institution for the improvement of naval architecture, an observatory, and a board of ordnance, to which a military academy is attached. In France an Academy of Sciences was established before the Revolution, and since that period the National Institute, which includes every department of science. It is not necessary to enumerate other similar institutions in different nations of Europe; and it cannot be doubted that astonishing improvements in every department of art and science have resulted from their labors, and thereby entailed a debt of endless gratitude upon mankind. We, therefore, cannot but express our regret that America alone, while possessed of ample means, should be deprived of the advantage and glory which would result from uniting their efforts to those of other civilized nations. The present we deem an auspicious period for commencing the establishment, which we take the liberty to recommend to your patronage; as, in addition to the resources of talent and learning already possessed, men of profound science in every department might probably be found, who, discontented with political vicissitudes, would be desirous to find a refuge in our country, hitherto happily exempted from the agitations of Europe.

We have the honor to be, with the highest respect, sir, your obedient servants,

OLIVER WOLCOTT,  
JOHN KEMP,  
CADWALLADER D. COLDEN,  
JOHN GARNETT,  
JONATHAN WILLIAMS.

The Honorable PAUL HAMILTON, *Secretary of the Navy.*

*Statement of facts and observations in relation to experiments exhibited by Mr. Robert Fulton, explanatory of his system of Torpedo war, in and near the city of New York, from September 21st to November 1st, 1810.*

On the 21st of September a majority of the persons named in the letter of the Secretary of the Navy, dated May 4, 1810, convened at the City Hotel, where they were attended by Commodore Rodgers and Captain Chauncey, of the navy, and Mr. Robert Fulton. The object of this meeting was to agree on a mode of exhibiting the experiments proposed by Mr. Fulton, explanatory of his system of torpedo war, in such manner as would enable the commissioners to report their opinion of the merits of said system, so far as satisfactory opinions could be formed from observations of said experiments.

At this meeting Mr. Fulton exhibited a torpedo lock, also a model of a torpedo, which he proposed to launch under the bottom of a ship, by means of a spar, projected from the bow of a boat or vessel, for which purpose, he requested that the frigate President might be removed from the North into the East river. To this proposal of Mr. Fulton, Commodore Rodgers replied, that a removal of the frigate President would be attended with inconvenience; but, that the proposed experiments might be made either on the frigate in the North river, or on the brig Argus, then at anchor near the navy yard, in the East river. It was then agreed that the experiments should be made on the

brig Argus, with blank torpedoes; and that such defence should be made against them as a vessel of war could exert, without having recourse to her guns, or the employment of active force.

Owing to unfavorable weather and other causes, the commissioners could not convene at the navy yard before the 26th of September; at which time they viewed the brig Argus, prepared for defence against the application of torpedoes, in the mode which had been previously suggested by Mr. Fulton. This defence consisted of a net, suspended from the bow of the brig, and reaching to the bottom; also, of spars lashed together and suspended from the bowsprit and yards, in such a manner as would prevent boats from coming into contact with the brig. The studding sail booms were moreover armed with kentledge and heavy shot, and provided with grapnels, for the purpose of sinking or taking possession of any boat or torpedo which might come within reach. It was stated by the officers of the navy, that these means of defence were such as are usually possessed by ships of war, and that, after the preparations were made, all the defences could be disposed in proper order, or replaced in a ship, in the term of fifteen minutes. After hearing the observations of Commodore Rodgers, Captain Chauncey, and Lieutenant Lawrence, commander of the Argus, Mr. Fulton candidly admitted that, on the supposition that the net before the brig reached the bottom, he was then unprepared for an attack, by any means which he had at that time provided.

The commissioners viewed at the navy yard specimens of different torpedoes, and in particular *anchor torpedoes*, with the means proposed of securing them under water, in a position capable of annoying ships while passing over them. They also inspected a machine invented for the purpose of cutting the cables of ships while riding at anchor; the effect of which machine will be hereafter described.

At this meeting experiments were made of firing a harpoon, to which a small rope had been attached: the attempts to place the harpoon in a target did not succeed at a greater distance than fifteen feet, and at that distance the harpoon struck firmly, but obliquely.

On the 28th of September the commissioners met at the navy yard; when, to demonstrate the effect which the guns of a ship of war would have upon a boat of the size and description of that which Mr. Fulton had prepared for exhibiting his experiments, Captain Chauncey caused an old boat to be moored at about ninety yards distance, in which three boards were placed upright, representing the size of men. At this object a twenty-four pounder, loaded with canister and grape shot, was discharged; the effect was, that seventy-three shot passed through the boat; eighteen shot penetrated through the first board, nine through the second, and five through the third.

At this meeting an attempt was made to cut a cable under water, which failed; owing, as it is suggested by Mr. Fulton, to the imperfection of the machinery. It was then determined to postpone further experiments till the 29th of October. On the 1st of November the commissioners again convened at the navy yard, when Mr. Fulton succeeded in cutting a fourteen inch cable about six feet under water, without injuring his machinery. The operation was performed from an open boat, which remained about five minutes within pistol shot of the vessel at anchor.

The commissioners examined an *anchor torpedo* in the East river, which had several days remained under water; it was viewed when the ebb tide had just commenced and when the current was feeble: the torpedo at that time appeared to preserve nearly a vertical position, as intended by Mr. Fulton; but no experiment was made of the effect of the machinery upon the bottom of a vessel.

At this and other meetings of the commissioners, various models were exhibited by Mr. Fulton of machines, by means of which it was supposed by him the defensive measures of the officers of the navy might be counteracted and defeated; in opposition to which, they suggested counter projects. The duty of the commissioners being, however, confined to an observation of *experiments*, it is deemed unnecessary to report on this branch of the subject.

OLIVER WOLCOTT,  
JOHN KEMP,  
CADWALLADER D. COLDEN,  
JOHN GARNETT,  
JONATHAN WILLIAMS.

NEW YORK, January 22, 1811.

B.

NEW YORK, January 26, 1811.

SIR:

I had the honor to receive a letter from you in May last, desiring my services as one of a committee to attend a course of experiments to be made by Mr. Fulton on his torpedo system, and requesting that I would report to you, either separately or jointly with the other members of the committee, my opinions on the merits of Mr. Fulton's system, so far as satisfactory opinions might be formed from an observation of his experiments.

A variety of circumstances have occurred to prevent the committee from meeting to make a joint report. The gentlemen of the committee who reside in this city have at length, however, agreed upon a statement to be submitted to you; but as this is a mere detail of the experiments which we have witnessed, and as we, who have subscribed that statement, could agree upon nothing further, I think it my duty to offer for your consideration what follows, as the result of my observations on Mr. Fulton's experiments.

That gunpowder can be ignited under water with facility, and the infinite power of its expansibility, when exploded in that situation, seems to have been demonstrated by Mr. Fulton's experiments. The efficacy of his cable cutting machine, which requires but a very small charge, shows at once how easily powder may be fired under water, and that its force is equal to what it would be if exploded in the same machine in the atmosphere.

It seems to be proved that water is as resistible to a sudden impulse as a solid body; if so, a very small quantity of powder, if fired at any depth below the surface, as it cannot move the infinite weight of matter which resists its lateral pressure, must make way for its expansion through the perpendicular column of water with which it may be covered. When we see that the firmest rocks yield to the force of a small quantity of powder, we cannot doubt but that the strength of a vessel's bottom must be as nothing when exposed to the explosion of the charge of a torpedo.

If these may be taken as just principles, then, if means can be found of placing a torpedo under the bottom of a hostile vessel, notwithstanding any act or force she could use, the torpedo system would be complete. When we consider how much experience has been necessary to bring to perfection what are now considered as very simple operations, we should be cautious not to be discouraged by the failure of first essays. The history of powder, from the time of its first discovery till it was applied in the way in which it is now used, affords a striking example of the improvement to be derived from practice and experience. We should have had neither land nor floating batteries, nor armies with fire-locks, if the world had rested satisfied from the early experiments which were made with gunpowder, that there were no better means of applying it than the leather gun and the match, which were used in the infancy of the invention.

The committee saw no attempt on the part of Mr. Fulton to place a torpedo under the bottom of a vessel. He acknowledged that he was not prepared to overcome the means which had been adopted for defending the Argus against his floating torpedoes, and it appeared from Mr. Fulton's explanation of the manner of applying these instruments, that the defences of the vessel, independent of any force which might have been used, were insurmountable obstacles to the application to a torpedo in any way which Mr. Fulton had previously suggested. But though the means of defence which were applied to the Argus were only such as a vessel of war commonly carries as part of her equipment, and though they could be put in the state in which the committee saw them in a very short time, I cannot but think that, if the dread of torpedoes were to produce no other effect than to induce every hostile vessel of war which enters our ports to protect herself in the way in which the Argus was protected, torpedoes will be no inconsiderable auxiliary in the defence of our harbors.

As to the anchored torpedo, no other experiment was attempted than to show that, when in the water, it might be retained in the position necessary for its having the desired effect. The tide, however, being slack, or nearly so, at the time that the anchored torpedo was examined by the committee, its vertical position at that moment did not afford any evidence that it would resist a strong current; on the contrary, there was reason to believe that, in the way in which it was then anchored, it would yield to the pressure of a strong tide, so as to be driven to the bottom, or



to lay nearly horizontally in the water; but it cannot be doubted but that there are means of fixing a torpedo so that it will retain an upright position in the strongest tide.

Mr. Fulton's cable cutter appears to be a very ingenious invention. Its efficacy, when properly applied to the cable of a vessel, has been demonstrated; and it seems that it may be applied, when the persons who are to manage it are at a considerable distance from the object intended to be affected. It was suggested by the officers of the navy, and it cannot be questioned, but there are many means, by chains and otherwise, of guarding a cable against this machine; but an invention which will oblige a hostile vessel, whenever she anchors in one of our ports, to guard her cables by the means above referred to, must be of great importance in a system of defence. A vessel of war, surrounded by large booms and spars, with nets hanging from her bows as deep as the water, with her rigging loaded with weighty pieces of iron, and with grapnels and shot suspended from her yards to guard her against torpedoes, and with chains to defend her cables against the cable cutting machine, must be much less wieldy, and of course much less formidable for attack or defence than she would be without such incumbrances.

In all Mr. Fulton's experiments it was obvious that he labored under great disadvantages for want of experience. Several of his experiments failed in the first instance from defects in the machinery, which it was obvious were easily to be remedied. The application of his cable cutting machine required as much nautical skill as is requisite to manage a boat in a strong tide way. For want of this skill, it was obvious that the cable cutting machine was not applied by Mr. Fulton with as much facility as it might have been by an experienced waterman. To make experiments upon this important subject which would be entirely satisfactory would require the co-operation of a number of persons practised in the modes that have been, or which may be, suggested for applying Mr. Fulton's machines; we can as little judge of what may be the efficacy of a torpedo, when we see it in the hands of persons who have no experience with respect to it, as we could of the efficacy of a mortar, were we only to see it managed by men who had no practice in its use. Could Mr. Fulton have the means of making frequent experiments, and of training a number of men to the application of his machines, the Government might be able to form a just estimate of the value of his systems.

The experiments which the committee witnessed were too limited to authorize a confident opinion as to what may be the merits of Mr. Fulton's system. It is impossible to say how far the very ingenious suggestions made by Commodore Rodgers and Captain Chauncey, for guarding a vessel as well against torpedoes as against the cable cutter, would on experiment be found effectual. But I think Mr. Fulton's experiments give us ground to suppose that the knowledge of gunpowder is yet in its infancy, and that in time this new application of its irresistible power, by submarine explosions, may produce greater changes in the world than have been made by it since its introduction into Europe.

I have the honor to be, sir, with very high respect, your most obedient servant,

CADWALLADER D. COLDEN.

The Hon. PAUL HAMILTON.

C.

CLERMONT, December 7, 1810.

SIR:

My distance from New York having prevented my meeting the gentlemen of the committee at the time they made up their report, and being so unfortunate as to differ with them in opinion as to the utility of torpedoes as a mean of defence in addition to those usually employed against a naval armament, I think it my duty, in compliance with your request, to state my opinion, with a more detailed account of the experiment than is detailed in their report.

On the 21st of September the members of the committee met, and chose Mr. Livingston president, and Mr. Garnett secretary of the committee. Not having the minutes of Mr. Garnett, I shall not be able to specify dates so precisely as I might otherwise do.

Commodore Rodgers and Captain Chauncey, and a number of other naval officers, attended.

Mr. Fulton opened the business by explaining the principles of his mode of attack, and exhibited a water proof torpedo lock, and the model of a boat with two moveable projecting spars, at the end of which two torpedoes were to be fixed. It was then agreed that the experiments should be made with blank torpedoes, upon the brig Argus, lying in the East river, and at a convenient distance from the navy yard, and that such defence should be made against them as a vessel of war could exert.

On the 26th of September, the commissioners met at the navy yard, at which time they examined the brig Argus, prepared for defence against an attack by torpedoes.

This defence consisted of a net suspended from the bows of the brig, and reaching, it was said, as low as its bottom; also of spars lashed together and suspended from the bowsprit and yards, with a view to prevent boats from coming into contact with the vessel. The studding-sail yards and booms were armed with kentledge and heavy shot, and provided with grapnels for the purpose of sinking or seizing the attacking boat. It was stated by the officers of the navy, that these means of defence were such as ships of war usually possess, and that they could be fixed in thirty minutes, and of this they afterwards exhibited proofs at the request of the committee. Mr. Fulton admitted that he was not then prepared to show how a vessel thus guarded could be attacked, but that he would investigate the subject by the time of our next meeting. At this meeting Mr. Fulton exhibited his harpoon torpedo, and fired it at a target, but without the promised success, the rope at the end of the harpoon changing its direction and preventing the point from reaching the object at a greater distance than fifteen feet; at that distance it stuck firmly into the oak plank, carrying the rope with it. Mr. Fulton also exhibited his cable cutter, which consisted of a small piece of ordnance with a water proof lock, to the end of which a hook for catching the cable was adjusted; from this an iron rod with a broad end, similar to that of a chisel, was fired at a cable placed upon the ground before it, which it cut through.

The committee also examined the anchored torpedoes, which consisted of a piece of timber of about sixteen to eighteen feet long, from the bottom of which the anchor rope was suspended; the torpedo was placed within the hollow of this timber, in such a way as not to be fired by sweeps passing over it, nor easily taken up by them. It was to be maintained in its upright position by means of a bridle and small anchor.

On the 28th of September, the committee again met at the navy yard, when an attempt was made by Mr. Fulton to cut a cable under water. In order to effect this, the cable cutter above described was suspended by a float, but, from the inexperience of the boatmen, and their rowing down instead of up the tide, the float got entangled in the anchor rope, and the gun was discharged without cutting the cable. This experiment was, on the 1st of November, repeated; and a fourteen inch cable completely cut in two, many feet under water. I did not see this experiment, but collect it from the report of the committee, and a view of the cable after it was cut. I cannot, therefore, say the time that the boat was within shot, or its distance from the vessel; but presume that the report of the committee is correct on this head. On our meeting, on the 28th of September, Mr. Fulton exhibited the model of a vessel guarded in the manner the brig Argus was, with nets; and also showed the practicability (as he supposed) of passing the torpedo under the net, and making it rise to the bottom of the vessel, after it had passed. This, he alleged, might be effected by annexing a weight to a torpedo, that was specifically lighter than the water, which weight would be cast off at a given time, and the torpedo rise and strike the bottom of the vessel with sufficient force to be discharged. He exhibited the model of the clockwork prepared for this operation, which cast off the weight at the time for which it was set. To guard against this, Commodore Rodgers said that the net might be extended to the bottom of the river; in which case, it was admitted by Mr. Fulton, that the torpedoes could not be placed under the ship, but by passing them through the net. Commodore Rodgers was asked whether it would be possible to sail and manœuvre a vessel in a harbor surrounded with spars and booms, and with nets hanging down to the bottom of the river. He was of opinion that it was; but upon being requested to put the brig Argus in motion, with her nets and spars, which did not extend many feet below the vessel, he declined it until she should come round into the



North river, where she would have more room. On this subject, however, the commodore never had any experimental evidence, the ship never having been manœuvred with these incumbrances. How far Commodore Rodgers' opinion on this head is correct, I pretend not to judge; but this question, so very important in deciding on the means that a ship possesses for defending itself against torpedoes, ought, in my opinion, to be tested by actual experiment; because no naval officer, however experienced, can as yet speak of it except as a theoretical and untried question. I was not with the committee when they examined the anchored torpedo, but I saw it (I believe in company with one member of the committee) at two different times, when it appeared to me to be erect. What the effect of a ship passing over it would have been, whether or not the lock would have given fire, I cannot say from any actual experiment, though I have little doubt, from the construction of it, that it would have done so while the torpedo was vertical, or even if its head was inclined by the tide to a ship coming up it against the tide; though I doubt whether it would have gone off if the ship sailed with the tide, if the tide should incline the head of the torpedo much in the same direction; but I have no reason to think that it would be so inclined; or if it would, it is obvious that this might be early prevented by the use of two instead of one bridle, and by various other ways. This was the sum of the experiments made by Mr. Fulton. He, however, suggested several ingenious modes by which he conceived the netting might be cut, and the torpedoes passed through them. These were answered by several modes of defence, equally ingenious, proposed by Commodore Rodgers, Captain Chauncey, and the other naval officers present. But as you have it in your power, sir, to command those, and doubtless will do so, by calling upon Mr. Fulton and the gentlemen of the navy, I do not think it necessary to repeat them; but will proceed to state my own opinion, drawn from what I was able to collect from the experiments, after mentioning one other, made by Commodore Rodgers, in order to show the effect of grape and canister shot. An old boat, whose planking was not, I think, one inch thick, was anchored at the distance of sixty or eighty yards from the wharf, with some boards set erect, to represent men. A four and twenty pounder, loaded with grape and canister shot, was levelled by Captain Chauncey, and fired at it. The boat and boards were perforated by a great number of shot. Not having been so exact as to count them, I cannot say the precise number, but certainly enough to have destroyed a boat of that kind, and killed or wounded every man in it. A circumstance struck me in this experiment, from which very important conclusions may be drawn. For the space of near two minutes after the gun was fired, (the day being calm) the boat was invisible to myself, and, I believe, to every person placed within twenty yards of the gun, owing to our being involved in the smoke of the cannon. Another circumstance was, that, though the sides of the boat were old and thin, yet some of the shot did not appear to have passed through more than one side of the boat, most of them being found within it; from whence I infer, that a three-inch oak plank would have resisted those shot, and, of course, that grape or canister could not be of much effect when the men were covered by a deck, or when the sides of the boat were more than three inches thick.

It seems, sir, to have been admitted on all sides, on the faith of the experiments that have been previously made, and of which Mr. Fulton had given an account to the public, that powder placed under a vessel would destroy it; and, indeed, this might have been inferred from the incompressibility of the water, and the resistance it affords to any sudden and violent impulse.

Mr. Fulton has thus presented to us a new application of powder, and it is impossible to say to what important consequences it may ultimately lead as a defence against naval attacks, or in the relative strength of nations. Those consequences are certainly much more obvious than such as were apparent from the early knowledge of gunpowder, and its subsequent application to military purposes.

The first model presented, as I have said, by Mr. Fulton to the committee, was that of a boat with two moveable projecting spars armed with torpedoes. It appears to me, that, if one or more vessels of three or four hundred tons, (a number of which are always in our harbor, and may be fitted for the attack in a few hours) armed in the manner I have mentioned, and ballasted with wood, were to attack a ship of the line, by running upon it with all their sails set, and a favorable tide, that such ship, whatever might be its force, would incur the greater risk. The netting (if it were possible for a hostile ship to cover itself with netting) would be no defence against the impetus of such vessels. Its grape and canister shot could have no effect upon the few men placed on board such ship, and covered by the deck. Its round or chain shot might, by a bare possibility, carry away a torpedo; but when it is reflected that many are levelled against one ship, and that a single one can in a moment effect its destruction, it will, I think, be found extremely difficult to resist their attacks. Fire ships have not yet been rejected as a means of both attack and defence. Torpedo vessels have greatly the advantage over them. First, in being much cheaper—the expense of fire ships preventing the employment of such a number of them as may be necessary, they in no instance, that I have been acquainted with, equaling the number of the fleet with which they are to contend; whereas by a little exertion, and without any very extraordinary expense, forty or fifty torpedo ships may be fitted out in less than a week, in any of our large commercial harbors. Next, in the certainty of the attack: a fire ship frequently fails from the fire not taking. Even after it is grappled to a ship, as the effect of fire is not instantaneous, it may be cut loose and towed off. Again: as a vessel of war, even when inflamed by a fire ship, is not immediately destroyed, the men know that they have time to escape, and are not so alarmed as to prevent their exertion: when attacked by torpedo ships, they know their destruction will be instantaneous; they will lose their presence of mind, and, instead of seeking means of defence, they will look for those of escaping from this untried danger. The fire ship, too, from the hazard to which the crew are exposed from an explosion, will soon be deserted, and often before it arrives near enough to grapple with an enemy. In the torpedo ships the crew incur no danger, even at the instant in which they touch the enemy's ships; because the explosion being directly upwards, can in no other way affect the attacking ship than by the agitation occasioned by the enemy's sinking, and this will not be so rapid as to prevent the few men necessary for navigating such ship from escaping by an aperture left in her stern, as in fire ships, for that purpose.

Though the harpoon did not carry the line so far as was expected, in the experiment that we saw, yet there is no reason to conclude, from its failure, that experience and practice may not improve upon this mode of attack; and the rather, as the cause of the failure was an obvious defect in the arrangement, which it will require but little skill or ingenuity to change for the better. A half inch rope was fixed near the sharp end of the harpoon; it was plain that the resistance of the air would retard the motion of this end carrying the rope, and of course gradually turn the harpoon. Should it be practicable to harpoon a ship at the distance of twenty or thirty yards, (which can hardly be doubted) light boats might, in a dark night, or even by day, when a ship was covered by its own smoke in attacking our batteries, approach with the utmost safety so near as to place the harpoon in her bows. I can hardly suppose, under such circumstances, that a ship would defend itself with netting extending to the bottom of the channel, and thus clog its own movements in a narrow river, with the obvious danger of running on shore. If, however, the enemy's apprehension were so much alive as to compel them to use this precaution, this alone will be an important point gained in the article of defence. It should also be recollected, that vessels thus guarded would afford a sure mark for fire ships, which should form an additional article of defence, because a fire ship running in upon the netting, would be so connected with the ship that it would be extremely difficult to disengage it.

I would here observe, that there is a very obvious difference between a cannon fired from the shore, and coolly pointed by the most skillful artillerist against a fixed object, and cannon fired in the hurry of battle from a ship covered with smoke, against a small boat in rapid motion. Experience convinces us that ships are frequently boarded by boats; and how vast is the difference between boarding a ship and merely approaching within a few yards of it, and firing a gun.

The cable cutter is certainly a very ingenious project. To render it successful, practice and experience are necessary. Two facts are ascertained, to wit: that a cannon may be fired under water with the same effect as in open air; and next, that the thickest cables may be cut by these means. The anchor of a large ship, in a river in which there is considerable current, must necessarily be placed at a considerable distance from the ship, so that not the least danger would be incurred by the boats that should be employed in cutting the cable during a dark night. The position of the ship points out that of the cable, and a little practice would enable the boat to place the hook upon it at a considerable distance from the ship. The effect of depriving a ship of her anchor in a calm, and without an enemy's port, are too obvious to need mentioning.



No defence, that I recollect, was offered by the naval officers against the anchored torpedoes. The only question was, whether they would maintain their vertical position when a strong tide run? As far as we could judge, from what we saw, there is no reason to doubt that they would; but, supposing that they would yield to the tide, they certainly would return to their position when the tide slackened—that is, for near two hours out of six. Are naval armaments so rapid in their movements as to take your forts, batter down your towns, and quit your harbors in less than six hours? Can they go in with the flood, and go out before the ebb commences? If not, anchored torpedoes must, even under the most unfavorable view of the subject, effect their destruction, if distributed in the channels of your harbors with the liberality that the importance of securing them would dictate. Upon the whole, sir, I view this new application of powder as one of the most important military discoveries which some centuries have produced. It appears to me capable of effecting the absolute security of your ports against naval aggressions; provided that, in conjunction with it, the usual means necessary to occupy an enemy's attention are not neglected. I am far from thinking that, if your harbors were without batteries, and the enemy's ships were left at full leisure to arm themselves against torpedoes only, to search for and remove them, (a matter, however, of great difficulty) that it would be safe to trust to them; but, added to the other means of defence which prudence dictates, I think they may be made a most important auxiliary; provided, however, that a corps of men were raised and trained in every part to the use of them; and provided, too, that an ill-timed parsimony should not confine the torpedoes (anchored torpedoes especially) to a number below that which the importance of the subject demands. I would, therefore, earnestly recommend the further prosecution of the experiments already commenced, and upon a larger scale; nor do I think that trifling miscarriages, arising from want of practice and nautical skill, should stifle in its birth a discovery that may lead to consequences, the extent and importance of which it is impossible at this moment to foresee; and I sincerely hope, sir, that they may do honor to your administration, by being brought to perfection under your patronage.

I have honor to be, sir, with great respect, your obedient servant,

ROBERT R. LIVINGSTON.

The Hon. PAUL HAMILTON, *Secretary of the Navy.*

D.

STAATSBURG, *January 22, 1811.*

Sir:

The expectation of a joint report from the gentlemen with whom I was associated on the subject of your letter of the 4th of May last, has hitherto prevented my accepting the alternative you proposed, of addressing you individually. A difference of sentiment having disappointed that expectation, I transmit you a brief statement of the impressions I received from Mr. Fulton's experiments explanatory of his torpedo system.

A particular detail of the experiments, I understand, will be forwarded to you by another hand. It were useless, therefore, to repeat them here. They were much more limited, it is said, than was intended; owing principally to a continuance of unfavorable weather, occasioning an inconvenient delay to those gentlemen who resided at a distance. Restricted as they were, when considered as a first essay in support of an infant science, they certainly equalled, if not surpassed, those of most new inventions, and might challenge a comparison with the progress made in the application of gunpowder to the various species of fire arms. I might add, without extravagance, they warrant an expectation that, aided by Government, (which every practical science promising public utility is entitled to be) and the efforts of genius, the sub-marine use of gunpowder will, at no distant period, be entitled to rank among the best and cheapest defences of ports and harbors.

The facts resulting from the experiments are:

1. That gunpowder is susceptible of ignition and explosion under water.
2. That a sufficient quantity, exploded under the bottom of a vessel lying in that element, will destroy her.
3. That it may be applied, under water, to fire arms, with as much effect, *under some circumstances*, as in the atmosphere.
4. That by such application a vessel may in a few minutes be cast from her moorings.
5. That the necessary defence of a ship against floating torpedoes must greatly encumber her, and proportionably impair her activity.

The supposed difficulty of conveying torpedoes under the bottoms of vessels affords the principal objection to their practical use as engines of war; and the nautical gentlemen who attended the experiments of Mr. Fulton, and who, when free from bias, must be the best judges, were, with one exception, of opinion they could, with the ordinary muniments of a ship, defeat every effort which should be made for that purpose. Specimens of the means to which they would resort were exhibited in the equipment of the *Argus*. Of these the only one which appeared to me of much importance as a defence against an attack with torpedoes, was the subtenion of the brig's splinter net from the bowsprit yard to a considerable depth below the surface of the water, where, I understood, it was kept to its position by a quantity of kentledge attached to its lower line. This defence I conceive to be useful only where the vessel lies at anchor; though the nautical gentlemen were of a contrary opinion. Whether they are correct or not, can be ascertained be experiment alone. In any situation of the vessel, however, it does not present to my mind an insurmountable obstacle.

The annoyance which the boats employed in the management of the torpedoes would be subjected to from the ship's battery, appeared to many to afford of itself a complete protection. On this subject it is with diffidence I offer an opinion. The little experience I have had has not been calculated to impress my mind with great respect for a battery employed against a small moving object; particularly where the battery itself, after a few discharges, acquires a degree of motion. The uncertainty of round shot, on such occasions, is obvious; and the effect of musket ball discharged from great guns may be easily rendered harmless. It is a fact known to gunners, that you cannot give to a cannon, loaded with leaden ball, her full charge of powder, without risking a fusion of the lead. They are, therefore, on such service, always undercharged, and their force thereby proportionably diminished. The experiment of Captain Chauncey gave conclusive evidence of this fact: for, although the boat fired at was not removed beyond sixty yards from the mouth of the cannon, and her siding of not more than one-half or three-quarter inch stuff, many of the balls which penetrated her were found lying in her bottom. A three inch oak plank would have effectually resisted them, and probably grape shot also.

The introduction of torpedoes, as an item in a system of defence, will certainly meet with opposition from adverse interests, deep rooted prejudices, and perhaps foreign attachments. Its advocates will have to encounter the pertness of the withings of the day. Still I trust it will not be deserted, while even a distant prospect of its becoming permanently useful shall remain.

Accept, sir, an assurance of my sincere respect and esteem.

MORGAN LEWIS.

E.

*Extract from Commodore Rodgers' Journal.*

SEPTEMBER 21, 1810.

At eleven o'clock in the forenoon, Captain Chauncey, of the navy, and myself, accompanied by Colonel Wharton, according to appointment, met at the City Hotel, Broadway, Mr. Fulton, and a committee appointed by the Honorable Paul Hamilton, Secretary of the Navy, consisting of Chancellor Livingston, Governor Lewis, C. D. Colden, Esq. Mr. Garnett, Doctor Kemp, and Colonel J. Williams. (Mr. Oliver Wolcott, late Secretary of the Treasury, a member, being absent) to investigate and report their opinions of the principles, as well as to demonstrate, by such experiments as Mr. Fulton might advise, the efficacy, of (as engines of national offensive and defensive war) certain sub-

marine projects published by him, under the title of "Torpedo War," which he had proposed to Congress as being well calculated to supersede the necessity of a navy. And to enable the projector to prove, by actual experiment, the efficiency of his scheme, a law was passed in February, 1810, appropriating five thousand dollars to the purpose.

The committee all being present, with the exception of Mr. Wolcott, at noon Mr. Fulton opened the subject by placing a torpedo lock on the table; and after some preliminary observations relative to the progress and improvements in the various arts and sciences, he quoted a few paragraphs from his book, entitled "Torpedo War," to enable him to explain more forcibly the affinity of his preceding remarks to the subject then before the committee. He expressed a desire that I would have the frigate *President* transported from the North river (where she was then lying) to the East river, contiguous to the navy yard, for the purpose of making an experiment. I asked Mr. Fulton if the experiments could not as well be made in the North river, and observed that the *President* was undergoing some repairs in her rigging, preparing to paint, &c.; consequently that she could not conveniently be removed. He observed that he preferred the East river, on account of its contiguity to the navy yard; as, at the yard, he would (previous to the experiments) be afforded the means of making the necessary arrangements with his machinery, as well as with his boats and men, which might be required. The United States' brig *Argus* was, at this time, lying in the East river, near the navy yard, which enabled me to offer her for his accommodation; which, he having accepted, the committee (with the exception of Mr. Wolcott, an absent member, and with the concurrence of Mr. Fulton) unanimously resolved that the experiments should accordingly be commenced on the 24th instant, with blank torpedoes, on the United States' brig *Argus*; and that such defence should be made by her as a vessel of war was capable of, without the use of her guns, or any other active force of similar kind.



Mr. Fulton having fully explained the principles of the before described torpedo, the committee adjourned to meet on the 24th instant, for the purpose of commencing the experiments, as had been previously resolved.

SEPTEMBER 22, 1810.

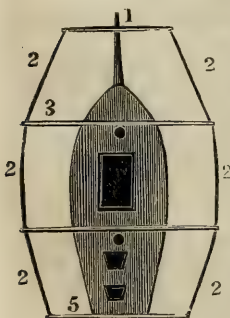
On this day Mr. Fulton (having previously prepared a torpedo boat) had various torpedoes and apparatus transported to the navy yard, for the purpose of essaying with on the *Argus*, consisting of five different kinds; as also a combination of various different machines, viz: a hook, chisel, and gun, intended for the purpose of cutting off cables under water.

SEPTEMBER 24.

On this day, with the advice of Captain Chauncey, I gave Lieutenant Lawrence (commander of the *Argus*) directions to prepare his vessel in a manner to prevent the application of torpedoes under her bottom; and which he accordingly did, with nothing more than simply her own spare studding sail booms, nine fire grapnels, a few pigs of kentledge, and the *President's* splinter net, as follows:

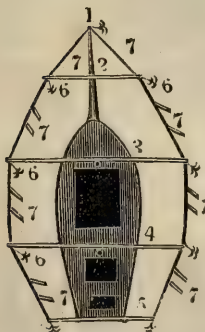
#### REFERENCES.

No. 1. Spritsail yard, from which is suspended a net. No. 2. Studdingsail booms upon the surface of the water. No. 3. Fore yard. No. 4. Main yard. No. 5. Topsail yard across the stern.



The splinter net, having seven pigs of kentledge, of two hundred pounds each, attached, at equal distances, to its lower part, was suspended, by its upper part, from the bow, in a transverse direction, to the keel, by the assistance of a light yard, that was supported by the bob-stays about eighteen inches below the hawseholes, in such manner that the net formed a curtain or barricade in front of the vessel, with the weights attached to the lower part of it barely touching the bottom.

The spare studdingsail booms of the *Argus* formed a floating chevaux de frize to prevent boats from coming in contact with the vessel's hull (as described in the cut) and were supported in that position with ropes leading to the ends of the lower yards, bowsprit, and a spare topsail yard across the stern, to which the main topsail braces led. These, with the addition of about twenty-five battering rams and grapnels, suspended from a small hawser, which was fastened by the bite to the jib boom, the two ends leading aft on each side of the vessel, through blocks on the extreme ends of the fore and main yards, down to the ends of the topsail yard across the stern, and hauled well taught (as described below) were all the obstacles with which Mr. Fulton had to contend, in the application of his torpedoes to the *Argus's* bottom; but these, however, were found sufficiently conclusive arguments to render all his schemes abortive, as will hereafter be shown by his own confession.



#### REFERENCES.

No. 1. End of jib boom. No. 2. Spritsail yard. No. 3. Fore yard. No. 4. Main yard. No. 5. Topsail yard across the stern. No. 6. Fire grapnels. No. 7. Pigs of kentledge.

After the *Argus* was thus prepared for the experiments, several thousands of the citizens of New York assembled at Corlear's Hook (opposite the navy yard) for the purpose of witnessing the result of Mr. Fulton's operations on her; but the weather proving somewhat unfavorable, and the committee, in consequence, having sent to notify that they would not attend on this day, a boat was despatched to inform the people collected there that no experiments would be made before the next day.

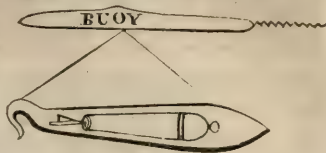


SEPTEMBER 25.

Boats were again sent to New York for the committee, but in two hours after returned with information from Governor Lewis, that the president of the committee (Chancellor Livingston) being indisposed, and the weather not being favorable, would prevent their attendance on this day. Colonel Williams and Mr. Garnett (two of the committee) came over, however, and in company with Mr. Fulton, Captain Chauncey, and myself, and some gentlemen, went on board of the *Argus*, and examined the preparations made for her defence: this they did though without comment, Mr. Fulton excepted, who acknowledged that the means of defence then exhibited were sufficient to prevent the application of torpedoes to her bottom, unless some mode could be devised to remove the obstacles, which he declared might be done, although he could not then precisely say how, as, from his not being previously aware of the difficulties which he then found he had to encounter, time must be given for reflection and further invention.

In this day's remarks it may be proper to note, that Mr. Fulton made an experiment on the wharf with his machine for cutting off cables under water, (for the form of which see margin) and succeeded; but without proving it would have the same effect under the water, or, even if it could, that it was of any use as an instrument of war.

After this experiment, he made several others, by firing harpoons at a target of about five feet square; but did not succeed in attaching the harpoon to the target, in any instance, at a greater distance than fifteen feet.



SEPTEMBER 26.

The committee met at the navy yard, on this day, at half past ten o'clock in the morning, at which time Mr. Fulton made several essays with his harpoon gun, but did not succeed any better than in his preceding experiments. After this, at his request, the committee retired to the house of Captain Chauncey, where models had been prepared by the exhibitor, to explain results which he had not been able to prove by actual experiment; and, after explaining causes and effects, he informed the committee that, since their last meeting, his mind had been, in part, employed in devising means to destroy the security which nets afforded to vessels, in opposition to his torpedoes, in substance as follows: That he had invented a combination of knives, calculated to be fired from a gun, for the purpose of cutting a hole through the net, which being effected, a trough, about half the size of the body of a cart, (containing the torpedoes) was to be introduced into the said hole, and the torpedoes emptied in, and, to use his own words, "in the same manner that potatoes are commonly emptied from the body of a cart."

It now appearing that Mr. Fulton had given up the intention of experimenting on the *Argus*, I mentioned to the committee that she was then under sailing orders, and that, if Mr. Fulton did not intend to make any essays on her, I would order her to prepare for sea, and which I should have done, had he not, at the time, expressed a desire that she might be detained a few days longer, as it was probable, (as he said) that he might, in a very short time, be prepared to make some experiments on her.

The committee now adjourned, to meet on the 28th instant.

NOTE. It will be recollected that Mr. Fulton addressed a letter to the members of Congress, who voted in favor of the torpedo bill, (dated April 15th, 1810) in which he assured them that nets, booms, &c. instead of obstructing, would facilitate his operations.

SEPTEMBER 28.

The committee met according to appointment, and the lighter of the yard was anchored with a piece of an old twenty-two inch cable, for the purpose of affording Mr. Fulton an opportunity of showing more demonstratively, the actual effect of his machine for cutting off cables under water.

## REFERENCES.

- No. 1. Cable which was intended to have been cut by the cable cutter. No. 2. The buoy of the machinery afloat of the cable. No. 3. Large flat hook which supports a gun. No. 4. Torpedo boat, with her side against the current. No. 5. A rope from the boat, attached to the machinery.

The cable being thus prepared, Mr. Fulton made an attempt to hook, and cut it off, but did not succeed even in hooking the cable, much more in cutting it off, whilst, at the same time, he was obliged to require the assistance of the men on board of the lighter, to which the cable was attached, to extricate the torpedo boat from the awkward position in which the tide had placed her, from the machine being on one side of the cable, and the boat on the other. (See the figure.) The gun was, however, fired under water, but the only visible effect produced was the bursting of the lock.

Mr. Fulton having concluded his experiments for this day, but having, on a former occasion, denied the practicability of a ship using her guns to any important advantage, against torpedo boats, even at the distance of twenty yards, Captain Chauncey, to remove all doubts on this subject, had an old condemned boat (about eighteen feet long) anchored ninety yards from the wharf, with three small pieces of board placed in her, in positions representing three men sitting down. At this distance he discharged a grape and canister from a twenty-four pounder, and of which were actually drove seventy-three shot through the boat, eighteen through the first piece of board representing a man, nine through the second, and five through the third.

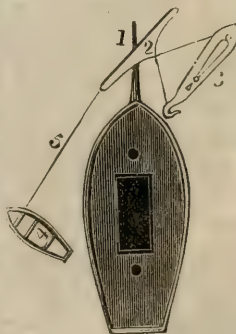
Mr. Fulton having now expressed doubts whether the preparations made on the 15th, could be effected with any reasonable degree of facility, the committee proposed that she should be got under weigh, and that the preparations then made on her should be displaced, which, being done, that she should be brought to an anchor again, and the same preparations replaced, in order to prove the facility with which such an operation could be performed.

This proposal was accordingly assented to; but the rudder of the *Argus* being, at the time, on shore, and under repair, the performance was necessarily postponed, to take place on the 1st of October, in the North river.

OCTOBER 1.

Owing to calm weather during the two preceding days, the *Argus* was not removed into the North river, as had been determined on the 25th ultimo; the committee, however, not thinking it then necessary that she should be removed for the purpose of performing the experiments which, at their last meeting, had been resolved on, agreed that they should be made where she then lay, in the East river, and which was accordingly complied with, when, to the astonishment of those who had entertained any doubts of the facility with which a vessel could be so prepared, after she had been dismantled of such preparations, the same were seen replaced in less than fifteen minutes.

Mr. Fulton having now candidly acknowledged (and that, too, in a manner much to his credit) that his want of nautical information had led him into many errors; at the same time, all parties wishing to see the project fairly and thoroughly tested, the committee adjourned to meet again on the 29th instant, in order that he might be afforded sufficient time to make experiments on the improvements which he had suggested, as being necessary to the perfecting of his torpedoes, and the manner of applying them.



OCTOBER 29.

Owing to the bad weather, the committee was prevented attending to the torpedo experiments, consequently they were not renewed, as had been resolved at the last adjournment, on the 1st of the present month.

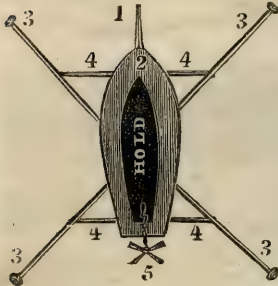
OCTOBER 30.

Boats were sent to New York, for the purpose of conveying the gentlemen of the committee to the navy yard, but none of them attended except Colonel Williams and C. D. Colden, Esq. the latter of whom came at a late hour.

No experiments were made on this day, but Mr. Fulton exhibited a miniature model of a vessel of three hundred tons, in the presence of Colonel Williams, Captain Chauncey, and myself; at which exhibition were also present General Morton, Doctor Bullus, and some other gentlemen of similar curiosity; which he called a torpedo block ship, the sides of which were calculated (as he said) to be cannon proof, and the decks proof against musket shot, the former being six feet thick, and the latter six inches.

## REFERENCES.

No. 1. Bowsprit. No. 2. Hull of a vessel whose sides are six feet thick, cannon proof, and decks six inches thick, musket proof. No. 3. Four long booms, with a torpedo on each. No. 4. Bumpkins, by which the booms are supported. No. 5. A skull wheel, which is intended to propel this vessel against the tide.



This vessel is intended to be armed with two torpedoes on each side, which are each to be applied by the means of a spar ninety-six feet long, projecting from the vessel's side, supported at the inward end by a double circular swivel, and at the outward end by guys leading from the mast heads. For the particulars of this singular vessel, (which, to my confined imagination, truly deserves the name of a *non descript*) I leave the reader to make his own conclusions from the figure annexed, and by which alone he will be enabled to judge whether such *torpid, unwieldy, six-feet-sided, six-inch decked, fifteen-sixteenth-sunk-water-dungeons*, are calculated to supersede the necessity of a navy, particularly when the men who manage them are (as is intended) confined to the limits of their holds, which will be under water, and in as perfect darkness as if shut up in the black-hole of Calcutta.

OCTOBER 31.

Boats were sent to New York for the committee, but the weather being unfavorable, none of the gentlemen attended.

NOVEMBER 1.

Boats were sent to New York for the committee; but none of the members attended except the Honorable Oliver Wolcott, C. D. Colden, Esq. Colonel Williams, and Mr. Garnett. On this day Mr. Fulton made an essay with his sub-marine gun, and succeeded in cutting off, under water, an old fourteen inch cable, that had been prepared for the purpose; and this, I understand, he did (not being myself present) without any injury to the gun or lock. It is, therefore, proved, that, by such means a cable can be cut off under water; but I, nevertheless, deny that it is possible to use this machine so as to make it of any importance as an engine of war: for the cable cannot be hooked with any probable degree of certainty, without exposing the assailants in such manner, and for such a length of time, to part of the ship's cannon, as well as to her musketry, swivels, blunderbusses, &c. as would ensure their destruction before they could perform the operation, and which was amply verified in the beforementioned experiments, as Mr. Fulton and all the men in the boat with him were exposed for at least fifteen minutes to the fire of the musketry from the vessel on which he made the essay, and, of that time, they were at least five minutes within short pistol shot. At the same time it will be observed, that the vessel was specially prepared for the purpose, and the relative positions of her and the cable, such (according to Mr. Fulton's opinion) as to enable him to perform the operation with the greatest facility. But, even admit that the machine for cutting off the cable could be applied, in defiance of the opposition before stated, the crew of a ship have it in their power to make such a machine (and such as will occur in the mind of every seaman) in twenty minutes, as to prevent, even if no other means were used, the possible application of a cable cutter.

After the beforementioned performance of cutting the cable, the members of the committee, at the request of Mr. Fulton, proceeded to examine a torpedo which had been previously anchored off the navy yard, for the purpose of showing the position which a torpedo of that description would maintain in the tide.

This torpedo was, by the effect of a bridge, anchored in such a manner as to present the surface, by which it was supported, on an inclined plane, to the resistance of the tide; so that the action of the tide served to propel it upwards: and to prevent its being thus propelled beyond a certain distance from the bottom, a weight was attached to its lower extremity, by means of a rope of correspondent length, to the desired distance from the bottom.

The position of this torpedo was shown on the ebb tide, and actually (as I am informed) maintained the position which Mr. Fulton supposed it would. This, however, was done without his proving any thing of its effect as an engine of war, or even that it would maintain a similar position on the flood tide; and which it must be admitted would be very uncertain, owing to the weight attached to the lower end of the torpedo always being liable, on the change of the tide, to become entangled with the moorings of the machine itself.

Therefore, all that has yet been proved relative to this description of torpedoes, I consider in amount as nothing, when compared with the object for which it was constructed; and even if it was capable of being made as perfect as the projector has described, in his book, entitled "Torpedo War," (but which I utterly deny) it can never be of any important consequence; as by the aid of a very simple piece of machinery, in form like the back bone of a fish, (and which would naturally suggest itself as a preventive) its effect may, without the question of a doubt, be rendered harmless.

The committee on this day adjourned, for the purpose of making their report; Mr. Fulton having informed them that he had no further experiments to make: therefore,

Having attended all the experiments, and noted in my preceding remarks every thing of any consequence relative to the same, I have only further to observe, that Mr. Fulton bought a vessel, for the purpose, as he said, of convincing the committee, by ocular demonstration, of the effect of his torpedoes; but which, however, (after being at the trouble of transporting her to the navy yard) he never attempted; owing, as I am induced to believe, to an entire conviction, in his own mind, that such an attempt would only serve to prove more distinctly that the practice of every, or any part of his project would be found not only impossible, but that even its theory would be proved as conclusively absurd. Further, however, I do not, at this moment, feel myself at liberty to animadvert; as Mr. Fulton has pledged himself to Mr. Wolcott, Colonel Williams, Doctor Kemp, and Mr. Garnett, (members of the committee) in presence of Captain Chauncey and myself, to acknowledge in a public manner the incorrectness of all such part of his theory as he should not be able to establish by these experiments; consequently I cannot but conclude that his *amor patriæ*, as well as a respect for his word, (which he pledged as beforementioned) will induce him to publish to the citizens of the United States, in the same public manner, that what he may have led them to



expect he now finds himself unable to perform, namely, that his torpedoes, so far from being of the importance which he had considered them, were, on a more thorough examination of their principles, assisted by all the practice of which he, himself, had supposed them susceptible, found, to say the least, comparatively of no importance at all; consequently that they ought not to be relied on as a means of national defence.

## F.

KALORAMA, DISTRICT OF COLUMBIA, February 1, 1811.

SIR:

I have the honor to return to you the report of the committee on the torpedo experiments, with that of Commodore Rodgers; and the letters of Robert R. Livingston, Morgan Lewis, and Cadwallader D. Colden, on the same subject. The opinions expressed in these papers are, I think, as favorable to this infant art as, under all circumstances, could be expected.

It is proved and admitted—

1st. That the water proof locks will ignite gunpowder under water.

2d. It is proved that seventy pounds of powder, exploded under the bottom of a vessel of two hundred tons, will blow her up; hence it is admitted, by all the above parties, that, if a sufficient quantity of powder (and which I believe need not be more than two hundred pounds) be ignited under the bottom of a first rate man of war, it would instantly destroy her.

3d. It is proved and admitted, by all parties concerned in the experiments, that a gun can be fired under water, and a cable of any size may be cut by that means at any required depth.

With these immensely important principles proved and admitted, the question naturally occurs, whether there be within the genius or inventive faculties of man the means of placing a torpedo under a ship, in defiance of her powers of resistance. He who says there is not, and that, consequently, torpedoes never can be rendered useful, must of course believe that he has penetrated to the limits of man's inventive powers, and that he has contemplated all the combinations and arrangements which present or future ingenuity can devise to place a torpedo under a ship.

There is no man of sound sense, who has the least acquaintance with the difficulties under which all the arts have labored in their infancy, who, on calm reflection, will be so weak or vain as to presume that he possesses a strength of intellect to foresee all that can be done, not only in infant arts, but in arts now familiar and long established.

But as it is impossible now to conceive the various modes which may be invented for placing torpedoes under a ship, and as the success is of incalculable importance to our country, there is every reason to prosecute the experiments with ardor; and we are encouraged to this by a contemplation of the progress of the whole military art, and particularly the attack and defence of fortified places. The celebrated Vauban, after years of experience, aided by a powerful genius, to fortify cities, confessed that it was impossible to make any work so strong by art alone that it could not be taken by the art and exertions of a besieging army, in which the besiegers commence, by parallels and zig zags, to approach the rampart of the besieged, and run their mine or subterranean passage under the works, to blow them up. During the whole time of their approaches, which is frequently for weeks or months, the besiegers are under as heavy a fire from the besieged as has or perhaps can be invented; when the explosion makes a breach in the rampart, it is defended by all the guns, loaded with grape and canister shot, which can be brought to bear upon it: the trench is enfiladed with cannon and small arms. In fact, the whole power of the besieged is directed to defend the breach, perhaps not twenty feet wide; yet, in defiance of so concentrated a fire—a fire infinitely more destructive than any ship could keep up from her bow—there are hundreds of instances of such breaches having been forced, and the works taken. Is it impossible to contemplate the ingenious combinations, the perseverance, the risk, and acts of valor, of a besieging army, and then believe that there are not ways and means, enterprise and courage, when organized and exercised, to mine through water, which is the work of a few minutes, and blow up a ship, when the risk is not one thousandth part so great as that of storming a breach? I think, sir, this comparative view of the danger in storming a breach, and attacking a ship, proves that, added to the three principles before mentioned and admitted, the courage to undertake the attack of a ship with torpedoes must be admitted also.

I will now consider the progress of the experiments at New York, and the prospect of future improvement which they present.

First, as to the harpoon, it is admitted that, at the distance of "fifteen feet, the harpoon stuck firm."\* Were it improved, it should not be fired at a greater distance from the ship than thirty or forty feet, because the sudden jerk on the line might break it off at the torpedo: men in a boat, at thirty feet distance from a ship, are in as great danger as when in with her bow and under her guns; thus, as the harpoon can be fixed at fifteen feet, I will not at present insist on a greater distance, though I am certain that practice will enable me to fix the harpoons at the distance of forty or more feet, if required; but I do insist that organized men, who have courage to storm a breach or to attack a vessel by boarding, have courage to approach within fifteen feet of a ship to fire a harpoon, or even, if necessary, to drive a spike into her bow; when the ship discharges her bow guns, her bow must be covered with smoke, after which all shot against the boats will be random, particularly if the attack be made in the night; but, to protect the men, the torpedo boats may be decked with thick oak plank, and rendered proof against canister and musket shot. The risk of the men would then be inconsiderable: for, while a boat was near in with the bow of the ship, her cannon could not be brought to bear so as to fire round shot. It is, therefore, a fair conclusion that, courage added to art, a ship cannot guard herself against a torpedo attack by means of her guns and small arms only. She must, therefore, have nets, booms, grapples, &c. &c.

I will now do justice to the talents of Commodore Rodgers, by stating that the nets, booms, kentledge, and grapples, which he had arranged round the Argus, made, at first sight, a formidable appearance against *one torpedo boat and eight bad oarsmen*. I was taken unawares: I had explained to the officers of the navy my means of attack; they did not inform me of their measures of defence; the nets were put down to the ground, otherwise I should have sent the torpedoes under them. In this situation, the means with which I was provided being imperfect, insignificant, and inadequate to the effect to be produced, I might be compared to what Bartholomew Schwartz, the inventor of gunpowder, would have appeared, had he lived at the time of *Julius Cæsar*, and presented himself before the gates of Rome with a four pounder, thereby endeavoring to convince the Roman legions that, by the means of such machines, well organized, he could batter down the walls and take the city: a few catapults, casting arrows and stones upon his men, would have caused them to retreat; a shower of rain might destroy his ill guarded powder, and the Roman centurions, who could not conceive the various modes in which gunpowder has since been used to destroy the then art of war, (as my opponents cannot now see the combinations by which torpedoes may supersede the necessity of ships of war) would very naturally conclude that it was a useless invention; while the manufacturers of catapults, bows, arrows, and shields, would be the most vehement against further experiments.

This, sir, may be conceived a digression; but, being on an interesting subject, I have stated this supposed first experiment with a four pounder as a case in point. Some of the first cannon were made of leather; but, if such cannon failed, does it therefore follow that gunpowder was useless? Or does it follow, because I was not prepared to put torpedoes through a net the first time it was presented to me, that the defect was in the torpedoes? You, sir, will instantly perceive it was not; but arose from the want of time and experience. I had not one man instructed in the use of the machines, nor had I time to reflect on this particular mode of defending a vessel. I have now, however, had time; and I feel confident that I have discovered a means which will render nets to the ground, booms, kentledge, grapples, oars with sword blades through the port holes, and all such kinds of operations, totally useless. It is as follows:

Should an enemy of any force enter one of our ports, and put her nets to the ground, let Government press from the wharves four or more merchantmen, loaded or in ballast, each of them from three to four hundred tons burthen;

\*It entered five inches into oak plank.

in the magazine there should be thirty or forty torpedoes, each containing two hundred pounds of powder, and each adjusted to the end of a spar or boom from forty to sixty feet long, tapering from the butt to the point, where the torpedo, of a conic form, and having on each side a long blade or scythe, should be firmly fixed; let the butt end of the spar be tied so as to act like a swivel, under the fore chains, one on the larboard the other on the starboard side, and the other end of the spars, with the torpedo, be hoisted up to the spritsail yard, and held there until near the scene of action. The expense of thus preparing a ship will be eight hundred or one thousand dollars, and each will be as dangerous to an enemy as a fire ship. The expense of a fire ship is from eight to ten thousand dollars, which sum could certainly be expended to greater advantage by arranging torpedo ships, as here proposed, and for the following reasons:

First, eight thousand dollars would pay for arranging eight torpedo ships, which could be done in a few hours; each with two torpedoes projecting from the bow; which eight ships, moving at one time towards the enemy, would divide her fire on eight points, and render it less dangerous to each than in the case of one fire ship, which would draw on her the whole fire of the vessel attacked.

Second, the expense of a fire ship is so great that an attack is seldom made with more than one, which must be grappled with the enemy; then set on fire and abandoned by her men, who must take to their boat, and expose themselves to the boats and guns of the vessel attacked. Should the fire ship be grappled to the enemy, still she may not burn so as to communicate the fire; or, if to the leeward, she may be cut adrift; at all events, if in port, the men could escape to the shore; therefore, their danger not being great, they would work with more confidence and ardor to extinguish the flames and save their ship; yet the danger with which fire ships impress an enemy makes them respect the ports where they are prepared for action.

In the year 1776, Commodore Talbot grappled a fire ship to a British two decker, in the river Hudson: he set his ship on fire, and returned to shore under a heavy discharge of musketry and cannon, without losing a man. He failed to burn the enemy, but he drove the vessel attacked, and one of equal force, from seven miles above New York down to Staten Island. The following note is his account of this enterprise.\*

As it does not require so much bravery to make an attack with a torpedo ship as to grapple a fire ship to an enemy, the use of fire ships proves that courage is to be found to attack with those which may be armed with torpedoes.

Suppose, then, two torpedo ships fastened to each other by a chain eighty or one hundred feet long, forming a bridge opposite to the fore chains, in the manner I arrange my floating torpedoes; then to be sailed or floated down on the tide, the torpedoes let down twenty-two feet under water, one ship steered for the larboard and one for the starboard side of the enemy; in this manner, the chain would cross her cable, before which she must either slip or cut cable and run, or the momentum of the torpedo ships would sheer under, stern onwards, and press the torpedoes through the nets under her bottom, where instant explosion would be instant death. Such an operation gives no time for an enemy to deliberate, or exert themselves to push off, or cut torpedo vessels adrift, or to calculate on getting to shore in boats. The tremendous consequence of explosion under a ship deprives common men, such as sailors, of all firmness, and the irresistible danger would also influence the major part of officers; hence this mode of attack is infinitely more to be dreaded than that of fire ships; and, for these reasons, an enemy will not dare to enter our ports to put it to the test. Should any one doubt the practicability of this mode of passing torpedoes through nets and under a vessel, the importance of the object merits the experiment. I therefore conceive it useless, at this time, to say more on the theory.†

Of the anchored torpedoes, I have had the pleasure to show you the improvements I have made on these, since the meeting of the committee at New York, to give them stability under water, or to take them up or put them down when necessary. There is a very simple mode to convince any unbeliever of the advantage which this kind of engine will present, and the respect for our harbors, which it will create in the mind of an enemy. Let me put one under water, and they who do not believe in its effect, may put their confidence to the proof by sailing over it.

A compound engine of this kind will cost from eight hundred to a thousand dollars; three hundred and twenty of them could be made for the first cost of one ship of 54 guns; of which three hundred and twenty, say one hundred at New York; one hundred, if required, at Boston; one hundred at Charleston; twenty in the Delaware, to be placed in the waters between the forts or batteries; and thus four ports could be guarded so as to render it impossible for the enemy's ships to enter either of them, unless they had strength first to take possession of the land and forts, and then time to deliberately search for the torpedoes; yet one ship of 54 guns cannot guard one port against one 74 gun ship, although her first cost in anchored torpedoes would guard at least three ports against ten ships of 74 guns. In this estimate, it may be also stated that a 54 gun ship, in commission, costs the nation one hundred thousand dollars a year; this, at five per cent., is interest to raise a loan of two millions to build the forts or batteries in barbette, between which the torpedoes should be placed. While I thus compare the expense of torpedoes with that of a ship of 54 guns, I do not mean to object to such ships to protect our coast; but, when considered for harbor defence, or aiding forts or batteries to defend harbors, the money can be better expended in torpedoes.

In the report of the committee it is also admitted that I cut a fourteen inch cable at the depth of six feet under water, (*it was in fact twelve feet under water.*) In this experiment it is true I was five or six minutes within pistol shot of the vessel—the reason is, it was only the fourth time a cable cutting machine was ever tried; with so little experience, I did not attempt to cut at a greater distance; the object at the time being to prove that a cable could be hooked and cut without injuring the machine. New invented instruments must be unskillfully used for a

\* In the year 1776 I was captain in the service of the United States, and, at the same time, attached to General Green's brigade, then stationed on Long Island. At this time, General Washington sent for me, requesting that I would take command of a brig which was prepared as a fire ship or vessel. I consented, and, in the latter part of the year, lying in the river Hudson, nearly opposite the small river which separates the island of New York from the main land, I took advantage of a fair wind, ran down the river to two British ships of war, which lay at anchor about seven miles above New York, and grappled a two decker, and, perhaps strange to say, I lay under her side until I got out of the water, where I was forced by the violence of the fire; after which I took up a brave man by the name of Priestly, who was also forced into the river by the flame; myself and all my men escaped in my boat to the Jersey shore, under a fire from the broadside and musketry of the ship not grappled, without the loss of a life. I was, however, so much burnt that I could not see the light for twenty days. This enterprise took place about 4 o'clock in the morning, and the battle of Harlem, on York Island, commenced at day light; on which occasion, the American arms were probably much aided by the attack with this one fire ship: for I drove every ship of war out of the Hudson river down to the watering place at Staten Island, and cleared the river, for some time, of ships of war, which it was evident were sent up the river to cover the left wing of the British army.

SILAS TALBOT.

OCTOBER 15, 1810.

† Mr. Colden has very properly remarked, "that, if an enemy be driven to the necessity to protect herself with nets from above her water line, to the bottom of the water in which she may be anchored, and which will sometimes be fifty or more feet deep; if she must place round her booms, spars, kentledge, and grappels, and thus trammel herself so as to be unfit for active service, that alone is a sufficient reason for adopting torpedoes." But, on the plan I now propose, to break through nets with merchant ships armed with torpedoes, I will venture to predict that I will compel the vessel attacked to be so much embarrassed by nets, booms, or spars, to fend off, as to make her totally unfit for action; or I will blow her up; or, should I fail to blow her up, I will prove that I can cut her cables or chains, and set her adrift, with all her encumbrance of nets to the bottom, booms, spars, &c. &c. with which she must either be driven on shore or go to sea.



time, but, with the practice of only one month, and one good boat's crew, I will undertake to cut the cable of a ship at any given depth under water, without approaching nearer to her than eight hundred yards. I will also undertake to place myself at the distance of eight hundred yards from a ship having an unguarded cable, and at that distance I will put an improved cable-cutting machine in the water; I will there abandon it, and it shall go to the cable, cut it off, and set the ship adrift, without any further aid on my part than placing it in the water. Such is the unforeseen and incalculable results of mechanical combinations.\* It may be said, if one cable be cut and anchor lost, the enemy could put out a second, third, fourth, or fifth anchor and cable; but as a provident Government would not undertake to defend a port with one cannon, so there should be in the magazine fifteen or twenty machines for cutting cables, and there should be a marine militia practised in the use of them. In such case, an enemy could not afford to exchange an anchor and cable, worth five thousand dollars, against three ounces of gunpowder, and, at the same time, run the risk of being driven on shore in a calm or by a lee tide: hence, in our calculations on harbor defence, this instrument alone will always be an embarrassing consideration for an enemy.

It must be admitted that the whole of the experiments at New York were badly executed, but they could not be otherwise. I had not a man practised, nor am I experienced in the use of my own machines. I consequently was necessitated to explain my theory by such imperfect means as I had in my power; yet, under all these disadvantages, I have, to my satisfaction, gained much useful experience, and evidently convinced some of the committee of the great importance of persevering, and particularly with a view to harbor defence. By the experiments, I have discovered much of the strength and resources of my opponents, and I am satisfied I can defeat every obstruction which has hitherto been presented; this I hope to prove after some practice. But, having witnessed the activity and resources of mind which Commodore Rodgers and Captain Chauncey possess, I look forward to contend with new and difficult combinations which they may produce for defence. In this manner it is probable we shall discover the principal means of defence against torpedoes, and modes of attack with them, until, like the attack and defence of fortified places, the measures to be pursued on each side, in all cases, will become familiar, and a fair calculation may be made on the mode of attacking a ship.

But, sir, to do this, it is indispensable that I should have twenty or thirty men under my command, to be practised to the use of my engines in my own way. Well as gunnery is understood, no one can hope that young recruits should fire a cannon with skill and effect, until they have some months' practice. It is, therefore, demanding of me to perform a miracle, to apply torpedoes to advantage, break through nets, harpoon ships, and cut cables, with an outfit of one thousand dollars, and not one man practised to assist me. Compare my situation with that of my opponents—men of talents and sound nautical knowledge, working on their own element, the commodore commanding more than four hundred men, in a ship of 64 guns, which ship, with all her various apparatus, as fitted for efficient service, is an engine produced by the combined talents of some thousands of ingenious men, who have directed their attention to the improvement of vessels of war since the invention of gun-powder: thus the commodore, added to his own talents, has the advantage of the experience and talents of all nautical men who have lived before him; yet he would not be so imprudent as to face an enemy of equal force, if his men were raw recruits, unpractised to the guns or working of the ship; and it is to familiarize his men to their duty in each department that he is in a state of constant practice. A succession of experiments on his men, which costs the nation one hundred thousand dollars a year, which experiments, when followed from one to ten or twenty years, at the expense of from one hundred thousand to two millions of dollars, is to enable him to do no more than fight one ship of equal force, in which contest the chances would be equal that he would not take or destroy the enemy: with all this expensive experiment for years of peace, to be prepared in case of war, it is not expected that he should contend with a ship of 74 guns. But if experiments, which are inconsiderable in their expense compared to that of a 54 gun ship, should prove that attacks with torpedoes can be rendered practicable and efficient, (*and every reflection teaches me that they can*) it will be immaterial whether the enemy's vessel be a 40 or an 80 gun ship—two hundred pounds of powder exploded under the bottom of either will produce certain destruction.

Thus, sir, considering this subject in these various points of view, its infancy, its prospect of success, and, if successful, its immense importance to these States and to mankind, the small establishment, and inconsiderable sum required to practise and prove its utility, compared with the expense of other nautical establishments which promise only common and imperfect results, I conceive it highly merits a patient and candid succession of experiments: for which purpose, I feel the necessity of taking time, that I may have the ensuing summer to practise a few men on nets, and such other obstructions as may be presented; which I hope, sir, will meet with your approbation and that of every friend to science.

I unite with the committee in opinion that Government should not rely on this, or any new invention, for defence, until its utility be fully proved. It never has been my wish that such confidence should be placed in torpedoes, until fair experiment had proved their value beyond a doubt.

I have the honor to be, sir, with great respect, your most obedient,

ROBERT FULTON.

The Honorable PAUL HAMILTON, *Secretary of the Navy.*

\* This discovery has been produced by my other experiments.

11th Congress.]

No. 86.

[3d Session.

## CULTURE OF HEMP.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 21, 1811.

NAVY DEPARTMENT, January 21, 1811.

SIR:

I have had the honor of receiving your letter of the 17th instant. As to the expediency of encouraging the culture of hemp by protecting impost duties, or by prohibiting the importation of that article into the United States and its territories, it is not, I presume, expected of me to make any observations, as these are subjects appertaining peculiarly to the Treasury Department, and no doubt the Secretary of the Treasury can afford all the information necessary to enable you to form a satisfactory opinion upon them.

Without venturing an opinion upon the expediency of either of these provisions, I will submit for your consideration the following observations relatively to the culture and dressing of hemp.

In the essays first made by our countrymen in the culture of hemp, and in dressing it for market, the disadvantages of inexperience were sensibly felt. Many errors, added to the dissuaves of previous habit, discouraged its culture: doubts, too, whether the climate or soil of our country was adapted to the raising of hemp, were entertained. But very few indeed indulged the expectation that we should ever be able to make hemp equal to that of

Russia. Hence, for many years the culture of this important article progressed slowly. Our countrymen, however, stimulated by their characteristic enterprise, and by hopes of ultimate success, persevered in repeated experiments, and have at length acquired that practical information which has corrected many of their first errors, and now enables them to raise hemp in such quantity, and of such quality, as to compensate them amply for their trouble. Still, however, they have not yet acquired that extensive information upon the subject which would assure to them all the advantages arising from the culture of this valuable article.

In preparing the hemp for breaking, the pernicious practice of what is commonly called "dew rotting" still prevails, to a great extent—a practice tedious in its process, partial and unequal in its effects upon the fibre, and destructive of considerable quantities of hemp, by the unavoidable exposure of it to the winds, which blow it about and entangle it. Hemp thus prepared, is in some places strong, in others weak; and has, moreover, a dark color, all which materially affect its value.

In hemp, there is a viscous gummy substance, by which the fibres of the bark are bound together, and to the body of the plant; and all that is necessary to prepare it for breaking, is to dissolve this substance. The experience of other nations has long since decided, that this dissolution can best be effected by immersing or steeping the plant in pure clear running water, which, in a much shorter period of time than any other system heretofore practised, produces this dissolution over all parts of the plant equally, makes it equally strong in all places, renders it more flexible, gives it a lively bright color, and, what is an object of vast importance, especially as respects durability under water, it will receive and retain a greater portion of tar than when prepared by "dew rotting." It may be here further remarked, that the more clear and pure the stream of water the brighter will be the color of the hemp.

"Dew rotting" requires many weeks of constant attention. But practical men affirm, that, in a *pure warm stream* of water, the process of dissolution will frequently be completed in five or six days.

In Russia, three weeks are allowed for steeping where the water is not very cold; but if cold, as in rivers and springs, five, and sometimes six weeks, are found to be necessary. To ascertain whether the hemp be sufficiently steeped, a head is taken out of the pound, dried and beat, and if the husk comes off, the hemp is considered as having been sufficiently steeped. It is then taken out of the pound, and suspended upon sticks placed horizontally, for the purpose of drying; after remaining in the open air in this situation about a fortnight, it is removed and put into a kiln, where it is suffered to remain twenty-four hours. It is then ready for breaking, which operation is performed by means of a hand mill; after this is done, the husk is beaten off by striking the heads obliquely with iron and wooden instruments, of the shape of a large two-edged knife; finally it is drawn through a wooden comb, with one row of wide wooden teeth, for the purpose of unravelling and cleaning it.

As to the climate and soil best adapted to the culture of hemp, it may be observed that it is raised both in the frigid and torrid zones; and that any soil, if not wet, may be made to yield hemp, though the richer the soil the better, and a flat country is, for this purpose, to be preferred. On the waters of the Ohio, Mississippi, Susquehanna, Potomac, James River, and other parts of the United States, there is an abundance of land peculiarly adapted to the culture of hemp.

As to the certainty and profit of a crop of hemp, it is believed that no crop is more certain when sown in ground adapted to it; and to the grower, it yields a profit superior to most articles, and exceeded but by few. An acre of ground well ploughed, harrowed, and manured, will yield one thousand pounds of clean hemp, worth, when properly cured and dressed, from one hundred to one hundred and fifty dollars, sometimes two hundred dollars. The labor and necessary buildings required, in the sowing, preserving, and preparing for market, a crop of hemp, are inconsiderable when compared with some other articles, and especially tobacco, while the profit is greater, and the injury done to the soil much less.

From a disposition to encourage the culture of hemp, cordage made of American hemp has been brought into use in our navy. For standing and running rigging, and, indeed, for most other purposes, excepting cables, it is found to answer very well, even when made of "dew rotted" hemp. Of the "water rotted" hemp, we have not yet been able to procure a sufficient quantity to justify our excluding the use of Russia hemp, especially for cables. American "water rotted" hemp is no doubt equal in all respects to the best Russia hemp; indeed, I rather incline to think it superior. Upon this point, however, the samples herewith sent will enable you to form an opinion.

No. 1 is a sample of American "water rotted" hemp, grown on Blannerhasset's island.

No. 2 is a sample of Russia hemp, delivered to me by a rope maker, as the *best* kind of Russia: in this, however, I incline to think there must be some mistake, though it is certainly good hemp.

No. 3 is a sample of American "dew rotted" hemp, grown in Botetourt county, Virginia.

Upon examining these samples, you will, I believe, find the opinion which I have ventured to express, with respect to the mode of dressing hemp, confirmed in a great measure. The great difference between "water rotted" and "dew rotted" hemp will be obvious to you from such examination.

American "dew rotted" hemp being of a dark color, frequently neither broke nor scutched as it ought to be, and brought to market without being properly embled, does not, in such cases, command a good price in our markets. These are the causes, and this the effect. The growers of hemp ought not, however, to be discouraged by this circumstance. They should remember that, in removing the cause, the effect will cease; and they may be assured that, if their hemp is properly prepared, it will always command a price equal to the hemp of Russia, probably superior. For my own part, as Secretary of the Navy, I can only say that, in such case, I should feel it to be my duty to give a decided preference to hemp of our own growth.

The quantity of hemp raised in our country increases every year, and no doubt exists that, in a very short period of time, enough will be raised to supply every public and private demand for all the purposes to which it is applicable.

The great desiderata to be obtained, appear to me to be, to persuade our countrymen to relinquish the prevailing pernicious practice of "dew rotting," and to adopt that practice which the experience of other nations has approved, namely, the steeping in water: this done, they will soon find their advantage in the change; and thus a new and powerful impulse will be given to the culture of this valuable article.

Should you think it expedient to offer any inducements to produce this change in the manner of dressing our hemp, whence would flow such happy effects, permit me to observe, that the only one which at this time occurs to me, as coming within the range of my official duties to execute, would be an annual appropriation by Congress, of a sum of money enabling me to contract for a supply of American hemp and canvass for the use of our navy. Should this plan be approved, the appropriations should be made in time to admit of contracts being formed prior to the commencement of the season for croppings; and the first appropriation should be made distinct from other appropriations, or it might be added to the estimates for the current year in the first instance; this would involve an appropriation in the first year, exceeding the amount required in that year for the expenses of the navy; but it would be a provision for the ensuing year, and the amount might be deducted from the estimates of the ensuing year. The propriety of this provision will readily occur to you, when I state the fact, that it would not be possible at this time to contract for these articles, deliverable in time to be used within the year; they could not be delivered till after the crops of this year shall have been gathered and prepared for market. In the contracts which might thus be made, it would become my duty, in execution of the object of Congress, to stipulate that the hemp should be steeped in water instead of being exposed to dews; and upon good security being given, a portion not exceeding one-fourth or one third of the amount of each contract might be advanced. These contracts being judiciously distributed in different parts of the country, and what would be just, a higher price being given than "dew rotted" hemp would command, it would not be unreasonable to expect that a spirit of emulation, always useful to public improvements, would be excited, and powerfully assist in exploding present errors, and in producing the change in the dressing of hemp; which, in my opinion, would essentially promote individual and national prosperity.

Some few of our countrymen do, at this time, I am told, entertain apprehensions that our markets will be overstocked with American hemp, and that the price will be greatly diminished. This admitted, they have it in their power to prevent the importation of all foreign hemp, by making theirs in all respects equal to foreign hemp. This, indeed, in a national view, would be an important point gained. But when it is considered to what a variety of pur-



poses hemp is applicable; that we are at this time greatly dependent upon foreign countries for hemp, for canvass, and linens of various kinds made of hemp; that there exists a spirit of patriotism and of persevering industry ready to be exerted, when fit opportunities shall present, to shake off this dependence; that, if more hemp should be raised than will be required for cordage, factories of canvass and linens will necessarily be established: such apprehensions lose their force, and yield to reflections and anticipations of the most agreeable nature.

A comprehensive view of this subject leads us to cherish the expectation that the United States will, at no very distant period, become exporters of hemp, as they now are of every other description of naval stores and of cotton; and that the individuals who raise it will, like those who raise other naval stores and cotton, experience all the beneficial effects resulting therefrom.

These observations are submitted to you, sir, with all the diffidence which the novelty of the subject naturally excites, and with the hope that they may be useful in aiding your deliberations upon the highly interesting question now under your consideration.

I have the honor to be, respectfully yours,

PAUL HAMILTON.

HON. THOMAS NEWTON,

*Chairman of the Committee of Commerce and Manufactures.*

12th CONGRESS.]

No. 87.

[1st Session.]

### INCREASE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 17, 1811.

Mr. CHEVES, from the committee to whom was referred so much of the President's message of the 5th of November, 1811,\* as relates to the naval establishment, reported, in part:

That the subject referred to your committee, in its several relations, presents a question of the highest importance to the interests of the people of this country, inasmuch as it embraces one of the great and leading objects of their government—that which, above all others, laid the foundation of the happy union of these States—your committee need hardly say they mean the protection of maritime commerce—an interest which, though when superficially viewed, seems to affect only the Atlantic portions of the country, yet really extends as far as the utmost limits of its agriculture, and can only be separated from it, in the opinion of your committee, by a total blindness to the just policy of Government. The important engine of national strength and national security which is formed by a naval force, has hitherto, in the opinion of the committee, been treated with a neglect highly impolitic, or supported by a spirit so languid, as, while it has preserved the existence of the establishment, has had the effect of loading it with the imputations of wasteful expense, and comparative inefficiency.

No system has hitherto been adopted, which, though limited by the dispensing security of the times, and the just economy of our republican institutions, was yet calculated to enlarge itself gradually with the progress of the nation's growth in population, in wealth, and in commerce, or expand with an energy proportioned to a crisis of particular danger.

Such a course, impolitic under any circumstances, is the more so when it is demonstrably clear that this nation is inevitably destined to be a naval power, and that the virtue of economy, if no other motive could be found, would recommend a plan by which this force must be gradually increased, the necessary expenses diminished, and durability and permanency given to the strength which they may purchase.

That a naval protection is particularly secured to the interest of commerce, by our great political compact, is proved by that part of the constitution which expressly gave to Congress the power "to provide and maintain a navy," and is confirmed by the history of the times, and the particular circumstances which led to its institution; but it is alike secured by the fundamental nature of all government, which extends to every interest under its authority, a protection (if within the nation's means) which is adequate to its preservation; nor is this protection called for only by the partial interests of a particular description of men, or of a particular tract of country. A navy is as necessary to protect the mouth of the Mississippi, the channel through which the produce of the agriculture of the Western States must pass to become valuable, as the bays of the Chesapeake and Delaware, and more necessary than on the shores of the Eastern or the Southern States.

It has, indeed, been urged, your committee are aware, that a naval establishment is forbidden by the great and burthensome expenditures of public money which, it is said, will be required to support it, and by the inability of the country, by any expenditure, to maintain a navy which can protect its maritime rights against the power of Great Britain. The first objection appears to your committee to be founded on a mistaken assumption of the fact: for, in their opinion, a naval force, within due limits, and under proper regulations, will constitute the cheapest defence of the nation.

The permanent fortifications necessary to the defence of the ports and harbors of the Union will cost, in the opinion of your committee, as much in their erection, and as much annually, if properly provided and garrisoned, as the naval force which, it is confidently believed, on the testimony of persons competent to decide, would be amply sufficient to prevent all attacks from reaching our shores. It will thus furnish the most appropriate, adequate, and cheap protection against a foreign enemy, and will, at the same time, be perfectly innoxious to the public liberty, and the private morals of the country; dispense almost entirely with a standing army, so hostile to the genius of our free constitutions, and remove the standing vices and evils of camps and garrisons from the cities on our sea coast; cherish a noble body of mariners, who, in honorable peace, will spread the sails of a prosperous and vivifying commerce on every sea, and, in necessary war, terribly avenge their country's wrongs.

The other objection your committee suppose to be founded on an imperfect examination of the subject: for those who are best able to form opinions on this matter, from congenial professional pursuits, as well as a particular knowledge of the marine of Great Britain, declare that she cannot, at any time, spare more than a very limited force for the American station; one which can be effectually resisted by an establishment which may be supported by this Government without a direct expense, while, in its effects, it will greatly more than reimburse to the national wealth, the sums which may be drawn from it for this object; protect our harbors from insult, our coasting trade from spoliations, and give us the dominion of a sea on our borders which we ought to call our own, and defend with our cannon.

To detail all the reasons on which this opinion is founded would, perhaps, not be in the power of your committee, who are, in part, governed by the opinions of men of experience and professional skill, (often among the best grounds of human faith, but not always equally communicable.) But the leading facts and principles on which it is founded are too plain and obvious to labor under this difficulty. The history of all times proves the inability of Great Britain, or any other Power, to station a large force in remote seas: for, independent of the necessity that always exists for its presence in more proximate quarters, could the former nation place the whole of her thousand ships on our coast, she would be unable, in a state of hostility with the United States, competently to supply even a considerable

\*See Foreign Relations, No. 32, page 79.

squadron of them, for any duration of time, with the least regard to the efficiency of the service, and without a wasteful and ruinous expense. Let those who hold a different opinion declare how, and from whence.

To the defence of your ports and harbors, and the protection of your coasting trade, should be confined, in the opinion of your committee, the present objects and operations of any navy which the United States can, or ought to have. In this view our advantages are great and manifest. Looking along our extended line of coast, from the north-eastern to the southern extreme of our territory, we discover, in quick succession, ports and harbors furnishing in abundance every supply for active and constant service; in which to concentrate, by mutual advice and information, which can be transmitted with greatest certainty and speed, the forces of different stations, to attack the enemy in detail when his vessels may be scattered; and in which our ships may find refuge and security when approached by a force so much superior as to forbid a combat. To enter no further into details, it is obvious that, from these advantages, the power and efficiency of an American navy must be double its nominal proportion to that of an assailing enemy. But your committee beg leave to observe, that it would be unworthy the magnanimity of the nation to look only at one Power, and forget that it stands in the relation of an independent sovereignty to other nations, against whom, unless man change his nature, and cease to be violent and unjust, it may be necessary to array the national force on that element where the injury may be suffered, and where alone it can be avenged or redressed. With this view, your committee have not considered this subject with regard only to the practicable and advisable preparation for the present momentous crisis, which, whatever it may be, must be greatly inadequate, for the reasons already stated: but the object of the committee is to recommend a system which shall look to futurity, and though limited by the present situation and means of the country, have a capacity to be enlarged in proportion to the growing wealth, commerce, and population, of the nation. Your committee are, at the same time, not unaware that some of those who are unfriendly to a navy, ground their opposition rather upon its future permanent establishment than on its present expense. But your committee will only observe, that the wisdom of that policy seems to reach as far beyond reasonable practicable views, as it will probably fall short of the attainment of its object. To restrain the great energies of such a number, as this country possesses, of the best seamen the world ever beheld, and such a mass of tonnage as Great Britain herself has not boasted more than twenty years, will as much transcend the feeble efforts of the politician, as it would be beyond his power to create them: they are formed by the high behest of beneficent nature, nurtured by our wise, free, and happy public institutions, and can only perish with the latter.

Your committee, however, admit, that it will neither be politic nor practicable to swell the naval establishment of this country to the size of our desires or of our necessities; but a gradual increase of it is, in their opinion, within the most limited means, and within the obvious policy of the Government; and in attempting this, some present addition will be made (too little—much too little, they lament) to the best strength of the nation, as a measure of preparation for this crisis of danger.

With these observations, and with a full, detailed, and useful report of the Secretary of the Navy, in reply to questions propounded by your committee, they beg leave to recommend that all the vessels of war of the United States, not now in service, which are worthy of repair, be immediately repaired, fitted out, and put into actual service.

That ten additional frigates, averaging 38 guns, be built; that a competent sum of money be appropriated for the purchase of a stock of timber; and that a dock, for repairing the vessels of war of the United States, be established in some central and convenient place.

They also beg leave to report a bill, entitled “A bill concerning the naval establishment.”

WASHINGTON, November 19, 1811.

SIR:

I am directed, by the committee to whom was referred so much of the President's message of the 5th instant as relates to the naval force of the United States, to request a reply from you to the several questions which follow; and they have also directed me to ask as early an answer as may be conveniently practicable:

1st. What number of the vessels of war of the United States is now in actual service; and what are their names, rates, and stations?

2d. What number of vessels is laid up in ordinary; what are their names and rates; what will be the expense of repairing and equipping them for actual service; within what time can the same be accomplished; and what will be their aggregate annual expense in service, with that of those now employed?

3d. What will be the expense of building, manning, and completely equipping for actual service, a vessel of each rate of those most useful and most usually employed in modern naval war; and what will be the annual expense of maintaining such vessels, respectively, in actual service?

4th. Will any, and, if any, what, force of vessels, not exceeding the rate of frigates, afford a reasonable protection to the coasting trade and the mouths of the harbors of the United States? If such be deemed incompetent, what other force is deemed requisite?

5th. What materials, for ship building and naval equipment, are deemed imperishable; and to what extent in quantity, and what amount in value, would it be practicable and advisable to provide the same?

6th. What is the number of gunboats belonging to the United States; what is their state of repair; what number is in actual service; and where are they stationed or laid up?

7th. In the event of putting in commission the ships now laid up in ordinary, could the necessary seamen, to man them, be speedily procured, without an increase of pay or bounty?

I am further directed to request, that you will communicate in your reply any other information which, in your opinion, may be important or material on this subject.

I have the honor to be, sir, with great respect, your obedient servant.

LANGDON CHEVES.

Honorable PAUL HAMILTON, *Secretary of the Navy.*

NAVY DEPARTMENT, December 3, 1811.

SIR:

I have had the honor of receiving your letter of the 19th instant. The several questions which you have been pleased to propound to me, involve a scope of information difficult correctly to state, and comprehend points upon which I am compelled to submit conjecture in some instances instead of fact. The subject is, however, so deeply interesting as to have commanded my most deliberate and anxious investigation.

The papers herewith submitted, and marked A, B, and C, will, I hope, afford satisfactory answers to your three first queries.

In reply to the fourth, I have to state, that, as to the force necessary to afford a reasonable protection to the coasting trade, and the mouths of the harbors of the United States, it appears to me impossible to form a satisfactory opinion, unless we knew the extent of the force by which our coasting trade and the mouths of our harbors may be assailed. The naval nations of Europe employ line of battle ships. The heaviest rate of our vessels of war does not exceed a large 44 gun frigate, which is inferior in number of guns, and men, and weight of metal, to a ship of the line. If, then, while we have only frigates, an enemy should send against us ships of the line, the protection which, in such case, we should be able to afford to our coasting trade, would obviously be very imperfect. With a force equal in number and rate to that of an enemy, or to that which an enemy at a distance could send against us, neither our commerce on our coast nor our harbors would have any danger to apprehend: for, considering the numerous dangers of our coast, the heavy gales and fogs to which it is peculiarly subjected, our superior knowledge of the shoals with which it abounds, and the numerous ports to which we have access for victualling, repairing, and equipping ships, so decided would be our advantage, that it is believed an enemy, only our equal in number and rate of vessels, would not, under such circumstances, approach our shores with any intention of remaining for the



purpose of molesting our trade. Such, indeed, are the advantages which we possess, in these particulars, that I incline to the opinion that, with half the number of vessels of the same rate which might be sent against us, a reasonable protection might generally be afforded to our coasting trade. I do not wish to be considered as giving the opinion, that, with such a force, our coasting trade could be effectually protected; that no capture of our merchant vessels would be made under such circumstances; for, even if our force were equal to an enemy, we might expect occasionally to have vessels captured. An enterprising enemy would watch opportunities, and avail himself of them; but, in our operations against the enemy, we should not, it is presumed, be found deficient in enterprise or vigilance, competent to retort his aggressions, and to secure an equivalent for all our losses.

Supposing, then, a continuance of the present state of things in Europe, and that the United States should come into collision with either of the present great belligerent Powers, a naval force of twelve sail of the line, (74's) and twenty well constructed frigates, including those we now have, and rating generally not less than thirty-eight guns, with the addition of our smaller vessels now in service, judiciously directed, it is believed would be ample to the protection of our coasting trade; would be competent to annoy extensively the commerce of an enemy; and, uniting occasionally in operations with the gunboats already built, if equipped and brought into service, and our fortifications, also, afford complete protection to our harbors.

The imperishable materials for ship building and naval equipment, consist of timber, plank, staves, masts and spars, iron, copper in sheets, bolts and nails, anchors, kentledge, canvass, hempen yarns, &c. In timber of every description, required for navy purposes, our country abounds, and it would at this time be practicable to procure any quantity, on terms that are reasonable. It would unquestionably be sound economy to keep always on hand an adequate supply of this all-important article, which ought to be well seasoned before it is used. The deplorable effects of being compelled, as the Navy Department has frequently been, to use green timber in the repair of our ships, our experience too fully demonstrates. This, indeed, is one of the principal reasons of the great expense generally, and very justly, complained of by the guardians of the public purse; happily, however, it is perfectly within the reach of our power to remedy this evil, and I do most earnestly recommend to your serious consideration, the propriety of an extra annual appropriation for three years, for the purpose of enabling the Department to provide an extensive stock of every description of timber required for navy purposes. The other articles of an imperishable nature may be procured as required, or as opportunities offer to obtain them on reasonable terms, out of the general appropriation for repairs made annually, for the support of the navy, to which purposes it will partly be devoted; and to the encouragement of the manufacture of sail cloth, manufactured within ourselves, of hemp of our own growth, by giving it a preference to that made of foreign hemp.

The paper marked D affords an answer to your sixth query, as full as the information in possession of the Department will enable me to give it.

If it should be determined to commission the ships now in ordinary, the necessary seamen to man them can, it is confidently believed, be procured without any increase of pay or of bounty, and in time to man them as they may be prepared for service.

In my answer to your fifth query, I have stated one of the causes of the great expense of the navy, so generally, and it is admitted justly, complained of, and I have suggested a remedy for that particular cause. Other causes of expense exist, which may be obviated; and, under the latitude you have allowed me, I will, at this time, state one which immediately presents itself.

The United States do not own a dock. To repair our vessels we are compelled to heave them down—a process attended with great labor, considerable risk, and loss of time; and upon a ship thus hove down, the carpenters cannot work without much inconvenience. Hence the Department is subjected to much expense, which might be avoided by the construction of one or more suitable docks. Such a provision, even in the present state of our navy, would be valuable for the reasons above stated; but if Congress determine to have built vessels of a rate superior to those we now have, it will certainly be found to be indispensable. The accuracy of this remark will be admitted when we consider the force requisite to heave down a ship of the size of even a frigate, and the straining of her frame when this is done on the principle of the lever.

I have now, sir, according to my best judgment, offered replies to your queries; and, assuring you of my readiness to obey the further commands of the committee,

I have the honor to be, with the greatest respect, yours,

PAUL HAMILTON.

Honorable LANGDON CHEVES, *Chairman of the Naval Committee.*

A.

*Exhibit showing the number of vessels of war of the United States now in actual service; their names, rates, and stations, for the winter.*

Names of vessels.	Rate.	Station for the Winter.	Remarks.
Frigate President, - -	44	Newport, Rhode Island, -	Under command of Com. Rodgers.
Frigate Essex, - - -	32		
Ship John Adams, - -	20		
Brig Argus, - - - -	16		
Frigate United States, -	44	Hampton Roads, - -	Under command of Com. Decatur.
Frigate Congress, - - -	36		
Ship Wasp, - - - - -	16		
Brig Nautilus, - - - -	14		
Frigate Constitution, - -	44	Foreign service.	
Ship Hornet, - - - -	16		
Brig Vixen, - - - - -	14		
Brig Enterprise, - - -	14		
Brig Siren, - - - - -	16	Charleston, South Carolina, -	Under command of Capt. Campbell.
Brig Viper, - - - - -	10		
Brig Oneida, - - - - -	16	New Orleans, - - -	Under command of Captain Shaw.
		Lake Ontario, - - -	Lieutenant Woolsey.

## B.

*Exhibit showing the number of vessels laid up in ordinary; their names and rates; the original cost of each, including every expense; the probable expense of repairing and equipping each for actual service; the period it will probably take to repair each; and the annual expense of each in actual service.*

Names of vessels.	Rate.	Original cost.	Probable expense of repairing, &c.	Time necessary to repair, &c.	Annual expense.
Chesapeake, -	36	\$220,677 80	\$120,000	Six months, -	\$102,253
Constellation, -	36	314,212 15	120,000	Six months, -	102,253
New York, -	36	159,639 60	120,000	Six months, -	102,253
Adams, -	32	76,622 27	60,000	Six months, -	81,607
Boston, -	32	119,570 04	60,000	Six months, -	81,607
					<u>\$469,973</u>

NOTE.—The sums and periods of time, estimated for repairing and equipping the vessels of war comprehended in the above statement, are in a great degree conjectural; though it is presumed that the sums stated would be sufficient, and that, in the time stated, the vessels could be repaired.

Until these vessels shall be opened and thoroughly examined, it is obviously impossible to ascertain, with any degree of precision, what would be the expense of repairing them, or what time it would take to repair them: for, until then, their actual state and condition cannot be ascertained. By some it is at this time thought that neither the New York nor the Boston are worthy of being repaired; but I hope that, on opening them, we shall find them otherwise; and, under this impression, I have returned them in this exhibit. Should they be found to be too rotten to repair, I shall consider it as a serious misfortune, for they have been constructed upon the most approved models for vessels of their rates.

In the estimate of the expense of the navy for the year 1812, the employment of all our frigates, excepting those above stated, and of all our other vessels of war, and of sixty-two gunboats, is contemplated: these objects, together with the corps of marines, navy yards, and ordnance, &c. are estimated to cost two millions five hundred and two thousand and three dollars ninety cents, which is the aggregate amount of the estimate for the year 1812. Of this sum—

The expense of the corps of marines is estimated at	-	-	-	-	-	\$228,905 90
The expense of navy yards, &c.	-	-	-	-	-	60,000 00
The expense of ordnance, &c.	-	-	-	-	-	60,000 00
The expense of the vessels of war in commission, and of those and the gunboats in ordinary,	-	-	-	-	-	1,403,098 00
The expense of the sixty-two gunboats in commission,	-	-	-	-	-	750,000 00

Whole amount of the navy estimate, year 1812, - - - - - \$2,502,003 90

If, then, the frigates now in ordinary were put in commission, “their aggregate annual expense in service, with that of those now employed,” and including every other object of navy expense, upon the scale contemplated in the estimate for the year 1812, would be the sum stated under the head “annual expense” in this exhibit, viz:

	\$469,973 00
Added to the whole amount of the navy estimate, as stated above,	<u>2,502,003 90</u>

Which makes - - - - - \$2,971,976 90

But, excluding the expense of the corps of marines, navy yards, and ordnance, above stated, the annual expense in service of the frigates now in ordinary, with that of those now employed, and of sixty-two gunboats in commission, and of all the other gunboats in ordinary, would be two millions six hundred and twenty-three thousand and seventy-one dollars.

The aggregate annual expense, if the frigates now in ordinary were put in commission, and added to the expense of the vessels of war now in commission, and of the ordinary, but excluding the expense of the corps of marines, navy yards, ordnance, and of the sixty-two gunboats in commission; that is, the annual expense of all our *vessels of war in service*, and the expense of gunboats in ordinary, would be one million eight hundred and seventy-three thousand and seventy-one dollars.

But, as stated in this paper, it would probably take six months to repair the frigates in ordinary: hence, their expense, if put in commission, would, for the year 1812, not exceed half their annual expense, viz: four hundred and sixty-nine thousand nine hundred and seventy-three dollars; half of which is two hundred and thirty-four thousand nine hundred and eighty-six dollars fifty cents: say two hundred and thirty-five thousand dollars.

If, then, the frigates in ordinary were put in commission, the whole expense of the navy, for the year 1812, including every expense whatsoever, (excepting the sum stated as necessary to put the frigates in ordinary in repair) would be two millions seven hundred and thirty-seven thousand and three dollars and ninety cents.

And, excluding the expense of the marine corps, navy yards, and ordnance, it would be two millions three hundred and eighty-eight thousand and ninety-eight dollars.

And, excluding the expense of the marine corps, navy yards, ordnance, and the sixty-two gunboats in commission, the expense for the year 1812 would be one million six hundred and thirty-eight thousand and ninety-eight dollars.

If, then, we had all our *vessels of war* in commission, their annual expense would be one million eight hundred and seventy-three thousand and seventy-one dollars; but, for the year 1812, as five of them could not be brought into actual service for six months, their expense would be one million six hundred and thirty-eight thousand and ninety-eight dollars.

The estimate for the repair of the frigates in ordinary is a distinct consideration, and is not comprehended in any of the views taken of the subject. That estimate, as will be seen by reference to the table, amounts to four hundred and eighty thousand dollars. If, then, it should be determined to put the frigates now in ordinary in commission, an appropriation of four hundred and eighty thousand dollars for their repairs and equipment, and of two hundred and thirty-five thousand dollars for their support in actual service, during the year 1812, would be necessary. These items, added to the aggregate of the navy estimate for the year 1812, would make the whole expense for that year, three millions two hundred and seventeen thousand and three dollars and ninety cents.



## C.

*Estimate of the expense of building, and completely equipping for actual service, vessels of war of various rates; and the annual expense of each.*

Rate.	Expense of Building.		Annual expense of each.	REMARKS.
	Per Gun.	Dollars.	Dollars.	
74	\$4,500	333,000	211,784	The Frigate President cost, Philadelphia, New York, Essex, John Adams, Maryland,
60	4,500	270,000	140,000	
50	4,500	225,000	115,214	
44	4,500	198,000	110,000	
36	4,500	162,000	102,000	
32	4,000	128,000	82,000	
20	3,500	70,000	50,202	
				\$220,910 08 179,349 00 159,639 60 139,362 50 113,505 72 70,249 83

NOTE.—An estimate of the annual expense of a seventy-four, in detail, is subjoined, for the satisfaction of the committee. The annual expense of all the rates under sixty guns is given from past experience, and in neither case, it is believed, does this statement vary materially from what would be the actual annual expense.

The estimate of the expense of building ships of war of different rates, is believed to be ample. The cases referred to under sixty guns, are considered as appropriate; they show the actual cost of vessels of war some years since, and it has been attempted to fix the expense per gun by this standard of experience. It is stated that a fifty gun ship may be built and equipped for two hundred and twenty five thousand dollars, because the frigate President cost only two hundred and twenty thousand nine hundred and ten dollars and eight cents; and this is believed to be correct: for the frigate President, although she rates less than a fifty gun ship, yet she is so nearly equal in her hull, armament, sails, rigging, &c. that such a frigate would certainly cost within five thousand dollars as much as a fifty gun ship would cost. To invalidate the effect of this reference in this case, it might be said, that, although the frigate President cost only two hundred and twenty thousand dollars, yet that other frigates, for instance the United States, the Constitution, and the Constellation, the two first equal, the last inferior in rate to her, cost considerably more; the fact indeed is so, for the United States cost two hundred and ninety-nine thousand three hundred and thirty-six dollars and fifty-six cents; the Constitution cost three hundred and two thousand seven hundred and eighteen dollars and eighty-four cents; and the Constellation, of inferior rate to either, cost three hundred and fourteen thousand dollars and upwards. But it must be remembered that these vessels were built at a time when we had but very little experience on the subject of building and equipping vessels of war; and the fact that the frigate Constellation, a thirty-six, did cost nearly one hundred thousand dollars more than the frigate President, a forty-four, is evidence of the disadvantages of inexperience in the one case, and of the advantages of experience in the other—advantages which it is to be hoped would be rather improved, in any future attempts to build and equip vessels of war.

The number of men required for the frigate President, or for either of our largest forty-four's, would be sufficient to man a fifty gun ship; hence the annual expense of a fifty gun ship would be about the same as the annual expense of the President, viz. one hundred and fifteen thousand two hundred and fourteen dollars, and it is so stated accordingly in the appropriate column.

It may not be amiss to state, for the information of the committee, that cannon, and a considerable proportion of the requisite timber for six seventy-four gun ships, are at this time provided, and deposited in the different navy yards.

*Estimate of the pay and rations of the officers and crew of a ship of war of seventy-four guns for twelve months—six hundred and fifty men.*

OFFICERS.				Pay per month.	Amount of pay per annum.	Rations per day.
1 Commander,	-	-	-	\$100	\$1,200	8
5 Lieutenants,	-	-	-	40	2,400	15
1 Master,	-	-	-	40	480	2
1 Surgeon,	-	-	-	50	600	2
16 Midshipmen,	-	-	-	19	3,648	16
1 Purser,	-	-	-	40	480	2
3 Surgeon's mates,	-	-	-	30	1,080	6
1 Boatswain,	-	-	-	20	240	2
1 Gunner,	-	-	-	20	240	2
1 Sailmaker,	-	-	-	20	240	2
1 Carpenter,	-	-	-	20	240	2
3 Master's mates,	-	-	-	20	720	6
1 Captain's clerk,	-	-	-	25	300	1
4 Boatswain's mates,	-	-	-	19	912	4
4 Carpenter's mates,	-	-	-	19	912	4
2 Boatswain's yeomen,	-	-	-	19	456	2
2 Gunner's yeomen,	-	-	-	19	456	2
2 Carpenter's yeomen,	-	-	-	19	456	2
2 Sailmaker's mates,	-	-	-	19	456	2
18 Quarter gunners,	-	-	-	18	3,888	18
1 Chaplain,	-	-	-	40	480	2
12 Quartermasters,	-	-	-	18	2,592	12
2 Yeomen of gun room,	-	-	-	18	432	2
1 Coxswain,	-	-	-	18	216	1
1 Cooper,	-	-	-	18	216	1
1 Steward,	-	-	-	18	216	1
1 Armorer,	-	-	-	18	216	1
2 Masters-at-arms,	-	-	-	18	432	2
1 Cook,	-	-	-	18	216	1
92					\$24,420	123
280 Able seamen,	-	-	-	12	40,320	
233 Ordinary seamen and boys,	-	-	-	10	27,960	
					\$92,700	

*Recapitulation of the foregoing statement.*

Amount of pay, - - - - -	\$92,700
123 Rations. - - - - -	
92 Estimated in provisions. - - - - -	
31 Rations per day, eleven thousand three hundred and fifteen per annum, at twenty cents, - - - - -	2,263
Amount of pay and rations, - - - - -	<u>\$94,963</u>

*Provisions for six hundred and fifty men.*

207,594 pounds of bread, at \$ 05, - - - - -	\$10,370 70
592 barrels of beef, 14 50, - - - - -	8,584 00
507 do. of pork, 18 00, - - - - -	9,126 00
170 do. of flour, 10 00, - - - - -	1,700 00
16,900 pounds of suet, 20, - - - - -	3,380 00
14,828 gallons of spirits, 90, - - - - -	13,345 00
528 bushels of peas, 1 00, - - - - -	528 00
12,675 pounds of cheese, 18, - - - - -	2,281 50
33,800 do. of rice, 05, - - - - -	1,690 00
4,225 do. of butter, 20, - - - - -	845 00
2,113 gallons of molasses, 75, - - - - -	1,584 75
2,113 do. of vinegar, 25, - - - - -	528 25
	<u>\$53,972 20</u>
Pay of a detachment of marines, - - - - -	\$5,675
Clothing, &c. - - - - -	2,500
	<u>\$8,175 00</u>

*Recapitulation and General Estimate.*

Pay and subsistence of navy officers and seamen, - - - - -	\$94,963
Pay and clothing of a detachment of marines, - - - - -	8,175
Provisions, - - - - -	35,972
Medicines and hospital stores, - - - - -	5,000
Repairs and contingencies, - - - - -	40,000
Whole annual expense of a seventy-four gun ship, - - - - -	<u>\$202,110</u>

## D.

*Exhibit showing the number of Gunboats in commission, and in ordinary; their station, &c.*

Number of Gunboats.	Where stationed.	Number in commission.	Number in ordinary.	Under repair.	REMARKS.
54	New York, - - -	20	34		By the last reports the gunboats in ordinary generally were in a state of preservation: all those in commission are in good condition.
26	New Orleans, - - -	19	-	7	
14	Norfolk, - - -	8	6		
2	Charleston, S. C. - - -	-	2		
4	Wilmington, N. C. - - -	4			
11	St. Mary's, - - -	11			
10	Washington, - - -	1	9		
8	Portland, - - -	-	8		
2	Boston, - - -	-	2		
4	Conn. and R. Island, - - -	-	4		
20	Philadelphia, - - -	-	20		
10	Baltimore, - - -	-	10		
165		62	86	7	

12th CONGRESS.]

No. 88.

[1st SESSION.]

## VESSELS REPAIRED, AND THE EXPENSES INCURRED, FROM 1ST JANUARY, 1802, TO 1ST OCTOBER, 1811.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 6, 1812.

NAVY DEPARTMENT, January 4, 1812.

Sir:

In obedience to the resolution of the House of Representatives of the 26th ultimo, requiring of the Secretary "to lay before the House a statement of the vessels belonging to the United States, which have been repaired since the year 1801, specifying the time when such repairs were severally made, and the cost," I have the honor of transmitting to you, herewith, the paper A, which affords the best information in possession of the Department upon the subject.

I have the honor to be, with great respect, sir, your most obedient servant,

PAUL HAMILTON.

Honorable HENRY CLAY, *Speaker of the House of Representatives.*



## A.

*A Statement exhibiting the amount that is charged on the books of this office to the several vessels of the Navy of the United States, for repairs from the 1st of January, 1802, to the 3d of March, 1809; and the aggregate amount expended in repairs from the 4th of March, 1809, to the 1st of October, 1811.*

Names of vessels repaired.	When repaired.	Where repaired.	Cost in dollars.	Total dollars.
Adams, frigate, -	1st January to 30th September, 1802,	New York, - - -	48,520 52	55,612 13
Ditto, -	1st July, 1804, to 31st August, 1805,	In ordinary, - - -	7,091 61	
Argus, brig, -	1804 and 1805, - - -	Mediterranean, - - -	7,377 51	19,385 18
Ditto, -	1st March, 1808, to 3d March, 1809,	Norfolk and New York, -	12,007 67	
Boston, frigate, -	In 1802, - - - - -	In ordinary, - - -	1,042 44	8,959 22
Ditto, -	In 1803, - - - - -	Ditto, - - -	6,125 57	
Ditto, -	In 1804, - - - - -	Ditto, - - -	1,791 21	
Constitution, frigate, -	1st October, 1802, to 31st March, 1803,	Boston, - - -	77,198 19	302,582 21
Ditto, -	1st April, 1803, to 31st March, 1804,	Ditto, - - -	40,713 61	
Ditto, -	In 1805 and 1806, - - -	Mediterranean, - - -	84,802 65	
Ditto, -	1st February, 1808, to 3d March, 1809,	New York, - - -	99,867 76	
Constellation, frigate, -	1st January to 31st December, 1802,	Philadelphia, - - -	30,551 76	56,096 06
Ditto, -	In 1803, - - - - -	Mediterranean, - - -	6,954 51	
Ditto, -	In 1804, - - - - -	In ordinary, - - -	8,016 43	
Ditto, -	In 1805, - - - - -	Mediterranean, - - -	9,499 96	
Ditto, -	In 1806, - - - - -	In ordinary, - - -	1,073 40	
Chesapeake, frigate, -	23d June, 1804, to 31st October, 1805,	In ordinary, - - -	20,119 68	57,574 16
Ditto, -	1st November, 1805, to 31st July, 1806,	Ditto, - - -	11,850 93	
Ditto, -	1st March to 1st September, 1807, -	Ditto, - - -	5,871 53	
Ditto, -	1st May, 1807, to 30th May, 1808, -	Norfolk, - - -	19,732 02	
Congress, frigate, -	In 1802, - - - - -	In ordinary, - - -	9,121 50	20,995 54
Ditto, -	In 1804, - - - - -	Ditto, - - -	4,316 05	
Ditto, -	In 1805, - - - - -	Mediterranean, - - -	7,032 55	
Ditto, -	In 1807, - - - - -	In ordinary, - - -	525 44	
Essex, frigate, -	1st April to 1st December, 1803, -	In ordinary, - - -	8,360 75	36,162 79
Ditto, -	1st May, 1807, to 1st November, 1808,	Ditto, - - -	27,802 04	
Enterprise, schooner, -	In 1805, - - - - -	Mediterranean, - - -	33,187 60	33,187 60
Hornet, brig, -	1st Septem. 1805, to 31st Dec. 1806,	Charleston & New York,	4,061 37	20,383 51
Ditto, -	1st January to 31st December, 1808,	Charleston, - - -	16,322 14	
John Adams, frigate, -	1st January to 31st December, 1802,	In ordinary, - - -	10,970 37	50,264 44
Ditto, -	1st January to 23d June, 1804, -	Ditto, - - -	4,886 91	
Ditto, -	1st April to 30th June, 1805, -	New York, - - -	24,803 73	
Ditto, -	1st August, 1807, to 30th June, 1808,	In ordinary, - - -	9,603 43	
New York, frigate, -	1st January to 31st December, 1802,	In ordinary, - - -	5,668 59	10,756 10
Ditto, -	In 1803, - - - - -	Mediterranean, - - -	5,087 51	
Nautilus, schooner, -	In 1804 and 1805, - - -	Mediterranean, - - -	11,223 29	11,223 29
President, frigate, -	1st July, 1803, to 31st Decem., 1804,	In ordinary, - - -	8,765 09	31,920 02
Ditto, -	1st June to 31st December, 1804, -	Norfolk, - - -	3,879 95	
Ditto, -	In 1805 and 1806, - - -	Mediterranean, - - -	8,836 63	
Ditto, -	1st November, 1807, to 31st Oct. 1808,	In ordinary, - - -	3,977 53	
Ditto, -	1st Novem. 1808, to 3d March, 1809,	Ditto, - - -	6,460 82	
Syren, brig, -	In 1805 and 1806, - - -	Mediterranean, - - -	15,577 72	17,210 83
Ditto, -	14th Nov. 1808, to 3d March, 1809,	In ordinary, - - -	1,633 11	
United States, frigate, -	1st January to 31st December, 1802,	In ordinary, - - -	2,564 78	46,924 14
Ditto, -	1st February to 31st December, 1804,	Ditto, - - -	1,374 22	
Ditto, -	1st Feb. 1806, to 31st March, 1807,	Ditto, - - -	27,771 59	
Ditto, -	1st April, 1807, to 31st March, 1808,	Ditto, - - -	11,961 03	
Ditto, -	1st April, 1808, to 3d March, 1809,	Ditto, - - -	3,252 52	
Vixen, brig, -	In 1805 and 1806, - - -	Mediterranean, - - -	11,976 56	14,555 86
Ditto, -	15th Nov. 1808, to 3d March, 1809,	In ordinary, - - -	2,579 30	
Vessels in ordinary, names not mentioned, -	1st January to 31st December, 1804,	- - - - -	9,983 83	793,793 08
	1st January to 30th September, 1805,	- - - - -	30,161 08	
	1st October, 1805, to 30th Sept. 1806,	- - - - -	20,311 68	
	1st January to 31st July, 1807, -	- - - - -	4,840 80	
	1st July to 30th September, 1808, -	- - - - -	1,591 43	
Vessels, generally, {	4th March to 30th September, 1809,	- - - - -	500,131 07	1,353,530 99
	1st October, 1809, to 30th Sept. 1810,	- - - - -	421,371 85	
	1st October, 1810, to 30th Sept. 1811,	- - - - -	432,028 07	
				2,214,212 89

## NOTE TO THE PRECEDING STATEMENT.

Although the above is a correct account of the respective sums charged to the several vessels for the periods stated, it is not to be understood as an accurate statement of the whole amount expended on the several vessels repaired at Washington: for it has been the practice, from time to time, to purchase materials for general repairs, which were charged, previous to the 4th of March, 1809, under the general head of contingencies; and of their application, or of the amount used on the respective vessels, no account was ever rendered to this office, nor is it believed that any correct account has been kept by the officers of the yard.

Since the 4th of March, 1809, in pursuance of instructions from the Comptroller of the Treasury, emanating from the provisions of the act of Congress, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments," all repairs have been charged under the general head of "repairs of vessels," without any subordinate account or designation as to vessels, and of course it would be impossible to furnish any account from this office that would afford any thing like a correct view of the sums expended in repairs on the respective vessels.

NAVY DEPARTMENT, *Accountant's Office*, January 3, 1812.

THOMAS TURNER, *Accountant*.

12th CONGRESS.]

No. 89.

[1st Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 10, 1812.

NAVY DEPARTMENT, January 9, 1812.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the Navy of the United States," respectfully report the following statements in relation to the fund:

Paper A, statement of stock on the books of the treasury, belonging to the fund.

Paper B, statement of stock in the Banks of Columbia, Union Bank, and Washington Bank, belonging to the fund.

Paper C, statement of navy pensioners, with the pension allowed to each, and the annual amount of navy pensions. [\$8,045 20.]

Paper D, account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund. [Balance in his hands 1st January, 1812, \$4,320 49.]

Paper E, abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 1st January, 1811, to 1st January, 1812. [Amount \$21,404 78.]

Paper F, account of George Macdaniel with the commissioners. [Amount of stock purchased by him, including \$94 45 for his commissions, \$19,042 85, and showing a balance in his favor of \$68 19.]

All which is respectfully submitted.

For the Commissioners of the Navy Pension Fund:

PAUL HAMILTON, *Secretary of the Navy*.

A.

*Statement of the Stock on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued for the year 1811.*

STOCKS.	Commencement of Interest.	Nominal amount of Stock.	Interest and Reimbursement for the year 1811.	Reimbursement of six per cent. and deferred stocks, to 31st Dec. 1811.	Irredeemed amount on the 1st January, 1812.
Six per cent.	January 1, 1811,	39,579 04	3,166 31	92,603 99	16,975 05
Deferred,	Do.	56,532 23	4,522 57	17,049 46	39,482 77
Three per cent.	Do.	30,895 93	926 88	-	30,895 93
Louisiana six per cent.	Do.	38,000 00	2,280 00	-	38,000 00
Converted six per cent.	Do.	3,250 00	195 00	-	3,250 00
Total.	-	\$168,257 20	\$11,090 76	\$39,653 45	\$128,603 75

I certify that the sum of eleven thousand and ninety dollars and seventy-six cents is the amount of interest and reimbursement of stock to the credit of the Commissioners of the Navy Pension Fund, which accrued during the year 1811, and that the nominal capital stock to their credit on the books of the treasury amounts to one hundred and sixty-eight thousand two hundred and fifty-seven dollars and twenty cents.

TREASURY DEPARTMENT, *Register's Office*, December 31, 1811.

JOSEPH NOURSE, *Register*.



## B.

*Statement of Bank Stock belonging to the Navy Pension Fund, standing in the name of the Commissioners.*

	Nominal Amount.	Amount of Cost.
476 complete shares Columbia Bank stock, - - - -	\$47,600 00 }	\$60,102 60
150 short do. do. - - - -	6,000 00 }	
300 complete shares Washington Bank stock, - - - -	6,000 00 }	8,200 00
200 short do. do. - - - -	2,000 00 }	
300 complete shares Union Bank stock, - - - -	7,500 00 }	10,690 50
200 short do. do. - - - -	3,000 00 }	
		78,993 10

NAVY DEPARTMENT, *Accountant's Office, December 31, 1811.*

TH. TURNER, *Accountant.*

12th CONGRESS.]

No. 90.

[1st Session.]

# NAMES, RANK, PAY, AND RATIONS, OF THE OFFICERS OF THE NAVY AND MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 4, 1812.

NAVY DEPARTMENT, *February 3d, 1812.*

SIR: In obedience to the resolution of the House of Representatives of the 23d ultimo, I have the honor of transmitting to you, herewith, to be laid before the House, paper A, which is "a statement of the name, rank, pay, and rations, of each commissioned officer and midshipman belonging to the navy of the United States, respectively."

Presuming that the House wished full information upon the subject, I shall, I hope, be excused for the liberty I have taken in adding a list of the officers of the corps of marines and of the warrant officers of the navy.

I have the honor to be, &c.

PAUL HAMILTON.

The Hon. the SPEAKER of the House of Representatives.

## A.

*Exhibit showing, at this time, the name, rank, pay, and rations, of each commissioned officer and midshipman belonging to the Navy of the United States, respectively.*

Names and Rank.	Pay.	Rations.	Remarks.
<i>Captains.</i>			
Alexander Murray, - - -	\$100 per month,	8 rations per day.	
John Rodgers, - - -	do	do	
James Barron, - - -	do	do	Suspended.
William Bainbridge, - - -	do	do	Half pay.
Hugh G. Campbell, - - -	do	do	
Stephen Decatur, - - -	do	do	
Thomas Tingey, - - -	do	do	8 rations per day additional, by law.
Charles Stewart, - - -	do	do	Half pay.
Isaac Hull, - - -	do	do	
Isaac Chauncey, - - -	do	do	
John Shaw, - - -	do	do	
John Smith, - - -	do	do	
One vacant, - - -	do	do	
<i>Masters Commandant.</i>			
John H. Dent, - - -	\$60 per month,	5 rations per day.	
David Porter, - - -	do	do	
John Cassin, - - -	do	do	
Samuel Evans, - - -	do	do	
Charles Gordon, - - -	do	do	
Joseph Tarbell, - - -	do	do	
Jacob Jones, - - -	do	do	
James Lawrence, - - -	do	do	
Charles Ludlow, - - -	do	do	Half pay.
<i>Lieutenants.</i>			
Michael B. Carroll, - - -	\$40 per month,	3 rations per day.	
Samuel Elbert, - - -	do	do	Half pay.
George W. Reed, - - -	do	do	Half pay.
Arthur Sinclair, - - -	do	do	
Christopher Gadsden, - - -	do	do	
James T. Leonard, - - -	do	do	Half pay.
Oliver H. Perry, - - -	do	do	

## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remarks.
Joseph Bainbridge, -	\$40 per month.	3 rations per day.	
John M. Gardner, -	do	do	Half pay.
William M. Crane, -	do	do	
Benjamin F. Reed, -	do	do	
Daniel T. Patterson, -	do	do	
Charles Morris, -	do	do	
Robert Henley, -	do	do	
John D. Henley, -	do	do	
Charles L. Ridgely, -	do	do	Half pay.
Samuel Angus, -	do	do	
Thomas McDonough, -	do	do	Half pay.
Lewis Warrington, -	do	do	
Octavius A. Page, -	do	do	
Johnston Blakeley, -	do	do	
James Biddle, -	do	do	Half pay.
Stephen Cassin, -	do	do	
John S. Dexter, -	do	do	
Melancthon T. Woolsey, -	do	do	
Jonathan Thorn, -	do	do	Half pay.
William H. Allen, -	do	do	
Robert T. Spence, -	do	do	
Edward Trenchard, -	do	do	
John O. Creighton, -	do	do	
James Renshaw, -	do	do	Half pay.
Bernard Henry, -	do	do	
David Deacon, -	do	do	
Louis Alexis, -	do	do	
John Downes, -	do	do	
Sidney Smith, -	do	do	
William Lewis, -	do	do	Half pay.
Hethcote J. Reed, -	do	do	
Samuel S. Blodget, -	do	do	
William S. Burrows, -	do	do	Half pay.
Thomas Brown, -	do	do	Half pay.
George Parker, -	do	do	
Nathaniel Haradan, -	do	do	
Walter Winter, -	do	do	
George Merrel, -	do	do	
Samuel Woodhouse, -	do	do	
Charles C. B. Thompson, -	do	do	
James P. Wilmer, -	do	do	
Francis J. Mitchell, -	do	do	Half pay.
Robert M. Gamble, -	do	do	Half pay.
Jacqueline B. Harvey, -	do	do	
Joseph Nicholson, -	do	do	
Alexander Wadsworth, -	do	do	
John Pettigrew, -	do	do	
Jesse D. Elliott, -	do	do	
George W. Rodgers, -	do	do	
George C. Reed, -	do	do	
Henry E. Ballard, -	do	do	
Thomas Gamble, -	do	do	
Augustus C. Ludlow, -	do	do	
Fitzhenry Babbit, -	do	do	Half pay.
William Carter, Jr., -	do	do	
Walcot Chauncey, -	do	do	
John H. Elton, -	do	do	
Edward P. Kennedy, -	do	do	
Jesse Wilkinson, -	do	do	
Horace Walpole, -	do	do	
Alexander James Dallas, -	do	do	
Benjamin J. Neale, -	do	do	Half pay.
Joseph J. Nicholson, -	do	do	
<i>Surgeons.</i>			
James Wells, -	\$50 per month,	2 rations per day.	
Edward Cutbush, -	do	do	
Peter St. Medard, -	do	do	Half pay.
George Davis, -	do	do	Half pay.
Samuel R. Marshall, -	do	do	
Larkin Griffin, -	do	do	
Lewis Hereman, -	do	do	
Michael Graham, -	do	do	
Joseph T. G. Hunt, -	do	do	
Thomas Ewell, -	do	do	
Jonathan Cowdery, -	do	do	
Samuel D. Heap, -	do	do	
Nicholas Harwood, -	do	do	
Robert L. Thorn, -	do	do	Half pay.
Samuel R. Trevett, -	do	do	
William P. C. Barton, -	do	do	
Robert B. Stark, -	do	do	
Joseph W. New, -	do	do	



## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remarks.
Joseph S. Schoolfield, -	-	-	-
George Logan, -	\$50 per month,	2 rations per day.	-
Amos A. Evans, -	do	do	-
Robert Morrell, -	do	do	-
Robert S. Kearney, -	do	do	-
John A. Brereton, -	do	do	-
James Page, -	do	do	-
John D. M'Reynolds, -	do	do	-
Surgeon's Mates.			
John Harrison, -	\$30 per month,	2 rations per day,	-
Richard C. Edgar, -	do	do	-
Stith Lewis, -	do	do	-
Samuel Horsely, -	do	do	-
Gustavus R. Brown, -	do	do	-
John A. Kearney, A. S. -	do	do	-
Theodore Vanwyck, -	do	do	-
William B. Hatfield, -	do	do	-
Manuel Phillips, -	do	do	Half pay.
Hyde Ray, -	do	do	-
Samuel Gilliland, -	do	do	-
William M. Clarke, -	do	do	Half pay.
Julius R. Shumate, -	do	do	-
William Caton, -	do	do	-
Daniel Hatfield, -	do	do	-
Bailey Washington, -	do	do	-
Robert C. Randolph, -	do	do	-
William Barnwell, -	do	do	-
Joseph G. Roberts, -	do	do	-
Walter W. New, -	do	do	-
Charles Cotton, -	do	do	-
Henry Hunt, -	do	do	-
Charles B. Hamilton, -	do	do	-
Richmond Johnson, -	do	do	-
William Belt, -	do	do	-
Samuel Vernon, -	do	do	-
Pursers.			
Isaac Garretson, -	\$40 per month,	2 rations per day,	-
Timothy Winn, -	do	do	Half pay.
Silas Butler, -	do	do	Pay cease.
Clement S. Hunt, -	do	do	-
Gwinn Harris, -	do	do	-
John H. Carr, -	do	do	-
John Greene, -	do	do	Half pay.
Nathaniel Lyde, -	do	do	-
James R. Wilson, -	do	do	-
Samuel Robertson, -	do	do	-
Samuel Hambleton, -	do	do	-
John R. Greene, -	do	do	-
Robert C. Ludlow, -	do	do	-
Robert Pottinger, -	do	do	-
John B. Timberlake, -	do	do	-
Thomas J. Chew, -	do	do	-
John Davis, -	do	do	Half pay.
Thomas Shields, -	do	do	-
Richard C. Archer, -	do	do	-
Samuel Maffit, -	do	do	-
Henry Fry, -	do	do	Half Pay.
George S. Wise, -	do	do	-
Francis A. Thornton, -	do	do	-
Humphrey Megrath, -	do	do	-
Edwin T. Satterwhite, -	do	do	-
James M. Halsey, -	do	do	Half pay.
Edward Fitzgerald, -	do	do	-
Alexander P. Darragh, -	do	do	-
Edwin W. Turner, -	do	do	Half pay.
Robert Ormsby, -	do	do	-
Robert H. Nicholls, -	do	do	Half pay.
Andrew L. Moore, -	do	do	do.
Thompson Douglass, -	do	do	do.
Henry Dennison, -	do	do	do.
John R. Shaw, -	do	do	do.
George Beale, -	do	do	do.
Ludlow Dashwood, -	do	do	do.
William Henley, -	do	do	do.
Chaplains.			
Garret Barry, -	\$40 per month,	2 rations per day,	} \$20 per month & 3 rations per day in addition, as mathematician, &c. at the yard at this place.
Andrew Hunter, -	do	do	
David P. Adams, -	do	do	
Sailing Masters.			
William Knight, -	\$40 per month,	2 rations per day,	-
James Trant, -	do	do	-

## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remarks.
David Phipps, - - -	\$40 per month,	2 rations per day.	Half pay.
John Earle, - - -	do	do	
George Farragut, - - -	do	do	
James S. Williamson, - - -	do	do	
Bartram G. Hopkins, - - -	do	do	
Joshua Herbert, - - -	do	do	
Thomas N. Gautier, - - -	do	do	Half Pay.
James E. Carr, - - -	do	do	do.
George S. Sontag, - - -	do	do	
John Gallagher, - - -	do	do	Half pay.
Samuel R. Gerry, - - -	do	do	do.
Frederick A. Leonard, - - -	do	do	do.
George R. Wright, - - -	do	do	
Nehemiah Drew, - - -	do	do	
John G. Cowell, - - -	do	do	
William Harper, - - -	do	do	
John Mooney, - - -	do	do	
John Brown, - - -	do	do	
Edward Jones, - - -	do	do	
Joseph P. Prince, - - -	do	do	
Robert Cutchin, - - -	do	do	
Lawrence W. Stith, - - -	do	do	
Jabez Prentiss, - - -	do	do	
Thomas Watts, - - -	do	do	
John Hurlburt, - - -	do	do	
Jacob Mull, - - -	do	do	
John R. Grayson, - - -	do	do	Pay cease.
William Lewis, - - -	do	do	
James P. Oellers, - - -	do	do	
John Robertson, - - -	do	do	do.
John S. Hutton, - - -	do	do	do.
Edward Barry, - - -	do	do	Half pay.
Samuel Richardet, jun. - - -	do	do	Pay cease.
Robert V. Vanvoorhees, - - -	do	do	do.
Jonathan D. Ferris, - - -	do	do	Half pay.
John Percival, - - -	do	do	
Lewis B. Page, - - -	do	do	
Samuel G. Jerauld, - - -	do	do	do.
James Frazer, - - -	do	do	
Salvador Catalano, - - -	do	do	
George Ulrick, - - -	do	do	
Augustus Ford, - - -	do	do	do.
James Rodgers, - - -	do	do	
Stephen Bernard, - - -	do	do	
William Johnson, - - -	do	do	
Richard Dealy, - - -	do	do	
John D. Sloat, - - -	do	do	
Henry Wilkinson, - - -	do	do	
<i>Boatswains.</i>			
George Hodge, - - -	\$20 per month,	do	
James B. Potts, - - -	do	do	
Thomas Whitehead, - - -	do	do	
William Berry, - - -	do	do	
John N. Cannon, - - -	do	do	
John Adams, - - -	do	do	
Thomas Smith, - - -	do	do	
John Quilling, - - -	do	do	
Edward Linscot, - - -	do	do	
John McCloud, - - -	do	do	
Peter Adams, - - -	do	do	
John Unsworth, - - -	do	do	
Evans Jenkins, - - -	do	do	
Thomas Watson, - - -	do	do	
Michael Roberts, - - -	do	do	
James Hughes, - - -	do	do	
Alexander Brown, - - -	do	do	
David Eaton, - - -	do	do	
<i>Gunners.</i>			
John Brown, - - -	do	do	
William Taylor, - - -	do	do	
James Moore, - - -	do	do	
Anthony Currie, - - -	do	do	
Augustus Duncan, - - -	do	do	
John Taylor, - - -	do	do	
John Hays, - - -	do	do	
James Walman, - - -	do	do	
George Jackson, - - -	do	do	
William Cowan, - - -	do	do	
Humphrey Alden, - - -	do	do	
Augustus Dundass, - - -	do	do	
Thomas Blair, - - -	do	do	
Peter Joseph, - - -	do	do	
Thomas Barry, - - -	do	do	
— Sheppard, - - -	do	do	
John Mayrick, - - -	do	do	



## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remarks.
<i>Sail Makers.</i>			
Robert Davidson, - -	\$20 per month.	2 rations per day.	
Jacob Vanden Boss, - -	do	do	
Patrick Keogh, - -	do	do	
John Mankins, - -	do	do	
Samuel Peirce, - -	do	do	
Henry Murphey, - -	do	do	
David Navara, - -	do	do	
John Hughes, - -	do	do	
John A. Ball, - -	do	do	
James Baker, - -	do	do	
John D. Rodgers, - -	do	do	
Martin Culpeper, - -	do	do	
Samuel Creswell, - -	do	do	
John Tremble, - -	do	do	
<i>Carpenters.</i>			
Robert Fell, - -	do	do	Half pay.
George Painter, - -	do	do	
Samuel R. Rodgers, - -	do	do	
John Nicholson, - -	do	do	
Jonathan Gedney, - -	do	do	
John Frazer, - -	do	do	
John Kane, - -	do	do	
James Main, - -	do	do	
John Berrien, - -	do	do	
Bradstead Brarurs, - -	do	do	
Michael Mullany, - -	do	do	
James Sturges, - -	do	do	
William Pook, - -	do	do	
John Crowley, - -	do	do	
<i>Midshipmen.</i>			
Walter G. Anderson, - -	\$19 per month,	do	
William H. Allen, - -	do	do	
Samuel W. Adams, - -	do	do	do.
James Adams, - -	do	do	
Robert Adam, - -	do	do	
Henry Aulic, - -	do	do	
Samuel D. Armour, - -	do	do	
Thomas Allison, - -	do	do	
James Armstrong, - -	do	do	
Matthias C. Atwood, - -	do	do	
John J. Abernethie, - -	do	do	do.
Albert A. Alexander, - -	do	do	do.
Walter Boyd, - -	do	do	
George Budd, - -	do	do	
Charles A. Budd, - -	do	do	
Samuel Bond, - -	do	do	
Thomas Brereton, - -	do	do	do.
Benjamin W. Booth, - -	do	do	
Joseph L. Biggs, - -	do	do	
William Brooks, - -	do	do	
Samuel H. Bullus, - -	do	do	do.
James Bliss, - -	do	do	
Thomas Beatty, - -	do	do	
John Bell, - -	do	do	
Frederick Baur, - -	do	do	
Cadwallader Billings, - -	do	do	
Edward Ballard, - -	do	do	do.
Joseph Brailsford, - -	do	do	
Benjamin Blount, - -	do	do	
Edward B. Babbitt, - -	do	do	
Thomas S. Blodget, - -	do	do	Half pay.
F. B. Bellevue, - -	do	do	
William H. Brailsford, - -	do	do	
Thomas S. Brown, - -	do	do	
James H. Dallas, - -	do	do	
John H. Bird, - -	do	do	
William Berry, - -	do	do	
Samuel L. Breese, - -	do	do	
Thomas Barlow, - -	do	do	
Charles Boarman, - -	do	do	
William Brown, - -	do	do	
William Boerum, - -	do	do	
John C. Baker, - -	do	do	Half pay.
William Belt, - -	do	do	
Charles Berry, - -	do	do	
Alexander Belcher, - -	do	do	Half pay.
Thomas H. Bowyer, - -	do	do	do.
William Bonnell, - -	do	do	do.
Alexander Claxton, - -	do	do	
David Connor, - -	do	do	
Augustus Conkling, - -	do	do	
William H. Cocke, - -	do	do	

## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remark.
Charles E. Crawley, - -	\$19 per month,	2 rations per day.	Half pay.
Benjamin Cooper, - -	do	do	
Joseph Cassin, Jun., - -	do	do	
William S. Cox, - -	do	do	
John H. Clack, - -	do	do	
William Cutter, - -	do	do	
Thomas Crabb, - -	do	do	Half pay.
Charles T. Clarke, - -	do	do	
Thomas Cunningham, - -	do	do	
John Chew, - -	do	do	Half pay.
Thomas Claxton, - -	do	do	
John Cowan, - -	do	do	
William B. Clarke, - -	do	do	
William H. Chaille, - -	do	do	
Richard Caton, - -	do	do	
Charles O. Cannon, - -	do	do	
Joseph Cross, - -	do	do	
Charles H. Caldwell, - -	do	do	
Thomas Colter, - -	do	do	
John Cook, - -	do	do	
John S. Chauncey, - -	do	do	Half pay.
Thomas Doyley, - -	do	do	
Glen. Drayton, - -	do	do	
Enos R. Davis, - -	do	do	
John T. Drury, - -	do	do	
Robert Douglass, - -	do	do	Half pay.
James A. Dudley, - -	do	do	
William Dawson, - -	do	do	
John Bell, - -	do	do	
Bladen Dulany, - -	do	do	
Richard Delphey, - -	do	do	
Richard Dashiell, - -	do	do	
Gozen De Hart, - -	do	do	
Pollard Davis, - -	do	do	
Hill Dorsey, - -	do	do	
Silas Duncan, - -	do	do	
John Davies, - -	do	do	
Edward W. Dowse, - -	do	do	
Abraham J. Delyon, - -	do	do	
J. T. W. H. Dayton, - -	do	do	Half pay.
Samuel Downing, - -	do	do	
James W. Dulany, - -	do	do	Half pay.
Maximilian A. Devaux, - -	do	do	do.
St. Clair Elliott, - -	do	do	
John J. Edwards, - -	do	do	Half pay.
Richard G. Edwards, - -	do	do	
Guy Ely, - -	do	do	
William Elliott, - -	do	do	
Richard B. Egerton, - -	do	do	
Edwin Essex, - -	do	do	
John Evans, - -	do	do	
Joseph Eastburn, - -	do	do	
John W. Edelin, - -	do	do	
James Elsey, - -	do	do	Half pay.
William W. Edwards, - -	do	do	
John M. Funk, A. L., - -	do	do	
William Finch, A. L., - -	do	do	
William A. C. Farragut, - -	do	do	
Richard Fox, - -	do	do	Half pay.
Peter Faysoux, Jun., - -	do	do	
Dulany Forrest, - -	do	do	
James William Forrest, - -	do	do	
Ambrose D. Field, - -	do	do	
J. G. Farragut, - -	do	do	Half pay.
Glasgow Farragut, - -	do	do	
John H. Fostick, - -	do	do	Half pay.
French Forrest, - -	do	do	do.
Andrew Fitzhugh, - -	do	do	
Edgar Freeman, - -	do	do	
Robert Field, - -	do	do	
William W. Feltus, - -	do	do	Half pay.
William Garrard, - -	do	do	do.
John D. Goodwin, Jun., - -	do	do	
John W. Gibbes, A. M., - -	do	do	
Francis H. Gregory, - -	do	do	
Henry Geddes, - -	do	do	Half pay.
John Gassaway, - -	do	do	
Henry Gilliam, - -	do	do	
Peter Gamble, - -	do	do	
John Gwinn, - -	do	do	
Francis B. Gamble, - -	do	do	
George W. Graham, - -	do	do	
William L. Gordon, - -	do	do	
David Geisinger, - -	do	do	
Lewis German, - -	do	do	



## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remarks.
Edward Greenwell, - -	\$19 per month.	2 rations per day.	
Frederick Gibbon, - -	do	do	
William Gyles, - -	do	do	Half pay.
William Grimbail, - -	do	do	do.
Charles Gaunt, - -	do	do	
Allen Griffin, - -	do	do	Half pay.
Henry Gray, - -	do	do	
Jacob Hite, - -	do	do	
Beekman Van Hoffman, A. L. -	do	do	
Edward H. Hadoway, - -	do	do	Half pay.
William H. Hadoway, - -	do	do	
William B. Hall, - -	do	do	Half pay.
Thomas Hendrey, jr. - -	do	do	do.
William M. Hunter, - -	do	do	
John Hill, jun. - -	do	do	
Thomas Holdup, - -	do	do	
Julius Humphreys, - -	do	do	
Samuel Henley, - -	do	do	
William Hall, - -	do	do	Half pay.
Archibald Hamilton, - -	do	do	
George Hamersley, - -	do	do	
Richard S. Heath, - -	do	do	
Edward F. Howell, - -	do	do	
Warren Hall, - -	do	do	
Thomas Heriott, - -	do	do	
Henry W. Harrington, - -	do	do	
Andrew Haslett, - -	do	do	
Thomas P. Harrison, - -	do	do	
Frederick E. Hedges, - -	do	do	Half pay.
Richard Hunter, - -	do	do	do.
Walter L. Hays, - -	do	do	do.
William I. Harper, - -	do	do	do.
Horace Humphreys, - -	do	do	do.
John Holcomb, - -	do	do	do.
Robert Hamersley, - -	do	do	do.
Richard Hubbard, - -	do	do	do.
David G. Ingraham, - -	do	do	
Charles Jones, - -	do	do	
T. A. C. Jones, - -	do	do	
William Jasper, - -	do	do	
John H. Jarvis, - -	do	do	
Ansel Jenny, - -	do	do	
Philander Jones, - -	do	do	
Enoch Johns, - -	do	do	
John S. Johnson, - -	do	do	
William Jameson, - -	do	do	Half pay.
James T. Jackson, - -	do	do	do.
Lawrence Kearney, A. L. -	do	do	
Beverly Kennon, - -	do	do	
John L. Kane, - -	do	do	
Lewis Keen, - -	do	do	Half pay.
John I. H. Lewis, - -	do	do	
Charles Lacey, - -	do	do	
Green Lynch, - -	do	do	
Henry Laub, - -	do	do	
Charles Lecompte, - -	do	do	
William K. Lattimer, - -	do	do	
James H. Ludlow, - -	do	do	
William Laughton, - -	do	do	
Cortlandt Livingston, - -	do	do	
James M. Lewis, - -	do	do	
John H. Luckett, - -	do	do	Half pay.
William A. Lee, - -	do	do	
Philip F. Livingston, - -	do	do	Half pay.
Enoch Lowe, - -	do	do	do.
Thomas Jefferson Leib, - -	do	do	do.
Henry Leshner, - -	do	do	do.
James M'Glaughon, - -	do	do	do.
John R. Madison, - -	do	do	
Joseph S. M'Pherson, - -	do	do	
Samuel P. Macomber, - -	do	do	Half pay.
Horace F. Marcellin, - -	do	do	
Edward M'Call, A. L. -	do	do	
Charles W. Morgan, - -	do	do	
Rufus Mayrant, - -	do	do	Half pay.
William F. Madison, jun. -	do	do	
William H. Meyer, - -	do	do	
A. Motley, - -	do	do	
Charles F. Macawley, - -	do	do	
Stephen D. M'Knight, - -	do	do	
John M. Maurey, - -	do	do	
William Mervine, - -	do	do	Half pay.
Moses Morrell, - -	do	do	
Thomas W. Magruder, - -	do	do	
Isaac Mayo, - -	do	do	

## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remarks.
Manuel Morales, -	\$19 per month.	2 rations per day.	
Isaac M'Kever, -	do	do	
Daniel M'Kenzie, -	do	do	
Lawrence Montgomery, -	do	do	
Eleazer H. Massey, -	do	do	
William E. M'Kinney, -	do	do	Half pay.
Thomas M'Neir, -	do	do	
William Mayo, -	do	do	
James L. Morris, -	do	do	
Francis T. Merrick, -	do	do	
Paul R. Mazyck, -	do	do	
James M'Lachlan, -	do	do	Half pay.
Walter Monteath, -	do	do	
Nathaniel Mitchell, -	do	do	
George M'Cawley, -	do	do	Half pay.
James M'Gowan, -	do	do	
John M'Caw, -	do	do	
Robert Mitchell, -	do	do	
John M'Allister, -	do	do	Half pay.
William Macheseaney, -	do	do	do.
James M'Kay M'Intosh, -	do	do	do.
William M'Cluguy, -	do	do	do.
William M'Lean, -	do	do	
John B. Nicholson, A. L. -	do	do	
Nathaniel D. Nicholson, A. M. -	do	do	
Otho Norris, -	do	do	Half pay.
Henry S. Newcomb, -	do	do	
John T. Newton, -	do	do	
James Nicholson, -	do	do	
Robert Nichols, -	do	do	
James Nicholson, -	do	do	
Henry Olcott, -	do	do	
Edward Olmstead, -	do	do	
William Odenheimer, -	do	do	
James Ord, -	do	do	Half pay.
William Ogden, -	do	do	do.
Henry W. Ogden, -	do	do	
William Peters, A. L. -	do	do	
John Porter, A. L. -	do	do	Half pay.
George Pearce, -	do	do	
William C. Pierpont, -	do	do	
Raymond H. T. Perry, A. L. -	do	do	
Foxall A. Parker, -	do	do	
William Peabody, -	do	do	
Nicholas Pepe, -	do	do	
Michael Perrault, -	do	do	
John Packet, -	do	do	
William P. Piercy, -	do	do	
John Phillips, -	do	do	
Matthew C. Perry, -	do	do	
John Pitt, -	do	do	Half pay.
Cyrus Parry, -	do	do	
George Patton, -	do	do	
Andrew Pentland, -	do	do	
Benjamin Page, -	do	do	
Silas N. Phelps, -	do	do	
William P. Potts, -	do	do	Half pay.
James A. Perry, -	do	do	do.
William Pottinger, -	do	do	
Hugh N. Page, -	do	do	Half pay.
Hiram Paulding, -	do	do	
Lazarus Petty, -	do	do	Half pay.
Thomas Pettigrew, -	do	do	do.
Charles W. Rivers, -	do	do	
Samuel Renshaw, -	do	do	
James Reiley, -	do	do	
James Roney, -	do	do	Half pay.
Lucius Q. C. Roberts, -	do	do	
Louis Rousseaux, -	do	do	
Robert M. Rose, -	do	do	
Henry B. Rapp, -	do	do	
John T. Ritchie, -	do	do	
Walter Rodgers, -	do	do	
William L. Rodgers, -	do	do	
John Rodgers, -	do	do	Half pay.
William Ramsay, -	do	do	do.
James W. H. Ray, -	do	do	do.
James Roberts, -	do	do	
John R. Sherwood, A. M. -	do	do	
Walter Stewart, A. L. -	do	do	
Robert Spedden, -	do	do	
John T. Shubrick, -	do	do	
Frederick W. Smith, -	do	do	
Joseph E. Smith, -	do	do	
James Saunders, -	do	do	



## EXHIBIT--Continued.

Names and Rank.	Pay.	Rations.	Remarks.
George Senat, - - -	\$19 per month.	2 rations per day.	
Joseph Smith, - - -	do	do	Half pay.
George W. Storer, - - -	do	do	
Charles W. Skinner, A. M. - - -	do	do	
James B. Segurney, - - -	do	do	
John Stansbury, - - -	do	do	
Edward Shubrick, - - -	do	do	
James Sprigg, - - -	do	do	
Charles T. Stallings, - - -	do	do	
A. C. Stout, - - -	do	do	
William C. Shields, - - -	do	do	
William Sinclair, - - -	do	do	
Gustavus W. Spooner, - - -	do	do	
James Stewart, - - -	do	do	Half pay.
William D. Salter, - - -	do	do	
William A. Spencer, - - -	do	do	
John Saunders, - - -	do	do	
Joseph G. Smith, - - -	do	do	
Silas H. Stringham, - - -	do	do	
Richard Stewart, - - -	do	do	
Ambrose D. Spencer, - - -	do	do	
Joseph Smoot, - - -	do	do	
Thomas S. Suggette, - - -	do	do	
Charles Smith, - - -	do	do	
John T. Stone, - - -	do	do	
Clement U. Stevens, - - -	do	do	
Robert F. Stockton, - - -	do	do	Half pay.
Charles F. Sherburne, - - -	do	do	do.
Charles Springer, - - -	do	do	do.
William Sim, - - -	do	do	do.
Augustus Swartwout, - - -	do	do	do.
Robert E. Searcey, - - -	do	do	
Daniel Turner, - - -	do	do	
Thomas Tillinghast, - - -	do	do	
Dugomier Taylor, - - -	do	do	
Samuel Truit, - - -	do	do	
George Tomlin, - - -	do	do	
John Tayloe, - - -	do	do	
Thomas Thomas, - - -	do	do	
Benjamin Thomson, - - -	do	do	
Thomas A. Tippet, - - -	do	do	
Abraham Ten Eyck, - - -	do	do	
William Temple, Jr. - - -	do	do	
Edward H. Tillotson, - - -	do	do	Half pay.
Ira Titus, - - -	do	do	
Joseph Thompson, - - -	do	do	Half pay.
Charles A. Thompson, - - -	do	do	do.
Samuel Vail, - - -	do	do	
George Vancleave, - - -	do	do	
Philip F. Voorhees, - - -	do	do	
Lewis Veine, - - -	do	do	
Ralph Voorhees, - - -	do	do	
James Wilson, A. L. - - -	do	do	
Henry Wells, A. L. - - -	do	do	
William H. Watson, - - -	do	do	
Thomas T. Webb, - - -	do	do	
Emanuel Wilmer, - - -	do	do	
Joseph Wragg, - - -	do	do	
Nelson Webster, - - -	do	do	
Stephen Wilson, - - -	do	do	
Samuel W. Washington, - - -	do	do	Half pay.
Richard Winter, - - -	do	do	
John A. Wish, - - -	do	do	
Thomas Wyman, - - -	do	do	
Daniel R. Walker, - - -	do	do	
William A. Weaver, - - -	do	do	
James Williams, - - -	do	do	Half pay.
Kirwin Waters, - - -	do	do	
C. G. T. Worthington, - - -	do	do	Half pay.
Jonathan D. Williamson, - - -	do	do	
Charles L. Williamson, - - -	do	do	
Augustus Wall, - - -	do	do	Half pay.
Alfred Wall, - - -	do	do	do.
Ephraim Whitlock, - - -	do	do	
John Y. Yarnall, - - -	do	do	Half pay.
Paul Zantzing, - - -	do	do	
MARINE CORPS.			
Lieut. Colonel Commanding.			
Franklin Wharton, - - -	\$75 per month,	12 rations per day, and \$12 per month, forage; say 6 rations per day, and 6 do. as commandant.	

## EXHIBIT—Continued.

Names and Rank.	Pay.	Rations.	Remarks.
<i>Major.</i>			
Daniel Carmick, -	\$50 per month,	10 rations per day, and \$10 per month, forage; say 4 rations per day, and 6 do. as commandant of a separate post.	
<i>Captains.</i>			
John Hall, -	\$40 per month,	3 rations per day,	
Anthony Gale, -	do	do	
Henry Caldwell, -	do	do	
Robert Greenleaf, -	do	do	
John Williams, -	do	do	
Archibald Henderson, -	do	do	
<i>First Lieutenants.</i>			
Richard Smith, -	\$30 per month,	3 rations per day,	
Robert D. Wainright, -	do	do	
William Anderson, -	do	do	
Thomas R. Swift, -	do	do	
Lee Massey, jr. -	do	do	
John Brooks, jr. -	do	do	
Samuel Miller, -	do	do	
Ichabod B. Crane, -	do	do	
Roger Jones, -	do	do	
William M. Parker, -	do	do	
John Crabb, -	do	do	
Henry H. Ford, -	do	do	
James H. Boyle, -	do	do	
Alexander L. Madison, -	do	do	
William Bush, -	do	do	
John M. Gamble, -	do	do	
Francis D. Cummins, -	do	do	
Joseph Woodson, -	do	do	
<i>Second Lieutenants.</i>			
Robert B. Riddell, -	\$25 per month,	2 rations per day,	
Robert Moseby, -	do	do	
James Broom, -	do	do	
Charles Hanna, -	do	do	
Alexander G. Sevier, -	do	do	
Alfred Grayson, -	do	do	
Ebenezer H. Cummins, -	do	do	
William Strong, -	do	do	
John Urquhart, -	do	do	
John Heath, jr. -	do	do	
James McDowell, -	do	do	
John C. C. Gunn, -	do	do	

12th CONGRESS.]

No. 91.

[1st Session.

## NUMBER OF VESSELS IN SERVICE, AND ESTIMATES OF REPAIRING AND FITTING FOR SERVICE THOSE IN ORDINARY.

COMMUNICATED TO THE SENATE, FEBRUARY 21, 8112.

Mr. GILES, from the committee appointed to consider "the bill concerning the naval establishment," reported amendments to the said bill; together with the following documents explanatory of the same.

COMMITTEE CHAMBER, December 12th, 1811.

Sir:

In obedience to instructions from the committee of the Senate to whom so much of the President's message, as concerns our foreign relations is referred, I do myself the honor to request information from you upon the following points:

- 1st. What is the number of ships of war now in service and the force of them, respectively?
- 2d. Are any repairs necessary for them at this time, and, if so, what would be the probable expense of such repairs?
- 3d. Are there any ships of war worthy of repair, not now in service?
- 4th. If so, what would be the probable expense of such repairs?
- 5th. Within what time could such repairs probably be completed?
- 6th. What additional number of men would be required to man such ships when repaired?
- 7th. What would be the probable expense of the officers and men required for manning such ships for one year?

And, also, the expenses of the officers and men of the ships, now in service, for the same period?

Be pleased, sir, to accept assurances of my high consideration, &c.

WM. B. GILES, *Chairman.*The Honorable PAUL HAMILTON, *Secretary of the Navy.*



NAVY DEPARTMENT, *December 14th, 1811.*

SIR: I have had the honor of receiving your letter of the 12th instant. We have now in service the following ships of war, viz:

Frigate President,	-	-	rating 44 guns.	Brig Argus,	-	-	rating 16 guns
United States,	-	-	44	Siren,	-	-	16
Constitution,	-	-	44	Vixen,	-	-	14
Congress,	-	-	36	Nautilus,	-	-	14
Essex,	-	-	32	Oneida,	-	-	16
Ship John Adams,	-	-	20	Enterprise,	-	-	14
Wasp,	-	-	18	Viper,	-	-	10
Hornet,	-	-	18				

None of these vessels, excepting the Enterprise, do at this time require repairs. The Enterprise is repairing at the yard at this place. The expense of her repairs will be very inconsiderable.

The annual expense of keeping these vessels, and the gun boats in commission, in a state of repair, is estimated at \$315,000, and this item is included in the navy estimate submitted for the year 1812.

We have the following ships of war, not now in service, viz: the Chesapeake, the Constellation, the New York, rating thirty-six guns each. The Adams and the Boston, rating thirty-two guns each. Of these, no doubt is entertained of the Chesapeake, the Constellation, and the Adams, being worthy of repair. As to the New York and Boston, some doubts have been expressed; a satisfactory opinion cannot, however, be formed, until they shall be opened and thoroughly examined. They are vessels of approved model, and I rather incline to the opinion, that they might be repaired for a sum considerably less than their original cost. The following table affords, at one view, answers to your third, fourth, and fifth queries; and, for the information of the committee, other information is added, which it is hoped will be acceptable.

NAMES OF VESSELS.	Rate.	Original cost, including every expense.	Probable expense of repairing.	Time it will take to repair them.	No. of petty officers, able seamen, ordinary seamen, & boys, required.	No. of marines required.	Annual expense.
Chesapeake, - -	36	\$220,677 80	\$120,000 00	Six months.	298	51	\$102,253
Constellation, -	36	314,212 15	120,000 00	Do.	298	51	102,253
New York, - -	36	159,639 60	120,000 00	Do.	298	51	102,253
Adams, - -	32	76,622 27	60,000 00	Do.	257	46	81,607
Boston, - -	32	119,570 04	60,000 00	Do.	257	46	81,607
		\$890,721 86	\$480,000 00		1,408	245	\$169,973

The number of seamen, ordinary seamen, and boys, exclusive of petty officers, required to man the vessels above stated, is

And we have at this time in service, - - - - - 1,220  
4,010

Whole number required for the vessels of war and gunboats now in commission, and for the five vessels above stated, - - - - - 5,230

The number of seamen authorized by law, is as follows:

See Laws, vol. 8, p. 108, act of 21st April, 1806, - - - - - 925  
Do. do. 112, do. 3d March, 1807, - - - - - 500  
Do. 9, 206, do. 31st January, 1809, - - - - - 3,600

Whole number authorized by law, - - - - - 5,025

Hence, if all the vessels of war and gunboats, now in commission, be kept in service, and it should be determined to man the five frigates above stated, there would, in the number authorized by law, be a deficiency of (seamen) - - - - - 205

Of the seamen, stated as necessary for the vessels of war and gunboats now in commission,

The vessels of war require - - - - - 2,346  
The gunboats require - - - - - 1,488  
Vessels and gunboats in ordinary, - - - - - 176

Making, as above stated, - - - - - 4,010

The number of marines authorized by law, exclusive of commission officers, is - - - - - 1,923

The vessels of war and gunboats, now in commission, require - - - - - 805

The different stations on shore require, - - - - - 473

The five frigates, if put in commission, would require - - - - - 245

Making, - - - - - 1,523

Hence, the number of marines, at this time authorized by law, is more than sufficient to enable the Executive to man the five frigates now in ordinary, and to keep in service all the ships of war and gunboats now in commission.

The probable annual expense, in service, of the five ships now in ordinary, would, as before stated, be \$469,973; but, for the year 1812, their expense, in service, would probably not exceed half that sum, because it would take half the year to repair them.

The navy estimate, for the year 1812, amounts to - - - - - \$2,502,003 90

That is to say:

The expense of the corps of marines, - - - - - \$228,905 90  
Navy yards, &c. - - - - - 60,000 00  
Ordnance, - - - - - 60,000 00  
Ships of war in commission and in ordinary, and gunboats in ordinary, - - - - - 1,403,098 00  
Gunboats in commission, - - - - - 750,000 00

\$2,502,003 90

If it should be determined to put the five frigates, now in ordinary, in actual service, an addition to the number of captains at this time authorized by law (thirteen) will be necessary, as several of those now on the roll are, from age and bodily infirmities, unfit for actual service at sea.

I have the honor to be, with great respect, sir, your most obedient servant,

Honorable WILLIAM B. GILES,

*Chairman of the Committee on Foreign Relations, Senate.*

PAUL HAMILTON.

COMMITTEE CHAMBER, *February 4th, 1812.*

SIR:

In obedience to instructions from the committee of the Senate to whom was referred so much of the President's message as concerns the relations between the United States and Great Britain and France, and to whom, also, was referred a bill from the House of Representatives, entitled "An act concerning the naval establishment," I do myself the honor to request a more detailed estimate of the probable expenses of repairing the frigates of the United States than is contained in your report to the committee of the 14th of December last; and likewise to inform the committee whether, since that time, any further examination has been made into the condition of the New York and Boston frigates, so as to ascertain, with more certainty than could then be done, the propriety of providing for their repairs.

I am further instructed by the committee to ask the favor of your personal attendance in the committee chamber, when reports upon these subjects shall be made, prepared to give such additional information, respecting the several subjects herein mentioned, as may be required by the committee.

Be pleased, sir, to accept assurances of my high consideration, &c.

WM. B. GILES, *Chairman.*

The Honorable PAUL HAMILTON, *Secretary for the Navy Department.*

NAVY DEPARTMENT, *February 13th, 1812.*

SIR:

I have had the honor of receiving your letter of the 14th inst. requiring "a more detailed estimate of the probable expenses of repairing the frigates of the United States than is contained in my report of the 14th December last."

So far as respects the repairs of the hulls of these frigates, it is altogether impracticable to prepare an estimate in detail with any degree of accuracy, until the hulls shall be opened, and every timber and plank minutely inspected. So far, however, as respects their equipment with masts, spars, sails, water casks, boats, blocks, rigging, cables, &c. the probable expense can be satisfactorily ascertained; and I have accordingly had prepared, and now transmit—

Paper A, which is an estimate of the expense of the standing and running rigging required for the frigate Constellation.

Paper B, which is an estimate of the expense of masts, yards, and spars, for the same frigate.

Paper C, which is an estimate of the expense of sails, hammocks, &c. for the same.

Paper D, which is an estimate of the expense of water casks, buckets, kids, cans, &c.

Paper E, which is an estimate of the expense of boats, oars, and boats hooks.

Paper A A, which is a general estimate of the cost of such articles, including paints, blocks, &c. for the five frigates Constellation, Chesapeake, New York, Boston, and Adams, amounting to the sum of \$263,306 86

In my communication to you of the 14th December, 1811, it was stated that, for repairing the hulls of these frigates, and equipping them for sea, there would be required the sum of \$480,000 00

as stated in the paper AA; the expense of repairing them, exclusive of their hulls, will probably 263,306 86

which leaves for the expense of repairing their hulls, and for small stores, the sum of 216,693 41

Since my communication to you of the 14th December last, I required of the captain commandant of the navy yard at this place to have the frigates New York and Boston re-examined by the carpenters of the yard; and the following is the result of such re-examination, as reported to me by Captain Tingey:

"DECEMBER 31st, 1811.

"The master and the foreman of the ship-carpenters, having been ordered to re-examine the state of the frigates New York and Boston, report as follows:

#### FRIGATE NEW YORK.

"Her floor timbers and first futtocks are of white oak—twenty-six of the floors, (those in the extremes) and the whole of the first futtocks, must be replaced with new. Her second and third futtocks and top timbers are of live oak, cedar, and locust, and appear tolerably sound, particularly those of live oak. The fore and the after end of the keelson, all the ceiling, decks, beams, knees, wales, upper works, and part of her bottom plank, will require to be new. Probably, however, some of the knees will answer again, or suit for a smaller vessel."

#### FRIGATE BOSTON.

"Her frame is of white oak, and a great part of it appears to be rotten. Her floor timbers and first futtocks appear in a better state. The second and third futtocks, top timbers, stern frame, and all forward, together with most of her ceiling, seams, knees, wales, upper works, decks, and part of her bottom plank must be new."

This examination has, no doubt, been as perfect as it could be made; but until the vessels themselves shall be opened, and every timber and plank minutely inspected, a satisfactory opinion as to their being worthy of repair cannot be formed.

No doubt of the Constellation, Chesapeake, and Adams, being worthy of repair, has ever been entertained by any practical man.

I have the honor to be, with great respect, sir, your most obedient servant,

HON. WILLIAM B. GILES, *Chairman of a Committee, Senate.*

PAUL HAMILTON.



## A.

*Estimate of Cordage, &c. necessary for the equipment and stores of the frigate Constellation, corresponding with the supplies issued to the frigate Congress.*

For standing and running rigging, and stores complete, from 2 to 8 inch rope,	65,649 at 18 cents	\$11,816 82
Ratline, assorted,	3,905 ditto	702 90
Spun yarn ditto,	6,718 ditto	1,209 34
Worming and seining line,	726 20 cents	145 20
White lines, marline, and houseline,	650 30 cents	195 00
Twine,	50 1 dollar	50 00
White cordage, fine, for wheel ropes,	308 25 cents	77 00
Seven hawsers and tow lines,	9,603 18 cents	1,728 54
Two messengers, fine,	2,612 20 cents	522 40
Five cables, 19 inch,	45,486 18 cents	8,252 28
Three buoy ropes,	1,200 ditto	216 00
		<u>\$24,915 38</u>

THOS. TINGEY.

## B.

*Number and value of yards, masts, and spars, for completely fitting the frigate Constellation for sea.*

Bowsprit, complete,	\$524 00	Main cap,	\$12 00
Fore mast,	620 00	Main top mast cross trees,	28 00
Two fore top masts,	155 52	Main top mast cap,	8 50
Two fore top-gallant masts,	81 20	Fore top, trussel and cross trees,	260 00
Two fore yards,	279 00	Fore cap,	12 00
Two fore topsail yards,	113 84	Fore top mast cross trees,	26 00
Two fore top-gallant yards,	31 20	Fore top mast cap,	7 50
Two fore royal yards,	13 00	Mizzen top, trussel and cross trees,	143 00
Main mast,	704 00	Mizzen cap,	8 00
Two main top masts,	165 60	Mizzen top mast cross trees,	14 50
Two main top-gallant masts,	84 80	Fore, main, and mizzen cap shores,	6 00
Two main yards,	328 06	Fore, main, and mizzen top rails,	12 00
Two main topsail yards,	134 68	Three lower studdingsail booms,	84 15
Two main top-gallant yards,	38 70	Three fore top mast do.	54 00
Two main royal yards,	16 80	Three fore top-gallant do.	27 00
Mizzen mast,	328 50	Three fore royal do.	12 00
Two mizzen top masts,	103 08	Three main top mast do.	60 75
Two mizzen top gallant masts,	35 20	Three main top-gallant do.	30 60
Two cross jack yards,	137 28	Three main royal do.	13 86
Two mizzen topsail yards,	44 00	Three mizzen top-gallant do.	15 84
Two mizzen top-gallant yards,	17 40	Three mizzen royal do.	6 75
Two mizzen royal yards,	7 60	Four lower studdingsail yards,	28 08
Mizzen or spanker boom,	67 34	Three fore top mast do.	21 06
Mizzen gaff,	43 66	Three fore top-gallant do.	11 40
Trysail mast,	19 80	Three fore royal do.	6 75
Two jib booms,	93 60	Three main top mast do.	21 06
Two flying jib booms,	45 00	Three main top-gallant do.	12 48
Spritsail yard,	56 92	Two mizzen top-gallant do.	4 00
Spritsail topsail yard,	15 60	Two mizzen royal do.	2 00
Two martingales,	44 72	Aggregate of masts, booms, and sprits, for boats,	74 89
Main top, trussel trees, and cross trees,	280 50	Two main royal studdingsail yards,	3 25
			<u>\$5,658 02</u>

THOS. TINGEY.

NAVY YARD, Washington, February 11th, 1812.

## C.

*Estimate of the value of Canvass and other materials, necessary for the equipment of the frigate Constellation.*

Sails of Russia Duck.			
1 main course,	-	668 yards,	
1 fore do.	-	555	
1 main topsail,	-	684	
1 fore topsail,	-	581	
1 mizzen topsail,	-	389	
1 spanker,	-	374	
1 mizzen staysail,	-	177	
1 fore top mast staysail,	-	120	
1 main storm staysail,	-	269	
1 fore do. do.	-	124	
1 mizzen do. do.	-	124	
1 quarter deck awning,	-	182	
1 poop do. do.	-	160	
6 coats for masts,	-	46	
		4,453 yards, or	
117 bolts, at 26 dollars per bolt.	-	-	\$ 3,042 00
Sails of Canvass, No. 5.			
1 main top-gallantsail,	-	240 yards,	
1 fore do. do.	-	208	

## C--Continued.

<i>Sails of Canvass, No. 5.</i>			
1 jib,	-	-	339
2 lower studdingsails,	-	-	706
2 main top mast do.	-	-	544
2 fore top mast do.	-	-	462
1 main top mast staysail,	-	-	390
1 suit of sails for launch, (long boat)	-	-	120
81½ bolts, at 18 dollars per bolt,	-	-	3,009 yards, or
			1,467 00
<i>Sails, &amp;c. of Canvass, No. 6.</i>			
1 mizzen top-gallantsail,	-	-	124 yards,
1 middle staysail,	-	-	210
1 main top-gallant staysail,	-	-	179
5 windsails,	-	-	160
18 bolts, at 17 dollars per bolt,	-	-	673 yards, or
			306 00
<i>Sails, &amp;c. of Ravens Duck.</i>			
1 main royal,	-	-	112 yards,
1 fore do.	-	-	91
1 mizzen royal,	-	-	56
1 flying jib,	-	-	184
1 upper top gallant staysail,	-	-	123
1 main royal staysail,	-	-	102
1 mizzen top mast staysail,	-	-	110
1 mizzen middle staysail,	-	-	66
1 do. top-gallant do.	-	-	65
1 gaff topsail,	-	-	175
2 main top-gallant studdingsails,	-	-	260
2 fore top-gallant do. do.	-	-	194
2 mizzen do. do. do.	-	-	120
2 main royal do. do.	-	-	112
2 fore royal do. do.	-	-	90
1 suit boat sails,	-	-	67
1 do. awning,	-	-	77
53 bolts, at 13 dollars per bolt,	-	-	2,004 yards, or
			689 00
<i>Materials of American Canvass.</i>			
1 main deck awning,	-	-	390 yards.
1 suit studdingsail covers,	-	-	354
1 suit tarpaulings,	-	-	134
1 horse for spirit room,	-	-	20
1 do. filling water casks,	-	-	16
1 suit hammock cloths and arm chest covers,	-	-	509
38 bolts, at 17 dollars per bolt,	-	-	1,423 yards, or
			646 00
Old canvass for boat covers and hammock patches, four hundred and seventy-two yards, at 20 cts.	-	-	94 40
400 hammocks for crew, 44½ bolts canvass, at \$17,	-	-	756 50
16 do. for steerage, 1½ bolts Russia duck, at \$26,	-	-	39 00
6 cots for sick people, 1½ bolts canvass, at \$17,	-	-	25 50
2189 lbs. bolt rope on the sails, at 22 cts.	-	-	481 58
222 welded thimbles in do. 20	-	-	44 40
380 lbs. sewing twine, at \$1,	-	-	380 00
75 do. white lines, at 25 cts.	-	-	18 75
550 do. of spun yarn, 20 cts.	-	-	110 00
Whole cost of materials,	-	-	\$8,100 13
<i>Workmanship, &amp;c.</i>			
Sewing 117 bolts of Russia duck, split, at \$7. 00	-	-	819 00
Do. 190 do. light canvass, 3 50	-	-	665 00
Do. 19 reefs with bands, 4 00	-	-	76 00
Do. 58 dozen points in the sails, 50	-	-	29 00
Fitting sails, 307 bolts, 50	-	-	153 50
Making boat covers,	-	-	16 00
Do. 416 hammocks, 75	-	-	312 00
Do. 6 cots, 4 00	-	-	24 00
			\$10,194 63
Add for extra sails, of which it is necessary to have two suits at first equipment, viz:	-	-	
Sails of Russia duck, 91 bolts, at \$26 00	-	-	2,366 00
Do. canvass, No. 5, 32 do. 18 00	-	-	576 00
Do. do. No. 6, 14 do. 17 00	-	-	238 00
Do. Ravens duck, 25 do. 13 00	-	-	325 00
Making up and fitting,	-	-	1,071 00
Bolt rope, spun yarn, twine, thimbles, &c.	-	-	546 00
			\$15,317 13



## D.

*Number and value of water casks, tubs, buoys, buckets, cans, &c. from the Cooper's department, necessary to the complete equipment of the United States' frigate Constellation.*

96 Leagers, of three hundred gallons each,	-	-	-	at \$50 00	-	\$4,800 00
73 Half leagers, of one hundred and fifty gallons each,	-	-	-	25 00	-	1,825 00
2 Hogsheds, of one hundred gallons each,	-	-	-	10 00	-	20 00
42 Casks, of seventy gallons each,	-	-	-	6 50	-	273 00
47 Casks, of forty gallons each,	-	-	-	4 50	-	211 50
2 Tubs, of seventy-five gallons each,	-	-	-	7 50	-	15 00
1 Grog tub, of fifty gallons each,	-	-	-	6 00	-	6 00
14 Breakers, of fifteen gallons each,	-	-	-	2 00	-	28 00
6 Horse buckets, of fifteen gallons each,	-	-	-	2 00	-	12 00
3 Hose tubs,	-	-	-	3 00	-	9 00
1 Bathing tub,	-	-	-	-	-	12 00
2 Cedar tubs,	-	-	-	-	-	3 00
4 Nunbuoys, viz: two of four feet, at \$12, one of three feet, at \$8; 12½ inch, at \$6,	-	-	-	-	-	38 00
44 Mess beakers, at one dollar twenty-five cents,	-	-	-	-	-	55 00
44 Mess kids, at one dollar,	-	-	-	-	-	44 00
44 Mess cans, at one dollar,	-	-	-	-	-	41 00
72 Buckets, at one dollar,	-	-	-	-	-	72 00
4 Funnels, with copper spouts, at one dollar fifty cents,	-	-	-	-	-	6 00
24 Paint buckets, at one dollar,	-	-	-	-	-	24 00
7 Dozen hanks, at fifty cents,	-	-	-	-	-	3 50
28 Mast hoops,	-	-	-	-	-	5 18
						<u>\$7,506 18</u>

THOS. TINGEY.

## E.

*Number, size, and value of Boats, necessary to the equipment for sea of the United States' frigate Constellation.*

One launch, or long boat, thirty-three feet,	-	-	-	-	-	\$330 00
One first cutter, clincher built, thirty-four and a half feet,	-	-	-	-	-	375 00
One second cutter, clincher built, twenty-nine and three-fourths feet,	-	-	-	-	-	320 00
One stern boat, clincher built, twenty-six feet,	-	-	-	-	-	280 00
One gig, clincher built, twenty-seven feet,	-	-	-	-	-	350 00
One gig, clincher built, twenty-six feet,	-	-	-	-	-	240 00
236 oars, measuring four thousand one hundred and twelve feet, at eighteen cents,	-	-	-	-	-	740 16
12 boat hook staffs, at fifty cents,	-	-	-	-	-	6 00
						<u>\$2,541 16</u>

Corresponding with the return of supplies to the frigate Congress.

NAVY YARD, Washington, February 11, 1812.

THOS. TINGEY.

## AA.

*General estimate of the cost of the standing and running rigging, cables, masts, yards, spars, sails, hammocks, water casks, boats, oars, paints, blocks, &c. &c. required for the repair of the frigates Constellation, Chesapeake, New York, Boston, and Adams, which embraces all the expense of repairing them, excepting the repairs of their hulls and small stores.*

## FRIGATE CONSTELLATION.

Standing and running rigging, cables, &c. per paper A,	-	-	-	-	-	\$24,915 38
Masts, yards, and spars,	-	-	-	-	-	5,658 02
Sails, hammocks, &c.	-	-	-	-	-	15,317 13
Water casks, buoys, cans, buckets, &c.	-	-	-	-	-	7,506 18
Boats, oars, boat hooks,	-	-	-	-	-	2,541 16
Paints, oil, and painting,	-	-	-	-	-	2,080 00
Blocks, gun tackles, &c.	-	-	-	-	-	2,512 44
						<u>\$60,530 31</u>

## FRIGATE CHESAPEAKE.

Same as above,	-	-	-	-	-	60,530 31
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## FRIGATE NEW YORK.

Same as above, deducting ten per cent.	-	-	-	-	-	54,477 28
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## FRIGATE BOSTON.

Same as above, deducting twenty-five per cent.	-	-	-	-	-	45,397 74
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## FRIGATE ADAMS.

Same as above, deducting thirty per cent.	-	-	-	-	-	42,371 22
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Aggregate cost of the five frigates for the materials above estimated, \$263,306 86

NOTE.—The estimate for repairing and equipping for service the five frigates above mentioned, as stated in the communication to Mr. Giles, dated 14th December, 1811, amounts to

Deduct the sum above stated, viz:	-	-	-	-	-	\$480,000 00
	-	-	-	-	-	<u>263,306 86</u>

And there will remain for timber, mechanical labor on the hulls of the frigates, and for small stores, 216,693 14

\$480,000 00

COMMITTEE CHAMBER, *February 17, 1812.*

SIR:

Pursuant to instructions from the committee of the Senate to whom so much of the President's message is referred as concerns the relations between the United States and Great Britain and France, &c. I do myself the honor to request the favor of your personal attendance in the committee chamber, to-morrow morning, at half past ten o'clock, for the purpose of giving such information respecting the affairs of your Department as may be required of you by the committee.

Be pleased, sir, to accept assurances of my high consideration, &c.

WM. B. GILES, *Chairman.*

The Hon. PAUL HAMILTON, *Secretary for the Navy Department.*

[12th CONGRESS.]

No. 92.

[1st SESSION.]

## NAVY HOSPITALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 26, 1812.

NAVY DEPARTMENT, *25th May, 1812.*

SIR:

In obedience to the provision of the 4th section of the act, entitled "An act establishing navy hospitals," passed 26th February, 1811, I have now the honor of submitting the paper A, containing rules and regulations for the government of the navy hospitals, authorized by that act.

I have the honor to be, with great respect, sir, your obedient servant,

PAUL HAMILTON.

The Honorable the PRESIDENT of the Senate.

A.

## REPORT ON NAVAL HOSPITALS.

In order that the business of the hospitals may be conducted on a general plan, and with views adequate to the beneficent design of the Government, it is necessary that systematic rules and regulations be adopted. We, therefore, beg leave to submit the following to the Honorable the Secretary of the Navy of the United States, agreeably to his instructions of the 12th of March, 1812.

On a supposition that each hospital will be calculated for the present to accommodate at least one hundred men, the following officers, nurses, &c. will be necessary:

- 1 Surgeon, who is also to act as a physician,
- 2 Surgeon's mates,
- 1 Steward,
- 1 Matron,
- 1 Ward master,
- 4 permanent nurses; any additional number at the discretion of the surgeon, who will be regulated by the number of patients and the prevailing diseases,
- 1 Cook,
- 2 Washwomen,
- 3 Servants to the hospital,
- 1 Porter. In addition to these, it is supposed that assistants may be obtained from the list of invalids and pensioners; places of trust, however, ought to be permanent or during good behavior.

## DUTIES OF THE SURGEON.

1. It shall be the duty of the surgeon to direct the supply of *all articles* that he may think necessary for the hospital.
2. He shall visit the sick in the hospital daily, or oftener, if necessary, to prescribe and attend generally to all cases committed to his care, and direct such *nourishment* and *quantity* as he may think proper for the use of the sick and convalescents.
3. He shall have the supreme direction of every thing which relates to the internal regulation of the hospital, and to the economy of the establishment, and be clothed with power to suspend from duty, or to arrest any person who may be employed therein; also to punish, in such way as shall be hereafter directed, all convalescents, pensioners, &c. who shall wilfully disobey orders, break through any of the established rules of the hospital, which are contained in the code, or which hereafter may be added with the consent of the Secretary of the Navy of the United States.
4. He shall examine and verify the steward's monthly amount of all purchases and expenditures under his orders.
5. He shall keep, or cause to be kept, a book, in which shall be recorded the names of the patients and pensioners admitted into the hospital under his charge, the ship, navy yard, or marine port they came from, their rank, date of admission, disease or disability, discharge or death, and to whom delivered when discharged.
6. He shall report to the Navy Department the number of men and officers, who have been admitted into the hospital, every three months, with the number of days that they have been victualled, specifying the ship, navy yard, or marine port, from whence they came, distinguishing pensioners from others, to enable the accountant of the Navy Department to appropriate the amount of the ration, stopped on board of each ship, at the navy yard or marine port, to the support of the hospital.
7. He shall cause a diary of the medical and surgical practice of the hospital to be kept, and instruct his mates in their duty; likewise such surgeon's mates of the navy as may be ordered to the hospital for instruction.
8. He shall examine annually, in conjunction with the steward, *all the articles* belonging to the establishment, and report all losses that may have taken place, that the amount thereof may be charged to the steward, unless he can show cause for the same.
9. He shall be careful in examining the diseases of all patients sent for admission, and is hereby enjoined not to receive any, excepting under the forms and instructions directed to be observed by the surgeons of the navy.
10. The hospital surgeons shall on no pretence whatever be obliged to act out of the line of their duty hereby prescribed.



## HOSPITAL MATES.

They shall be subject solely to the orders of the hospital surgeon in the line of their duty. They shall also be charged with the safe keeping of all surgical instruments, medicines, and books, belonging to the hospital, and on their removal therefrom be held responsible for any loss, unless exonerated by a certificate from the surgeon. They shall have full power, during the absence of the surgeon, to confine nurses, servants, or convalescents, who have been guilty of disorderly riotous behavior, and report the same to him at his next visit: commission and warrant officers are to be reported to the surgeon. They shall not absent themselves from the hospital without obtaining a written permission from the surgeon, unless a furlough be granted by the Secretary of the Navy. Surgeon's mates of the navy ordered to the hospital for instruction, shall be subject to the same rules and regulations as those immediately attached to it, excepting that they shall not be charged with the safe keeping of any of the articles belonging to the establishment, nor be vested with any of the powers hereby granted to the hospital mates.

## STEWARD.

1. He shall be a man of strict integrity, sobriety, and ability. He shall take charge of, and be responsible for, all stores and hospital furniture furnished for the establishment and support of the hospital, medicines and other articles in the medical department excepted; it therefore shall be his duty to examine all articles belonging to the respective wards monthly, before the nurses receive their wages, to see that nothing has been purloined by them, as he alone will finally be held responsible for the same.

2. He shall be furnished with the necessary sums, on his requisition, approved by the surgeon, to purchase such articles of diet as the surgeon may require for the use of the sick, and to defray the incidental charges against the institution; no accounts, however, shall be paid by him without being approved by the surgeon.

3. He shall keep a regular account of the number of patients, pensioners, and persons employed in the hospital, who are daily victualled, and the quantity of hospital stores (or extras) issued by order of the surgeon. For this purpose he shall open an account for every article of hospital stores and provisions in his charge, and debit each article with the quantity received. He shall likewise make out a weekly or monthly return of his disbursements and expenditure of stores, designating the regular hospital allowance and the extras, according to the requisitions of the surgeon; which return shall be examined by the surgeon and verified by his signature, before the amount shall be passed to his credit. These returns shall be absolutely necessary for the final acquittal of his accounts at the Navy Department: he shall be allowed ——— per cent. for waste and leakage.

4. He shall, under the direction of the surgeon, superintend generally the concerns of the hospital; he shall report all absentees, at the morning and evening roll call, to the surgeon.

5. He shall superintend the management of the gardens and grass lots belonging to the institution, and keep an account of the proceeds thereof, and do all other matters that the surgeon may conceive economical and beneficial to the institution.

6. The steward shall, before he enters on the duties of his appointment, give bond with two securities for the faithful discharge of his duty.

## MATRON.

1. The matron, if practicable, should be the wife of the steward. She shall visit the wards of the hospital frequently, and see that the patients and bedding are kept clean; that the wards be swept and the beds made every day at an appointed hour; that the sick do not suffer for the want of proper attendance from the nurses; and that they be furnished with the nourishment prescribed by the surgeon; that the hospital be washed as often as the surgeon may think necessary; that the table linen, bedding, and hospital clothing, be washed and kept in good order.

2. She shall superintend and direct the servants employed in the hospital, likewise the cooking establishment and dairy, and do all other matters and things as may have a tendency to preserve the public property, and diminish the expenses of the institution. All nurses and servants are hereby enjoined and required to be obedient to her orders in the line of her duty.

## WARD MASTER.

1. He shall be authorized to act as master-at-arms, to take charge of the refectory, and to execute the orders of the surgeon, when punishment is to be inflicted by confinement or clog.

2. He shall take charge of the receiving and bathing rooms, and all the apparel necessary for the changing of the sick on their arrival at the hospital, and shall attend to the cleansing of them before they are introduced into their respective wards.

3. He shall take charge of, and be responsible for, all clothing belonging to the sick, which shall not be permitted to be taken into the wards; he shall have them well cleansed and purified, and when dry, deposited in the bags, chests, or knapsacks of the men to whom they respectively belong, and arranged in a room set apart for the purpose, the name of each man being marked on his bag, chest, or knapsack; and when the same is delivered out of his charge, a receipt shall be given.

4. He shall call a roll in the convalescent wards, wards of recovery, and invalid wards, morning and evening, at the opening and closing of the doors of the hospital, and report all absentees to the senior hospital mate.

5. He shall walk through the wards every night, at the hour which may be fixed on by the surgeon, to see that all lights and fires are extinguished, except those which the surgeon may conceive necessary for the use of the sick.

6. On the death of a patient in the wards, he is to take an inventory of the effects of the deceased, and deliver it to the steward, who shall take charge of them. If an officer, the steward shall take an inventory of all his goods and papers, which shall be reserved in a place of safe keeping, for the benefit of those who may legally claim them.

7. He shall be charged with the burying of the dead, and do all other matters, by order of the surgeon, which may not have been detailed in this code.

## NURSES.

1. They are hereby strictly enjoined and required to be obedient to the commands that they may from time to time receive from their superiors, and be careful so to conduct themselves that they may not incur the displeasure of the hospital surgeon.

## PORTER.

1. The porter shall be a responsible man. He shall take charge of the keys of the gates, and permit no stranger to enter who is intoxicated, or who may have liquors of any description for either the patients, nurses, invalids, or servants employed in the hospital, nor permit any person to pass out, who may be suspected of having any hospital property in possession, without giving the steward immediate information thereof. He is to report the names of those to the hospital surgeon's mates, who have been out on liberty, and returned intoxicated. He is to permit no patient or pensioner to go out, without a pass signed by the surgeon.

All other persons employed in the institution shall be subject to such orders, rules, or regulations, as the surgeon may from time to time think proper to establish.

No person employed in the hospital, in any department, shall, directly or indirectly, have any private interest in the supply of any provisions or other articles which may be supplied for the establishment, or support thereof.

No pensioner or invalid shall be received into the hospital without an order from the Secretary of the Navy.

No person shall be admitted into the hospital without an order signed by the commander of the ship, navy yard, or marine port, to which he belongs, accompanied by a certificate from the surgeon, with a statement of his case, and

the mode of treatment which had been pursued for his recovery.\* And when any seaman or marine is discharged from the hospital, the officer into whose care the man is delivered, shall give a receipt for him on the hospital books.

Whenever a seaman, ordinary seaman, boy, or marine, is sent to the hospital from a vessel of war, the purser shall send with him a statement of his accounts, signed by himself and the commanding officer, which account shall be transmitted to the purser of the ship to which said seaman, ordinary seaman, boy, or marine, may be ordered, when discharged from the hospital.

† Foreign sick seamen, belonging to the *national ships* of war, may be admitted into the United States' naval hospitals, provided it can conveniently be done, on application being made to the surgeon by the consul or agent of such foreign Power to which they may respectively belong; the said consul or agent giving a promissory note to pay — per day for each seaman so admitted, and to pay for or furnish such clothing as may be necessary for such man, and, in case of death, to pay the funeral expenses.

All pensioners shall be mustered every morning, by a commissioned or warrant officer, if any of this grade be on the pension list in the hospital; if not, by the highest in rank among the pensioners; to see that every man is clean in his person and clothing: and on Sunday there shall be a general muster and inspection of pensioners and convalescents, at the hour appointed by the surgeon, who shall personally examine every man; and every man who shall fail to appear shaved, and otherwise clean in his person and clothing, shall, for the first offence, have his allowance of beer, wine, or spirit, stopped from one to three days; for the second offence, ten days; and for the third, fifteen days, or more, at the discretion of the surgeon.

Whenever a seaman, ordinary seaman, marine, or boy, who is on the pension list, shall be taken sick, he shall be removed from the pensioners' apartment to the sick ward designated for his reception by the surgeon.

There shall be no assemblage of convalescents, or other persons, in the wards of the hospital, to disturb the sick. Gaming is strictly forbidden.

Any officer or other person who shall disobey any of the established rules of the hospital, or shall refuse to follow the advice of the surgeon, shall, if an officer, be forthwith discharged, on reporting him to the Navy Department; and no allowance shall be made to him for sick quarters or medical aid: but if a seaman or marine, he shall be confined in a solitary room set apart for that purpose.

Any officer, seaman, or marine, who shall strike, or draw, or offer to draw, or raise any weapon, against the surgeon, surgeon's mates, steward, or ward master, while executing the duties of their respective offices, shall, if an officer, be cashiered; and all others confined in a solitary cell for the space of —, and sent aboard the first public ship that shall arrive at the port where such hospital may be, and shall be mulcted of their pay for — months, to be appropriated to the support of the hospital.

If any person in the hospital shall waste, embezzle, or fraudulently buy, sell, or receive, any provisions or public stores, every such person shall forfeit all the pay and subsistence then due to him; and if an officer, he shall be cashiered, and the amount deducted from his pay.

Any citizen who shall have received the goods thus purloined, on conviction before any magistrate, shall forfeit and pay double the value of the provisions or public property so bought or received, and be subject to a fine of —.

Any person in the hospital who shall be found guilty of stealing the property of his comrades, shall restore the same, or the amount thereof, and be confined, if his health will permit, in a solitary cell, for the space of —, and wear a clog and chain to his leg, as a mark of disgrace, for the space of —.

Any officer in the hospital who shall be guilty of profane swearing, drunkenness, or other scandalous conduct, tending to the destruction of good morals, shall be cashiered, or suffer such punishment as a court martial shall adjudge.

Every seaman, ordinary seaman, marine, boy, or petty officer, who shall be guilty of riotous behavior or drunkenness, shall be confined in a solitary cell for the space of —.

Every person who may have left the hospital on permission, and who shall not have returned within twenty-four hours after the expiration of the time specified in his pass, shall be deemed a *deserter*, and, if a seaman or marine, shall be subject to such punishment as the articles of the navy have directed for the crime of desertion; but if a *pensioner*, he shall be marked *run*, on the hospital books, and forfeit his pension.

No person in the hospital shall quarrel with any other person in the hospital, nor use provoking or reproachful words, gestures, or menaces, on pain of solitary confinement for the first offence, and, if incorrigible by this mode of punishment, he shall wear a clog and chain, as a mark of disgrace.

All crimes committed by persons belonging to, or as patients or pensioners in, the hospital, which are not specified in this code, shall be punished according to the rules and regulations of the navy.

All clothing belonging to deceased officers or men, which may not have been claimed within six months after public notice has been given of their decease, shall be sold, and applied to the clothing fund of the hospital.

Each person employed in the hospital, except surgeon and mates, shall be entitled to receive a naval ration, or equivalent in other articles, not exceeding twenty cents per day.

That no person may plead ignorance of the above rules and regulations, they shall be read, at the monthly muster, by the surgeon's mates, and a copy, with such regulations as may hereafter be made, shall be placed in a convenient place, in each ward, that every patient, nurse, and pensioner, may be informed thereof.

E. CUTBUSH,  
GEORGE DAVIS,  
SAMUEL R. MARSHALL,  
THOMAS EWELL.

MONDAY, March 16th, 1812.

GEORGETOWN, March 17th, 1812.

SIR:

The report which we had the honor to transmit to you, under date of the 16th March, was strictly limited to the points contained in your order. There are other subjects of consideration which we beg leave to submit to your discretion. In the report presented, the duty of performing divine service has been omitted, from the desire of limiting, as far as possible, the number of officers, proportioning them according to the quantum of duty to be performed: we are, however, induced to suggest the propriety of attaching a chaplain to the institution, being of high importance, and conducive to good order and the advancement of morality. We presume that this duty would be performed, for the present, (under the invitation of the honorable Secretary of the Navy) with pleasure, by any of the clergy near those places where the hospital may be erected.

No provision, as to pay, &c. of hospital surgeons, is contained in the bill passed at the last session of Congress: in the *army*, an express provision is made for this class of officers. We would submit the propriety of incorporating in the bill, which may contain the rules and regulations of the hospitals, a clause specifying the rank of surgeons to hospitals, and of their mates, as it respects land and sea officers; also to allow the same pay and emoluments as the hospital surgeons in the army of the United States now receive.

Under all European Governments, hospital surgeons and naval surgeons have a definite rank: it serves as a stimulus for men of talents, not only to offer their services, but to continue in service when the situation is made as reputable as that of any other class of officers. Our navy has, hitherto, with a few exceptions, been rather as a medical school for young gentlemen, who enter it for practical knowledge: this is incorrect, as no person should be permitted to take charge of the health and lives of seamen, in whose capacity his fellow-citizens cannot confide; those, therefore, who have not graduated at a respectable college or university, should be obliged to submit to an examination before they are commissioned.

\* This regulation may be dispensed with, provided the person be sent to the hospital immediately after an accident by which an injury or wound may have been received.

† Should this regulation be adopted, it will be necessary to provide for an additional number of medical assistants.



We have not noticed the capacity or the sites necessary for the hospitals; we conceive, however, that from eight to ten acres of ground would be necessary for each hospital, and, to the hospital and asylum, *at least* fifteen acres, more if convenient.

Gentlemen intended for the situation of hospital mates should be examined by those who may be appointed hospital surgeons, to ascertain their ability to perform the duties of their station. We beg leave to submit the propriety of making a distinction between the two hospital mates, as, for example, the senior and the junior; the former to be capable of performing the duties of naval surgeon.

We are unacquainted with the extent of your views respecting the hospital establishment; we have, therefore, reported the number of medical officers, &c. for one hundred men; but if for a greater number, it will be necessary to increase the establishment by an addition of medical officers, whose duties must be defined.

We have the honor respectfully to submit the above remarks.

E. CUTRUSH,  
GEORGE DAVIS,  
SAMUEL R. MARSHALL,  
THOMAS EWELL.

12th CONGRESS.]

No. 93.

[1st Session.

## FLOATING BATTERY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JUNE 11, 1812.

The Secretary of War and the Secretary of the Navy, to whom was referred the petition of Edward Clark, with the papers accompanying, ask leave to report as follows:

Mr. Clark proposes to construct a floating battery, which is to be rendered buoyant by "empty vessels—punchons for instance, encased within large chests of timber, open at the bottom; to be anchored at any point, and fitted for the reception of any fort; to be constructed of materials cheap, and easily put together."

The principle on which this species of float is founded is a correct principle in natural philosophy. The doctrine of "specific gravities" establishes the feasibility of constructing, on Mr. Clark's plan, a float adequate to supporting a formidable battery. Although this construction is philosophical and ingenious, it appears subject to two objections:

1st. The liability of the buoyant power to destruction by cannon shot. The disability of a single cask of the capacity of one hundred and twenty-five gallons induces a diminution of the buoyant power equivalent to one half ton.

2d. The liability of the casks (in salt water) to injury from worms.

Improvements on the plan might diminish the force of these objections; but it is doubted whether it is susceptible of such improvement as will render it preferable to a float constructed wholly of light wood.

All of which is respectfully submitted by

WILLIAM EUSTIS,  
PAUL HAMILTON.

JUNE 8, 1812.

12th CONGRESS.]

No. 94.

[2d Session.

## COMPLAINTS OF THE OWNERS OF PRIVATEERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, NOVEMBER 23, 1812.

*To the honorable the Senate and House of Representatives of the United States in Congress assembled, the memorial of the undersigned, of the city of Baltimore, merchants and owners of private armed commissioned vessels of war, respectfully represents:*

That your memorialists have, since the declaration of war, at a heavy charge and cost, purchased, equipped, and fitted for offensive operations, numerous strong and well appointed cruisers, which have done the public enemy immense injury, by the capture of many of her merchant vessels laden with valuable cargoes, and the destruction of at least ten thousand tons of her shipping; that the cruisers of your memorialists have captured and made prisoners of war seven hundred of the seamen of the enemy, who have been exchanged for an equal number of American prisoners, who have thus, through the instrumentality and at the charge of your memorialists, been rescued from captivity; that, trusting to what they deemed the fair construction of the 14th section of the act "concerning letters of marque, prizes, and prize goods," and, supposing from the general and comprehensive expressions of the commissions which had been granted to them by the President of the United States, that enemy's property, whether taken bound to the United States or elsewhere, on the high seas, or within our own waters, was lawful prize, your memorialists were greatly induced by this confidence, to make larger and more immediate outfits, calculating upon the known course of trade between this country and Great Britain, in which it has been so usual to cover British interests in American names, and knowing that it would be in their power, when armed with the authority of a national commission, to detect and bring to light the belligerent interest; that, in many instances, your memorialists have succeeded in capturing and bringing in for adjudication property so circumstanced, that they had proceeded against it as prize of war, and a general sentiment appeared to prevail among those experienced in the law that, under the fair construction of the prize act, and according to the manifest intention of the Legislature, the captors having incurred the expense of the outfit, having encountered the peril of capture, and having detected the enemy interest, which must otherwise have remained concealed, were entitled, in law, as well as in point of justice, to the benefit of the capture; that, after proceedings had been instituted at their instance, and at a heavy expense, against

such property in different districts, your memorialists, who never anticipated any interference on the part of the Government of the United States with their just claims, on the ground of an act of Congress pre-existing the declaration of war, and whose operation they believed to be suspended, as related to prize goods, by the 14th section of the prize act above referred to, now find themselves called upon to defend their rights as well against the pretensions of the Treasury Department as against the shufflings, evasions, and legal subterfuges of fictitious claimants, anxious to screen, because having a common interest in the property of the belligerent. Your memorialists are persuaded that it could not have been the intention of the Legislature to appropriate the proceeds of individual enterprise, exertion, and hazard against the enemy to the exclusive advantage of the public treasury; and that, if such can, by any possibility, be the legal exposition of their acts, it must have been a mere legislative omission, of which your memorialists confidently hope the injurious consequences will be prevented by an explanatory law.

Your memorialists would further beg leave to submit to the wisdom of Congress the propriety of diminishing, on behalf of the captors, the very heavy duties imposed upon prize goods. They do not require an indiscriminate abatement of duty upon all prize goods, but they would humbly represent that, on various articles, principally intended for exportation, and not consumed within the country, the impost equals, and, on some, exceeds their value in the market; so that it may happen that the captor, instead of being benefited, may have incurred his risk and expense in some instances, without any profit from, and in others at a positive loss by, his prize. Your memorialists would suggest that it is not in consonance to the just principles of revenue that the Government, under the pretence of duty, should take the whole proceeds of the exertions and hazards of the captor, but that there should, in all cases, be a just proportion between the value of the article captured and the claim of the Government thereon, by way of impost. In such cases, therefore, your memorialists would humbly pray a diminution of duty, or that, with respect to prize goods, a fair ratio be established, by law, between the value in market and the impost on the article.

Your memorialists would respectfully call the attention of the Legislature to the embarrassments, difficulties, and delays which they labor under in the determination of prize causes in the different courts of the United States, under the present very imperfect system, even in cases where the enemy interest is incontestably shown, where no claim is interposed, and where, therefore, the proceedings ought to be conducted with the expedition characteristic of courts of admiralty. In several of such instances a procrastination of many months has taken place, to the extreme injury of the captors, without any reasonable cause of delay, and the hardy seaman who had hazarded his life in the public cause, finds himself at last obliged, by necessity, to sacrifice for a trifle, his share in the just compensation of his perils, to which, as the right is certain, so the remedy ought to be immediate.

While there are numerous acts of Parliament in Great Britain, prescribing to the courts of admiralty the mode of proceeding, and ensuring to captors a safe and speedy ascertainment of their rights, whereby the private armed service is much encouraged, your memorialists, and others in the like circumstances in the United States, are exposed to the inconvenience of this matter being left entirely open to the discretion of the judges, with the exception of a few words in the prize act. In consequence of which omission, every court has, according to the several impressions of its judges, adopted a mode of proceeding peculiar to itself; and while in one district the remedy of the captor is speedy, in others the determination for a considerable time is suspended, to the great vexation and injury of the interested. That courts belonging to the same country, and exercising, in different districts, precisely the same jurisdiction and power, should be bound by some rules common to them all, in matters of prize, and that the rights of the citizen should not be different before tribunals similarly organized, according to the district in which such rights are to be exercised, would appear to be positions too plain for argument; but that, from the want of the necessary provisions, the rights of war speedily administered in one district, should, in another, be subject to the most vexatious delays, appears to be an evil of such magnitude that your memorialists are persuaded that it is only necessary to show its existence to Congress to secure its prompt legislative redress.

Your memorialists would further submit to Congress some considerations which, although of minor importance, in a national point of view, are of serious moment to them, as owners of private armed vessels of war. Great inconveniences are experienced by them in consequence of that provision of the prize act which renders it incumbent on the captors to proceed against the prize in the first district to which such prize may be brought—a provision which appears to your memorialists to operate exclusively to the benefit of the officers of the customs and of the courts, who claim the possession and benefit of prizes taking refuge in port, as their rights—a provision which, in many instances, may expose the prize to re-capture by the enemy, which deprives the privateer owners of all control over that in which they are the most interested, subjects them to the loss of a bad market, and compels them to submit to a distant and expensive agency, and to frequent detriment from carelessness and mismanagement, which would not have been incurred, if the prize could have been lawfully taken from the district where she first casually arrived, to the district in which the captor resides, and to which the capturing vessel belongs. As to any substantial object of justice, they can discover none which is so gratified by the provision in question, as to render a compliance with the interests and wishes of the captor, in this particular, inexpedient; the question in controversy can be as justly decided in one district as another, in which respect no preference can be presumed in law, and none can be justly given; and the inconvenience from the present arrangement is so sensibly felt, that it will frequently happen that prizes will incur the risk of re-capture, from a longer voyage, rather than put into a near American port, at which the rights of the officers of the customs and of the court may compel her to remain, although it may be to the interest of all concerned that she should proceed to another port. Your memorialists therefore pray that captors be permitted, by law, to take their prizes from one port of the United States to another, under such precautions and limitations as to the wisdom of Congress may appear expedient.

Your memorialists would further submit to the consideration of Congress the propriety of a legal provision that the agents of the captors should, in cases where the prize is sold on a credit, be entitled to receive the notes or other securities which have been received upon such sales by the respective marshals of districts, previously securing to the officers their fees and commissions; such a provision, enabling the person specially appointed by the captors to receive the proceeds would put it in his power in most instances to pay off the officers and seamen before the terms of credit expired, and thus prevent the inconvenience and loss arising from the delay. And as the agents of the owners are in general the agents of the officers and crew, there can be no just exception to the law at once entrusting them with the possession of those funds which must finally come into their hands, through the medium of the clerks of the courts. Your memorialists would likewise suggest that the marshal's commission on the sale of prize goods, which is charged upon the gross amount of sales, is peculiarly burdensome to the captor, in all cases where the United States receive the greater part of the proceeds by way of duties, as such commissions come entirely out of the pocket of the captors, and not unfrequently amount to five or six per centum on the sum which they are entitled to receive, after the deduction of duties. Your memorialists conceive that in justice they should only be chargeable with marshal's commission on the sum by them actually received.

Wherefore your memorialists pray that Congress, taking into consideration the various grievances of which they have herein complained, will pass a law or laws giving them such relief in the premises as to the justice and the fair demands of your memorialists may be due.

Robert Patterson,  
Jere. Sullivan,  
C. Deshon,  
Thomas Tenant,  
Lemuel Taylor,  
A. Clopper,  
Thorndick Chase,  
J. W. Patterson,  
William Price,  
Wm. Hollins,

Ch. Fred. Kalkman,  
F. & A. Schwartz,  
John M'Kim, Jr.  
Hollins & M'Blair.  
Archd. Kerr,  
John Snyder,  
P. A. Karthaus,  
Thomas Sheppard,  
James Ramsey,  
Thomas Hutchins, Jr.

Wm. F. Graham,  
Charles Gwinn & Co.  
Christian Keller,  
Francis Forman,  
Briscoe & Partridge,  
Geo. Stiles,  
John Diffenderffer,  
John W. Glenn,  
Chas. Diffenderffer,  
Jacob Boyer.

BALTIMORE, November 10th, 1812.



12th CONGRESS.]

No. 95.

[2d SESSION.]

## DISTRIBUTION OF PRIZE MONEY TO THE CAPTORS OF THE FRIGATE GUERRIERE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, NOVEMBER 25, 1812.

NAVY DEPARTMENT, November 21, 1812.

SIR:

In order to enable the committee to form a satisfactory opinion as to the compensation to be provided for the officers and crew of the frigate Constitution, for the capture and subsequent destruction of the British frigate the Guerriere, I have the honor to state to you that the Constitution rated 44, and mounted 55 guns; that the Guerriere rated 38, and mounted 54 guns. The Guerriere, although entirely dismantled, and in other respects much crippled, could have been brought into port, without incurring any other risk than that of recapture; but Captain Hull conceived that, if he had manned the Guerriere, for the purpose of sending her into port, he would have so far reduced the crew of the Constitution that he might have subjected both vessels to capture. He presumed that, under all circumstances, it would be better for him to destroy the Guerriere, and preserve the force of the Constitution unimpaired, and his having done so unquestionably proceeded from the most patriotic considerations.

The Guerriere was a frigate of the first class in the British navy; and, no doubt, when the engagement between the Constitution and her commenced, she was completely fitted in all respects for the most serious service. The cost of such a ship, independently of her stores, could not have been less than two hundred thousand dollars, and her stores were worth, in all probability, fifty thousand dollars at least; besides, she had on board a number of prize goods, the value of which cannot be ascertained; but was probably equal to fifty thousand dollars more. So that the whole value of the Guerriere, her stores and prize goods, at the time the action commenced, may fairly be estimated at three hundred thousand dollars.

Had Captain Hull have incurred the risk before mentioned, and succeeded in getting the Guerriere into port, the officers and crew of the Constitution, considering the Guerriere as her equal, would have been entitled to the whole of the Guerriere, her stores and prize goods. Sooner, however, than run the risk of losing the Constitution, he determined to destroy the whole. The question then arises, what, under these circumstances, ought the officers and crew to be allowed? For my own part, I have no hesitation in giving it as my opinion that the sum of *one hundred thousand dollars* would not be too liberal a provision, or too great an encouragement for the great gallantry, skill, and sacrifice of interest, displayed on this occasion; and I am persuaded that, if such a provision were made, the difficulties of manning our frigates, at present experienced, would vanish.

It may further be remarked, that Captain Hull, while on the cruise on which he captured and destroyed the Guerriere, burnt two enemy's vessels, viz. the brig Lady Warren and the brig Adeora, and obliged the enemy to burn the brig Dolphin, with a cargo of hemp and Russia goods, and to abandon an English barque laden with timber: for no part of which have the officers or crew of the Constitution received any compensation.

I have the honor to be, with great respect, sir, your obedient servant,

PAUL HAMILTON.

Hon. B. BASSETT.

WASHINGTON, November 23, 1812.

SIR:

In compliance with your request I have the honor to state to you that my opinion, as to the value of the Guerriere, at the time the action between her and the Constitution commenced, is, that, exclusively of her stores and prize goods, she was probably worth two hundred thousand dollars; and my impression is, that her stores and prize goods must have been worth one hundred thousand dollars.

I am informed that, independently of their stores, the frigate President cost two hundred and twenty thousand dollars; that the Chesapeake cost two hundred and twenty thousand dollars; and that the Congress cost one hundred and ninety-seven thousand dollars. These vessels were certainly built on good terms; and it is from their cost that I form my idea as to the probable value of the Guerriere; and my impression as to the value of her stores and prize goods is derived from personal observation and information obtained on the occasion from different persons.

I have the honor to be, very respectfully, sir, your obedient servant,

ISAAC HULL.

Hon. BURWELL BASSETT, *Chairman of the Naval Committee.*

12th CONGRESS.]

No. 96.

[2d SESSION.]

## INCREASE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, NOVEMBER 27, 1812.

Mr. BASSETT, from the committee appointed on that part of the President's message which relates to the naval establishment,\* reported, in part:

That, in performance of the duty assigned them, the committee could not fail to advert to the report made to the last session of Congress on this subject; having adverted to it, they could not fail, from the justness of its reasoning, to rely on it, and pray that it may be taken as part of their report.† The little experience yet afforded us in naval warfare corroborates the principles there contended for, and in this view they think themselves supported by that passage in the President's message which says, "our trade, with little exception, has safely reached our ports; having been much favored in it by the course pursued by a squadron of our frigates, under the command of Commodore Rodgers." They therefore concurred in the opinion that it is proper to increase the naval establishment. For information as to the mode of increase they applied to the Navy Department, and obtained the documents which they

\*See Foreign Relations, No. 33, page 81.

†See No. 87 of this series.

submit to the House. The comparative effect of vessels of different rates must be considered as demonstrated by these documents. Yet were your committee apprised that, in the complicated system of naval warfare, no one principle would be relied on as applicable to all times and all occasions; but that a patient comparison of many principles was necessary to a just conclusion. They were apprised that facility of movement should be combined with efficiency of force; nor were they regardless of the benefit of occasional division. Inasmuch, however, as great gain will sometimes follow from the power to operate on many points at once, yet, at others, it may be all important to give unity to your force. To obtain the things desired, it is essential that your naval establishment comprise ships of different rates. It is evident, too, from the documents, that you economise in men and money by providing some of the larger ships. This conclusion, so well fortified by reason, is found in unison with the practice of all nations who have had the fiscal and other means of providing a navy. Indeed it would seem almost the spontaneous effect of instinct, without the aid of reason to oppose like with like. To yield the advantage of the sabre, the bayonet, or fire arms, to your enemy, would, by all men, be deemed miserable policy. Can reason change with the element? Let us then have for defence seventy-six, thirty-eight, and sixteen gun ships; because we are opposed to an enemy possessing all these means of attack, and because they combine all advantages in naval warfare. It is not the intention of your committee to put aside the gunboats, but they believe that, considering the opportunity afforded them for action, an ample portion of that species of force has been provided. Your committee cannot conclude their report without bringing to the view of the House the fact, that the naval superiority of Great Britain, which secures her integrity and supports her dignity, is maintained at a cost much below the military establishments of the continent. And it is with something like exultation, as republicans, that they present a species of national force that, whilst it will best subserve the national defence, can operate least on the national liberty. It is a bright attribute in the history of the far, that he has never destroyed the rights of the nation. In its defence only is he to be found. Thus aided by economy, and fortified by republican principle, your committee think they ought strongly to recommend that the fostering care of the nation be extended to the naval establishment. It is far, very far, from your committee to extend their views of a navy to the mad and wicked prospect of foreign conquest, or a silly contest to be mistress of the ocean. Their view is limited to their own defence and to enforce respect to their just rights. To the objection that it is the nature of man to run into extremes, they answer that it is the end, not the beginning, we should guard against. It is surely yielding much of the argument to surrender all of the subject that is good, and require submission to evil, that good may come thereof. Rather separate the wheat from the chaff; show the good and the bad. Let it be impressed on every citizen that, to use force to protect and maintain the rights and liberties of his country, is his first duty, whilst it is the greatest of crimes to attack with force the rights of others. It can require no subtlety to enforce the distinction between defence and offence; neither can it require argument to prove that the first ought not to be abandoned, as being more than life's worth: though the other may be deprecated as the consummation of wickedness. Limited to the view of defence and protection, the committee directed their chairman to ask leave of the House to report a bill to increase the navy of the United States.

NAVY DEPARTMENT, 13th November, 1812.

SIR:

I have the honor of transmitting herewith, for the information of the committee of the House of Representatives of which you are the chairman, certain papers, marked A, B, C, and D.

From the paper A it appears that a 76 gun ship, mounting 88 guns, discharges in one round 3,176 lbs. of cannon ball: that a 44 gun frigate, mounting 54 guns, discharges in one round 1,488 lbs. of cannon ball: that a 76 discharges at one broadside 1,588 lbs., and that a 44 gun frigate discharges at one broadside 744 lbs. of ball. The question then arises, what is the intrinsic relative force of a 76 and a 44?

Suppose two 44 gun frigates should be brought into combat with a 76—one on the larboard, the other on the starboard quarter; each frigate presenting a broadside of 744 lbs. of ball, will have to contend against a battery of 1,588 lbs. As 744 lbs. is to 1,588 lbs. so would be the relative metal of a 76 and two large 44 gun frigates—difference against the frigates 844 lbs. weight of metal. It is obvious, then, that two 44 gun frigates could not contend with a 76, with the least probability of success.

Suppose a third frigate, attacking alternately on the starboard and larboard quarter, should join in the combat. While two of the frigates should be operating on one quarter with a difference in weight of metal against them of 100 lbs., the third frigate would be contending on the other with a difference against her of 844 lbs.

It might be observed, that the frigates would all attack on one quarter, and then with 2,232 lbs. of metal they would have to contend with only 1,588 lbs., having a difference in their favor of 644 lbs. In reply it may be observed, that three frigates could not take such a position, on any one quarter, as would enable them to bring all their broadsides to bear at once upon an object moving through the water with as much celerity as themselves. Moreover, a frigate would always avoid the broadside of a 76, for one well directed broadside from a 76, at close shot, would inevitably blow her out of the water. Witness the *Randolph* with the *Yarmouth*. Frigates would attack in various directions; change their positions frequently, and avoid the tremendous battery of a 76 as much as possible.

Besides, a 76 is built of heavier timber, is intrinsically much stronger than a frigate in all her works, and can sustain battering much longer, and with less injury. A shot which would sink a frigate, might be received by a 76 with but little injury—it might pass between wind and water through a frigate, when it would stick in the frame of a 76.

All things considered, it must be admitted that one 76 gun ship, mounting 86, is equal in combat to three frigates mounting 162 guns. Admitting this equality, other questions present themselves for consideration; and

1st. What is the relative expense of building and equipping these vessels?

2d. What is the relative number of their crews?

3d. What is their relative annual expense in actual service?

To ascertain the expense of building and equipping a frigate, we will take the actual cost of one of our largest, viz: the *President*, which was \$220,910. A frigate would then cost

The cost of a 76 cannot be so easily ascertained: however, from the papers B and C we may, I think, estimate the expense of building and equipping a 76 at not exceeding

The construction then of a force in frigates, equal in combat to a 76 gun ship, would cost

Making, in this view, a difference in favor of the 76 of

As then \$333,000 is to \$662,730, so would be the relative expense of building and equipping a 76, and a force in frigates equal to a 76, making a difference in favor of the 76 of

By the paper A it appears that a 76 requires to man her 650 men, and that a 44 requires 420. To man three 44 gun frigates, or a force in frigates equal to a 76, would then require 1,260 men; and in this respect, we find a difference in favor of the 76 of 610 men. That is, 650 men on board of a 76 can direct as much force as 1,260 can on board of three frigates.

As to the relative expense: we have heretofore estimated the annual cost of a frigate of 44 guns at \$110,000, and from the best information we can obtain upon the subject, the annual expense of a 76 will not exceed

The annual expense, then, of three frigates, or a force in frigates equal to a 76, would be \$330,000, while a 76 would not cost exceeding \$202,110, making, in this respect, a difference in favor of the 76 of \$127,890, annually.

In examining the relative strength of frigates and ships of war, and of ships of war and gunboats, we shall find similar results in favor of the larger class of vessels.

Hence, if the only object in view was to employ the greatest intrinsic naval force, at the least expense, I should think there would be no difficulty in deciding that we ought to have none but ships of the greatest magnitude. But in providing a naval armament, there are other considerations, of the highest importance. We should inquire, what kind of force will, most probably, be brought against us? With what description of force can we meet the enemy with the greatest probability of success, and afford the most effectual protection to our commerce? And upon these



highly interesting points, I will take the liberty of submitting a very valuable communication, D. received from Charles Stewart, Esquire, a captain in the navy of the United States, an officer of great observation, distinguished talents, and very extensive professional experience, observing that I believe all the most enlightened officers in our service concur in the opinions he has expressed.

I have the honor to be, with great respect, sir, your most obedient servant,

PAUL HAMILTON.

Hon. BURWELL BASSETT,

Chairman of the Naval Committee of the House of Representatives.

#### A.

*Statement showing the number and description of guns mounted on vessels of different classes; the weight of ball in a round of each; the weight of a broadside; the number of men required for each; the annual expense in actual service of each; the annual expense computed by the gun, by each man, and by the weight of metal; and the relative power of each man, in each description of vessels, computed in weight of metal.*

Rate of ships.	No. of guns										Whole annual expense in actual service.	Annual expense per gun.	Annual expense per man.	Annual expense per each pound of metal.	Power of each man computed in weight of metal.
	No. of 68 pound carronades.	No. of 42 pound long cannon on the lower gun deck.	No. of 24 pound long cannon on the upper deck.	No. of 42 pound carronades on the quarter deck.	No. of 32 p'd carronades on the main deck or quarter deck.	No. of 42 pound carronades on the forecastle.	No. of 32 pound carronades on the forecastle.	No. of 9 pound long cannon.	Whole number of carriage guns.	No. of guns in a broadside.					
76	4	30	28	16	-	8	-	-	86	43	3,176	1,588	650	\$202,110	lbs. oz.
44	-	-	30	-	16	-	-	-	54	27	1,488	744	420	110,000	4 14
16	-	-	-	-	18	-	-	2	20	10	594	297	130	50,202	3 08
Gun boat,	1	-	-	-	-	-	-	1	-	-	24	-	36	12,500	4 08
														520 83	10 3

#### B.

*Estimate of the expense of building and equipping a seventy-four gun ship, of one thousand six hundred and twenty tons, prepared some years since by Joshua Humphreys, Esq. of Philadelphia, a shipwright of great respectability and professional talents.*

Live oak timber,	-	-	-	-	-	\$40,000
White oak and pine, &c.	-	-	-	-	-	30,000
Labor,	-	-	-	-	-	85,100
Cables, rigging, &c.	-	-	-	-	-	32,400
Smiths' work,	-	-	-	-	-	30,400
Anchors, marline,	-	-	-	-	-	8,700
Sailmaker's bills, two suits, including canvass,	-	-	-	-	-	16,200
Joiner's bill, including stuff,	-	-	-	-	-	7,800
Carver's bill,	-	-	-	-	-	1,620
Tanner's bill,	-	-	-	-	-	700
Rigger's bill,	-	-	-	-	-	2,240
Painter's bill,	-	-	-	-	-	3,240
Cooper's bill,	-	-	-	-	-	4,860
Blockmaker's bill,	-	-	-	-	-	3,240
Boatbuilder's bill,	-	-	-	-	-	1,620
Plumber's bill,	-	-	-	-	-	2,430
Ship chandlery,	-	-	-	-	-	9,720
Turner's bill,	-	-	-	-	-	1,215
Copper bolts,	-	-	-	-	-	10,960
Sheathing copper, nails, &c.	-	-	-	-	-	17,440
Woollens for sheathing,	-	-	-	-	-	1,215

Contingencies, - - - - - \$311,100  
31,600

\$342,700

#### NOTES BY AN EXPERIENCED GENTLEMAN.

"*Labor.*" This item was calculated at a time when ship carpenters' wages were two dollars and fifty cents per day; they can now be obtained at two dollars.

"*Cables and rigging.*" When the above estimate was made the price was sixteen dollars; they can now be obtained at fifteen dollars.

"*Carver's bill.*" Expensive carving on the head and stern is abolished; one thousand dollars may be deducted from this item.

"*Rigger's bill.*" We employ seamen at twelve dollars per month; this item may be considerably reduced.

"*Painter's bill.*" The present practice of painting our ships of war differs so much from that first adopted, both in point of labor and colors, that one-third of this item may be safely deducted.

"*Woollens for sheathing.*" Now exploded; experience having established the fact, that it occasions an absorption and retention of salt water, which corrodes the copper inside, &c. nor could the copper be laid on so smooth as without it.

"*Contingencies.*" At the time the above estimate was made we had no yards; of course wharfage, or rent of yard, was then included; and we do not now, as then, give such quantities of rum to laborers. This item may be reduced one-half.

## C.

*Estimate of the expense of building and equipping a 76 gun ship, formed from the actual expense of building and equipping the frigate President.*

The President, of 1,444 tons, cost \$220,910, say per ton \$153; a 76 would ton 1,620.	
1,620 tons, at \$153, make	\$247,860
Add for additional guns and gun carriages,	18,599
Additional cubic feet of timber in the frame, about 4,000 feet, at \$1 25,	5,000
For additional weight of rigging, anchors, and other materials, add 10 per cent. on the cost of the tonnage. \$247,860, at 10 per cent.	24,786
	<u>\$296,245</u>

Say \$300,000.

## D.

U. S. FRIGATE CONSTELLATION, November 12, 1812.

Sir:

I have received your letter of the 11th instant, in which you state "the desire of the Naval Committee to possess the most comprehensive information upon naval subjects, particularly the description of marine force best adapted to our defence, and the relative efficiency of vessels of different rates." In compliance therewith, I have the honor to answer the questions you propound, as follows:

*Question 1.* What, in your opinion, is the relative efficiency of ships of the line, say seventy-fours, and large frigates?

*Answer.* The relative efficiency or force of a seventy-four gun ship and large frigates is as one to three.

*Comparative Force.*

Frigate of 50 guns.			Ship of the line, 74 guns.		
Gun deck,	30	24 pounders.	Lower gun deck,	28	42 pounders.
Quarter deck,	14	32 pound carronades.	Upper ditto,	30	24 ditto.
Forecastle,	6	32 ditto.	Quarter deck,	16	42 pound carronades.
			Forecastle,	8	42 ditto.
			Ditto,	2	24 pounders.
			Poop,	4	68 pound carronades.
Guns	50	1,360 lbs. shot each round.			
Men	430		Guns	88	3,224 lbs. shot each round.
			Men	650	
		480 guns and men.			738 guns and men.

*Argument.* By the above comparison it appears that a seventy-four gun ship discharges at one round 3,224 lbs. of shot, and a frigate of the first class 1,360 lbs.; it therefore clearly proves the position or relative force in point of metal to be one to three, or thereabouts. When this circumstance is considered jointly with the following, it must appear to others, as it does to me, that, as you increase the class of the ship, you increase the force in the proportion of one to three, and diminish proportionately the expense of building, equipping, and supporting them in commission, which may easily be established by estimates from the Department, and the experience of all other maritime nations.

Ships of the line are much stronger in scantling, thicker in the sides and bottom, less penetrable to the shot, and consequently less liable to be torn, or battered to pieces, or sunk; the additional room being more than in proportion to the additional number of men, leaves greater space for water and provisions, and admits of her wings being kept clear, that shot penetrating below the water, the holes can readily be plugged up from the inside, and her sinking thereby prevented; hence we have seen ships of the line capable of battering one another for several hours, and, if not too much crippled in the spars and rigging, enabled to renew an action on following days. I am aware that some are of opinion that a more divided force is better calculated for action, from the advantageous position that would be given to a part. Suppose three frigates of fifty guns were to undertake to batter a seventy-four gun ship, and that two of them were to occupy the quarter and stern of the seventy-four, (this is placing them in the most favorable position) the other frigate engaged abreast, every thing would then depend on the time the frigate abreast could maintain that position, to enable the other two to act with effect on the stern and quarter. But it must appear evident to all acquainted with the two classes of ships, that the frigate abreast could not withstand the fire of so heavy and compact a battery many minutes, and, in all probability, would be dismantled or sunk the first or second broadside: this would decide the fate of the other two. Much might be said upon the superiority of ships of the line over frigates in the attack of batteries, or their defence; on the security of valuable convoys of merchant ships, or troops sent on an expedition; but their advantages, in these respects, must be apparent to all, however unacquainted with nautical affairs.

*Question 2.* What, in your opinion, is the relative efficiency or force of large frigates and sloops of war?

*Answer.* The relative efficiency of large frigates and sloops of war is at least one to two.

*Comparative Force.*

Sloop of War.			Frigate.		
Gun deck,	16	12 pounders.	Gun deck,	30	24 pounders.
Quarter deck,	8	24 pound carronades.	Quarter deck,	14	32 pound carronades.
Forecastle,	4	24 ditto.	Forecastle,	6	32 ditto.
Guns	28	480 lbs. shot.	Guns	50	1,360 lbs. shot.
Men	180		Men	430	
		208 guns and men.			480 guns and men.

*Question 3.* What description of naval force do you think best adapted to the defence of our coast and commerce?

*Answer.* Ships of the line are best calculated for the defence of our coast, and for the protection of our inward and outward commerce, when engaged in war with a foreign maritime Power.

*Argument.* It cannot be supposed that, in a war with a foreign maritime Power, that Power will only send to our coast frigates and smaller cruisers, because we possess no other description of vessels. Their first object will be to restrain, by ships of the line, our frigates and other cruisers from departing and preying upon their commerce; their next object will be to send their smaller cruisers in pursuit of our commerce; and by having their ships of the line parading on our coast, threatening our more exposed seaport towns, and preventing the departure of our small cruisers, they will be capturing what commerce may have escaped theirs, and recapturing what prizes may have fallen into our hands. Thirdly: they can at any time withdraw their ships of the line, should a more important object require it, without hazarding much on their part; and return in sufficient time to shut out our cruisers that may have departed during their absence. Fourthly: they can at all times consult their convenience in point of time



and numbers; and will incur no expense and risk of transports for provisions and water, but can go and procure their supplies at pleasure, and return to their station ere their absence is known to us.

*Question 4.* What description of force do you think best calculated to prosecute the present war and any future war in which we may be engaged?

*Answer.* For the prosecution of the present war with the most effect, a mixed naval force, of the following description, is, in my opinion, the best calculated:

Ships of the line to rate, in honor of the year of our independence, seventy-six's, to mount as follows:

28 42 pounders on the lower gun deck,  
30 24 do. on the upper do.  
24 42 pound carronades on quarter deck and fore-castle,  
2 24 pounders on fore-castle,  
4 68 pound carronades on poop.

—  
88 guns.

Frigates to rate forty guns to mount as follows:

30 24 pounders on gun deck,  
20 32 pound carronades on quarter deck and fore-castle.

—  
50 guns.

Frigates to rate thirty-two guns to mount as follows:

26 18 pounders on gun deck,  
16 24 pound carronades on quarter deck and fore-castle.

—  
42 guns.

Corvette ships to rate sixteen guns to mount as follows:

18 32 pound carronades,  
2 12 pounders.

—  
20 guns.

*Argument.* By having a proportion of these classes of ships of war, the inner squadron, or *guard de costa*, may be composed of the ships of the line and a few of the thirty-two gun ships, for repeaters and look out ships. Hence it would produce one of two results—either that the enemy would be obliged to abandon our coast or bring on it a much greater force, at least double our number, out of which they will be obliged to keep on our coast a superiority, at all the hazards of the sea, and at great additional expense and risk of transports to provision and water them. But should they, from other circumstances, be unable to keep up this superiority on our coast, the door will be kept open for the ingress and egress of our cruisers and their prizes; while our other classes of ships may be sent in pursuit of their smaller cruisers and commerce. These observations will apply to all future wars in which we may be engaged with the maritime Powers; but, as we might more frequently be engaged with the Barbary Powers, the frigates and sixteen gun ships would be better adapted to that species of warfare. They have no ships of the line. The ships of the line could then be laid up in ordinary, dismantled, and preserved at a small expense.

*Question 5.* Would not the erection of docks for the repairs of our vessels produce a great saving in expense, labor, and risk; and would not docks greatly expedite the refitting of our ships?

*Answer.* A dry dock, agreeable to a plan I furnished the Department some time since, to be freed from water by pumps or drains, will be indispensable for the repair of ships of war, and will be the least expensive way of repairing the bottoms of our ships, and will expedite the outfits in point of time one to ten.

*Argument.* A ship of war wanting repairs done to her bottom, or coppering, must be turned down one side at a time to undergo that repair; therefore, to prepare a ship for that process, requires that all her upper masts should be taken down, and all her guns, stores, water casks, ballast, ammunition, &c. should be taken out; which leads to great loss, waste, and labor; and the time occupied in the process will be from two to three weeks, and as much more time will be required to re-rig, re-equip, and replace her guns, stores, and other materials. The preparation to dock a ship of war can be done in twelve hours; all that is necessary to be done is, to take out the guns, and pump the water out of the water casks; and, when in dock, the repairs of her bottom can progress on both sides at the same time. Should a ship of war require a thorough repair throughout, it can never be effectually done but in a dock; for instance, in repairing ships of war in the water, they are liable to have the fine form of their bottom spoiled, by hogging, spreading, or warping, which will materially affect their sailing. Ships wanting thorough repairs require all the plank stripped off inside and outside; their beams, knees, and clamps, taken out: these articles are all they have to bind their frames together, and thereby preserve their shape; but, when stripped of them to make room for the new, they are liable to hog, from the greater weight and body of timber being in the fore and after end, at which places there is no pressure upwards, caused by the water, as those ends are sharp. The two extremes of the ship are liable to sink in the water, while the body or middle of the ship rises with the upward pressure of water. The next consideration in repairing the bottoms in the water, though not of such vital importance, is not unworthy of serious attention: the bolting in the bottom ought to be driven from the outside; but, when repaired afloat, they are under the necessity of driving them from the inside; hence the bottom will not be so strong nor so well secured.

The time for answering the several questions propounded to me in your letter of the 11th instant being very short, and a great deal being required by my other avocations, will, I trust, be a sufficient apology for my not going more largely and minutely into the subject, as also for any inaccuracies which I may have committed. I will, therefore, close this communication with an expression of my hopes that, whatever may be proposed by the naval committee to Congress on this subject, they will strongly recommend to their consideration the necessity of having what they propose for the increase of the navy, of the best seasoned materials, which will be by far the cheapest, and be longer in a state for active service. I trust their past experience will prove to their satisfaction this position, that the best materials are always the cheapest, and that a slow increase is better than a hasty and temporary one.

I have the honor to be, very respectfully, sir, your obedient servant,

CHS: STEWART.

Honorable P. HAMILTON.

We agree with Captain Stewart in the foregoing statement, in all its parts.

ISAAC HULL.  
C. MORRIS.

*Ships of the United States' Navy, 1798, 1799.*

United States	44, commissioned and put in service,	1798	Merrimack	24, commissioned and put in service,	1798
Constitution	44, do.	1798	Connecticut	24, do.	1798
Constellation	44, do.	1798	Baltimore	20, do.	1799
Congress,	36, do. early	1799	Delaware	20, do.	1798
President	44, do.	1799	Maryland	20, do.	1799
Chesapeake	44, do.	1799	Patapsco	20, do.	1799
Philadelphia	44, do.	1799	Herald	18, do.	1798
New York	36, do.	1799	Trumbull	20, do.	1798
Essex	32, do.	1799	Warren	20, do.	1798
John Adams	32, do.	1799	Montezuma	20, do.	1798
Adams	32, do.	1799	Norfolk	18, do.	1798
Geo. Washington	32, do.	1798	Richmond	18, do.	1798
Boston	32, do.	1799	Augusta	18, do.	1798
General Greene	32, do.	1798	Pickering	14, do.	1798
Insurgent	36, do.	1799	Experiment	14, do.	1798
Ganges	32, do.	1798	Enterprise	14, do.	1798
Portsmouth	24, do.	1798	And a number of smaller vessels,		1799

In service in 1798, 20 vessels, }  
 Do. 1799, 33 do. } Besides smaller vessels.

*Statement showing the proportions of able seamen, ordinary seamen, and boys, required for a ship of the line, say a 76, and a 44 gun frigate.*

A 76 requires 280 able seamen, 233 ordinary seamen and boys.  
 A 44 do. 140 do. 172 do.

NOTE.—280 able seamen is considered by practical men as too great a proportion for a first rate 76. The whole number of able and ordinary seamen and boys is 513, and practical men say that they may be classed thus: 220 able seamen, 293 ordinary seamen, &c. It is observed by those acquainted with ships of the line, that to manage their *sails* does not require more able seamen than are required to manage the *sails* of a large frigate.

A force in frigates equal to a seventy-six would then require 420 able seamen; a 76 would require 220: making a difference in this respect of 200 able seamen in favor of the 76.

In 1798 and 1799 no difficulty was experienced in procuring able seamen. We could frequently in one week man a frigate. One among other considerations which induced able seamen to enter then with so much alacrity, was, because the enemy we were then contending with had not afloat (with very few exceptions) vessels superior in rate to frigates. The enemy we are now fighting have *ships of the line*; and our sailors know the great difference between that class of vessels and frigates, and cannot but feel a degree of reluctance at entering the service, from the evident disparity. Build ships of the line, and you would man them with more ease than you now can a sloop of war.

In 1798, 1799, and 1800, we had near four thousand *able seamen* in the navy; a number sufficient to man *eighteen* ships of the line.

Ordinary seamen can always be procured in abundance.

12th CONGRESS.]

No. 97.

[2d Session.]

## CAPTURE OF THE MACEDONIAN AND FROLIC, AND LOSS OF THE WASP.

COMMUNICATED TO CONGRESS, DECEMBER 11, 1812.

WASHINGTON, December 11, 1812.

*To the Senate and House of Representatives of the United States:*

I transmit to Congress copies of a letter to the Secretary of the Navy, from Captain Decatur of the frigate "United States," reporting his combat and capture of the British frigate Macedonian. Too much praise cannot be bestowed on that officer and his companions on board, for the consummate skill and conspicuous valor by which this trophy has been added to the naval arms of the United States.

I transmit also a letter from Captain Jones, who commanded the sloop of war Wasp, reporting his capture of the British sloop of war the Frolic, after a close action, in which other brilliant titles will be seen to the public admiration and praise.

A nation feeling what it owes to itself and to its citizens could never abandon to arbitrary violence on the ocean, a class of them which gives such examples of capacity and courage, in defending their rights on that element—examples which ought to impress on the enemy, however brave and powerful, a preference of justice and peace, to hostility against a country whose prosperous career may be accelerated, but cannot be prevented, by the assaults made on it.

JAMES MADISON.

UNITED STATES' SHIP UNITED STATES, AT SEA, October 30, 1812.

SIR:

I have the honor to inform you that, on the 25th instant, being in the latitude 29° N. longitude 29° 30' W. we fell in with, and, after an action of one hour and a half, captured, His Britannic Majesty's ship Macedonian, commanded by Captain John Carden, and mounting forty-nine carriage guns (the odd gun shifting.) She is a frigate of the largest class, two years old, four months out of dock, and reputed one of the best sailers in the British service. The enemy being to windward, had the advantage of engaging us at his own distance; which was so great that, for the first half hour, we did not use our carronades, and at no moment was he within the complete effect of our musketry or grape: to this circumstance, and a heavy swell which was on at the time, I ascribe the unusual length of the action.



The enthusiasm of every officer, seaman, and marine, on board this ship, on discovering the enemy, their steady conduct in battle, and the precision of their fire, could not be surpassed. Where all have met my fullest expectations it would be unjust in me to discriminate. Permit me, however, to recommend to your particular notice my first lieutenant, William H. Allen; he has served with me upwards of five years, and to his unremitting exertions in disciplining the crew is to be imputed the obvious superiority of our gunnery exhibited in the result of this contest.

Subjoined is a list of the killed and wounded on both sides. Our loss, compared with that of the enemy, will appear small. Amongst our wounded you will observe the name of Lieutenant Funk, who died a few hours after the action: he was an officer of great gallantry and promise, and the service sustained a severe loss in his death.

The Macedonian lost her mizzen mast, fore and main top masts, and main yard, and was much cut up in her hull. The damage sustained by this ship was not such as to render her return into port necessary; and had I not deemed it important that we should see our prize in, should have continued our cruise. With the highest consideration and respect,

I am, sir, your obedient humble servant,

STEPHEN DECATUR.

The Hon. PAUL HAMILTON.

*List of killed and wounded on board the United States.*

Thomas Brown, New York, seaman; Henry Shepherd, Philadelphia, ditto; William Murray, Boston, boy; Michael O'Donnel, New York, private marine; John Roberts, ditto—*killed*.

\*John Mercer Funk, Philadelphia, Lieutenant; John Archibald, New York, carpenter's crew; Christian Clark, ditto, seaman; George Christopher, ditto, ordinary seaman; George Mahar, ditto ditto; William James, ditto ditto; John Laton, ditto, private marine—*wounded*.

On board the Macedonian there were thirty-six killed, and sixty-eight wounded; among the former were the boatswain, one master's mate, and the schoolmaster; and of the latter were the first and third lieutenants, one master's mate, and two midshipmen.

NEW YORK, November 24, 1812.

SIR:

I here avail myself of the first opportunity of informing you of occurrences of our cruise, which terminated in the capture of the *Wasp*, on the 18th October, by the *Poictiers*, of seventy-four guns, while a wreck from damages received in the engagement with the British sloop of war *Frolic*, of twenty-two guns, sixteen of them thirty-two pound carronades, four twelve-pounders on the main deck, and two twelve-pound carronades on the top-gallant fore castle, making her superior in force to us by four twelve pounders. The *Frolic* had struck to us, and was taken possession of two hours before our surrendering to the *Poictiers*.

We had left the Delaware on the 13th; the 16th had a heavy gale, in which we lost our jib-boom and two men; half past eleven on the night of the 17th, in the latitude of 37 degrees North, and longitude 65° West, we saw several sail, two of them appearing very large: we stood for them for some time, then shortened sail, and steered the remainder of the night the course we had perceived them on. At day light on Sunday the 18th we saw them ahead: gave chase, and soon discovered them to be a convoy of six sail, under the protection of a sloop of war, four of them large ships, mounting from sixteen to eighteen guns. At thirty-two minutes past eleven A. M. we engaged the sloop of war, having first received her fire at the distance of fifty or sixty yards, which space we gradually lessened until we laid her on board, after a well supported fire of forty three minutes; and although so near, while loading our last broadside, that our rammers were shoved against the side of the enemy, our men exhibited the same alacrity which they had done during the whole of the action. They immediately surrendered upon our gaining their fore-castle, so that no loss was sustained on their side after boarding.

Our main top mast was shot away between four and five minutes from the commencement of the firing, and falling, together with the main topsail yard, across the larboard fore and fore topsail braces, rendered our head yards unmanageable the remainder of the action. At eight minutes, the gaff and mizzen top-gallant mast came down, and at twenty minutes from the beginning of the action every brace and most of the rigging was shot away. A few minutes after separating from the *Frolic* both her masts fell upon deck; the main mast going close by the deck, and the fore mast going twelve or fifteen feet above it.

The courage and exertions of the officers and crew fully answered my expectations and wishes. Lieutenant Biddle's active conduct contributed much to our success, by the exact attention paid to every department during the engagement, and the animating example he afforded the crew by his intrepidity. Lieutenants Rodgers, Booth, and Mr. Rapp, showed, by incessant fire from their divisions, that they were not to be surpassed in resolution or skill. Mr. Knight and every other officer acted with a courage and promptitude highly honorable, and I trust have given assurance that they may be relied on whenever their services may be required.

I could not ascertain the exact loss of the enemy, as many of the dead lay buried under the masts and spars that had fallen on deck, which two hours' exertion had not sufficiently removed. Mr. Biddle, who had charge of the *Frolic*, states that, from what he saw, and from information from the officers, the number of killed must have been about thirty, and that of the wounded about forty or fifty; of the killed, is her first lieutenant and sailing master; of the wounded, Captain Winyates, and the second lieutenant.

We had five killed and five wounded, as per list: the wounded are recovering. Lieutenant Claxton, who was confined by sickness, left his bed a little previous to the engagement, and though too weak to be at his division, remained on deck, and showed, by his composed manner of noting its incidents, that we had lost by his illness the services of a brave officer.

I am, respectfully, &c.

JACOB JONES.

Hon. PAUL HAMILTON.

\* Since dead.

12th CONGRESS.]

No. 98.

[2d Session.

GOLD MEDAL PRESENTED TO CAPTAIN PREBLE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 23, 1812.

To the House of Representatives of the United States:

I transmit to the House of Representatives a report of the Secretary of the Navy, complying with their resolution of the 16th instant.

JAMES MADISON.

December 23, 1812.

NAVY DEPARTMENT, *December 21, 1812.*

SIR:

On the subject of the resolution of the honorable the House of Representatives, of the 16th instant, I have the honor to state:

That, in pursuance of the resolution of Congress of the 3d of March, 1805, a gold medal, emblematical of the attacks on the town, batteries, and naval force, of Tripoli, by the squadron under Commodore Preble's command, was presented to Commodore Preble, in the manner stated in the enclosed letter, dated May 17, 1806.

That one month's pay was allowed, "exclusively of the common allowance, to all the petty officers, seamen, and marines, of the squadron, who so gloriously supported the honor of the American flag, under the orders of their gallant commander, in the several attacks."

That no sword has been presented to either of the commission officers, or midshipmen, who distinguished themselves in the several attacks.

And that it is not known to this Department that there ever was made by Congress a specific appropriation of twenty thousand dollars, for the purpose of carrying into effect the resolution referred to.

With respect to that part of the resolution which "requests the President to cause a sword to be presented to each of the commissioned officers and midshipmen who distinguished themselves," it is presumed that the President saw what to his mind appeared difficulties of great delicacy, from the peculiar language of the resolution. By the resolution he was requested to present swords to such only as had distinguished themselves; and all having been represented to him as having acted gloriously, he could not, in justice, draw with precision a line of discrimination. He felt, it is to be presumed, a repugnance to the making of a selection which, by implication, would necessarily have cast an unmerited reproach upon all not therein included. A degradation of that kind might have greatly injured the service, and could not possibly have been grateful to the honorable feelings of the favored officers.\*

I have the honor to be, with the greatest respect, sir, your most obedient servant,

PAUL HAMILTON.

THE PRESIDENT.

NAVY DEPARTMENT, *May 17, 1806.*

SIR:

In pursuance of the resolution of Congress, of the 3d of March, 1805, requesting the President of the United States to cause a gold medal to be struck, emblematical of the attacks on the town, batteries, and naval force, of Tripoli, by the squadron under your command, and to present it to you in such manner as, in his opinion, would be most honorable to you, the medal which will herewith be delivered to you by Lieutenant Jones has been struck. You will receive it, sir, as a testimony of your country's estimation of the important and honorable services rendered by you; and you will be pleased to accept an assurance of the great pleasure I have in the honor of presenting it to you.

I have the honor to be, with great respect, sir, your most obedient servant,

R. SMITH.

To Commodore EDWARD PREBLE.

From the records of the Navy Department.

PAUL HAMILTON.

\*See No. 105.

12th CONGRESS.]

No. 99.

[2d SESSION.]

## CAPTURE OF THE BRITISH BRIGS DETROIT AND CALEDONIA.

COMMUNICATED TO THE SENATE, JANUARY 13, 1813.

To the Senate of the United States:

I transmit to the Senate copies of the correspondence called for by their resolution of the 7th instant.\*

JAMES MADISON.

January 13th, 1813.

BLACK ROCK, *October 9, 1812.*

SIR:

I have the honor to inform you that, on the morning of the 8th instant, two British vessels, which I was informed, were His Britannic Majesty's brig Detroit, late the United States' brig Adams, and the brig Hunter, mounting fourteen guns, but which afterwards proved to be the brig Caledonia, both said to be well armed and manned, came down the lake, and anchored under the protection of Fort Erie. Having been on the lines for some time, and in a measure inactively employed, I determined to make an attack, and, if possible, get possession of them; a strong inducement to this attempt arose from a conviction that, with those two vessels, added to those which I have purchased and am fitting out, I should be able to meet the remainder of the British force on the upper lakes, and save an incalculable expense and labor to the Government. On the morning of their arrival, I heard that our seamen were but a short distance from this place, and immediately despatched an express to the officers, directing them to use all possible despatch in getting the men to this place, as I had important service to perform. On their arrival, which was about 12 o'clock, I discovered that they had only about twenty pistols, and neither cutlasses, nor battle axes; but on application to Generals Smyth and Hall, of the regulars and militia, I was supplied with a few arms, and General Smyth was so good, on my request, as immediately to detach fifty men from the regulars, armed with muskets; by four o'clock, in the afternoon, I had my men selected and stationed in two boats which I had previously prepared for the purpose: with those boats, fifty men in each, and under circumstances very disadvantageous, my men having had scarcely time to refresh themselves, after a fatiguing march of five hundred miles, I put off from the mouth of Buffalo creek, at one o'clock the following morning; and at three I was along side the vessels; in about ten minutes I had the prisoners all secured; the topsails sheeted home, and the vessels under way; unfortunately the wind was not sufficiently strong to get me up against a rapid current into the lake, where I understood another armed vessel lay at anchor, and I was obliged to run down the river by the forts, under a heavy fire of round, grape, and canister, from a number of pieces of heavy ordnance, and several pieces of flying artillery; was compelled to anchor at a distance of about four hundred yards from two of their batteries. After the discharge of the first gun, which was from the flying artillery, I hauled to the shore, and observed to the officer that if another gun was fired, I would bring the prisoners on deck, and expose them to the fate we should all share; but, notwith-

\*Resolved, That the Secretary of the Navy be directed to lay before the Senate any correspondence that may have taken place between him and Captain Chauncey and Lieut. Elliott, relative to the capture and subsequent disposition of the British armed brigs Detroit and Caledonia, on the 8th of October, 1812.



standing they disregarded the caution, continuing a constant and destructive fire, one single moment's reflection determined me not to commit an act that would subject me to the imputation of barbarity. The *Caledonia* had been beached in as safe a position as the circumstances would admit of, under one of our batteries at Black Rock; I now brought all the guns of the *Detroit* on one side, next the enemy, stationed the men at them, and directed a fire, which was continued as long as our ammunition lasted, and circumstances permitted. During the contest, I endeavored to get the *Detroit* on our side, by sending a line (there being no wind) on shore, with all the line I could muster; but the current being so strong, the boat could not reach the shore. I then hauled on shore, and requested that warps should be made fast on the land and sent on board, the attempt to do which again proved useless. As the fire was such as would, in all probability, sink the vessel in a short time, I determined to drop down the river, out of reach of the batteries, and make a stand against the flying artillery. I accordingly cut the cable and made sail, with very light airs, and at that instant discovered that the pilot had abandoned me. I dropped astern, for about ten minutes, when I was brought up on our shore, on Squaw Island; got the boarding boat made, had all the prisoners put in and sent on shore, with directions for the officer to return for me, and what property we could get from the brig; he did not return, owing to the difficulty of the boat's getting on shore. Discovering a skiff under the counter, I sent the four remaining prisoners in the boat, and with my officer, I went on shore to bring the boat off; I asked for protection to the brig of Lieut. Col. Scott, who readily gave it; at this moment I discovered a boat, with about forty soldiers, from the British side, making for the brig; they got on board, but were soon compelled to abandon her, with the loss of nearly all their men. During the whole of this morning both sides of the river kept up alternately a constant fire on the brig, and so much injured her that it was impossible to have floated her: before I left her she had received twelve shot of large size in her bends her sails in ribbons, and her rigging all cut to pieces. To my officers and men, I feel under great obligations: to Captain Towson, and Lieutenant Roach, of the second regiment of artillery; Ensign Pressman, of the infantry; to Cornelius Chapin, Mr. John McComb, Messrs. John Tower, Thomas Davis, Peter Overstacks, James Sloan, resident gentlemen of Buffalo, for their soldier and sailor-like conduct; in a word, every man fought with their hearts animated only by the interest and honor of their country. The prisoners I have turned over to the military. The *Detroit* mounted six six-pound long guns; a commanding lieutenant, a lieutenant of marines, a boatswain and gunner, and fifty-six men; about thirty American prisoners on board, muskets, pistols, and battle axes; in boarding her, I lost one man, one officer wounded—Mr. John C. Cummings, acting midshipman, a bayonet through the leg; his conduct was correct, and deserves the notice of the Department. The *Caledonia* mounted two small guns, blunderbusses, pistols, muskets, cutlasses, and boarding pistols; twelve men, including officers; ten prisoners on board; the boat boarding her commanded by Sailing Master George Watts, performed his duty in a masterly style; but one man killed and four wounded badly, I am afraid mortally. I enclose you a list of the officers and men engaged in the enterprise, and also a view of the lake and river in the different situation of attack; in a day or two I shall forward the names of the prisoners. The *Caledonia* belongs to the Northwest Company, laden with furs, worth, I understand, two hundred thousand dollars.

JESSE D. ELLIOTT.

Honorable PAUL HAMILTON, *Secretary of the Navy.*

*Lieut. Elliott to the Secretary of the Navy.*

BLACK ROCK, October 10th, 1812.

SIR: In my letter of yesterday's date I stated my intention to enclose to you a list of the officers and men engaged with me in capturing His Britannic Majesty's brig the *Detroit* and brig *Caledonia*. The incessant fire of the enemy, and my own constant engagements for the protection of the vessels, compel me to postpone sending that list till another opportunity. Last evening, having observed an intention on the part of the enemy to remove the ordnance and military stores with which the *Detroit* was charged, I determined at once to set her on fire; thereby to prevent her having the aid of masts and yards in getting her guns into boats, she having five twelve-pound guns in her hold, and six six-pounders upon her deck, that I could prepare them, and, with my sailors, remove the ordnance during the night, when unobserved by the enemy. These preparations I am now making, and shall, with as much expedition as possible, continue to get the ordnance, and place it in our battery, as we are much in want—not one piece at Black Rock. The *Caledonia* I have perfectly recovered from the enemy.

I have the honor to be, with great respect, &c.

JESSE D. ELLIOTT.

*Lieut. Elliott to Commodore Chauncey, dated*

BLACK ROCK, October 10th, 1812.

SIR: I have the honor to inform you that, on the morning of the 6th instant, two vessels under British colors came down Lake Erie, and anchored under the protection of Fort Erie: that on the same day a detachment of men arrived from New York, accompanied by Sailing Masters Watts and Chisson, with some master's mates and midshipmen: that on the morning following I, with two boats previously prepared for the purpose, boarded and took possession of them, with the loss of two men killed, Samuel Fortune and Daniel Martin, and four wounded; Acting Midshipman John C. Cummings, John Garling, Nathan Armstrong, Jerome Sardie, and John Yosem. As there is not a probability of your receiving this shortly, I have made a communication to the Department upon the subject, a copy of which I enclose for your perusal. I beg you will not have conceived me hasty in making this attack. I acted as if the action came directly from yourself. Let me recommend to your particular attention the officers and men who performed this service: each and all did their duty. The ensign of the *Adams* I will send you by an early opportunity: it is at your disposal. The particulars, as it regards the vessels, I will forward you in a day or two; at present I am much engaged.

With sentiments, &c.

P. S. I have neglected mentioning to you the names of the vessels captured. One His Britannic Majesty's brig *The Detroit*, formerly the United States' brig *Adams*; the other a brig belonging to the Northwest Company, loaded with skins, called the *Caledonia*.

SACKETT'S HARBOR, October 16, 1812.

SIR: I have great pleasure in informing you that, by a gentleman who arrived here yesterday afternoon, from Buffalo, I learn that Lieutenant Elliott, with about sixty sailors, and a number of volunteer militia, cut out from under the guns of Fort Erie, on the night of the 8th instant, the brig *Adams* (lately surrendered at *Detroit*) and the schooner *Caledonia*, laden with peltry, said to be very valuable: but in running these vessels for Black Rock, they both grounded, in such a situation that the British fort was firing on them when my informant left there on Friday morning last. It was, however, believed, that, if they could not be got off, they could be destroyed. I, however, hope that Lieutenant Elliott will be able to save both vessels: for such an addition to our little force on Lake Erie, at this time, would be invaluable. Lieutenant Elliott deserves much praise for the promptness with which he executed this service; as the sailors had only arrived at Black Rock on the 8th, and he had no particular orders

from me, except to have boats built and prepared for cutting out the British vessels, which I knew rendezvoused near Fort Erie. If Lieutenant Elliott succeed in saving the Adams and Caledonia, I think that we shall obtain the command of Lake Erie before December; but, as to this lake, I hardly know what to say, as there has not a single pound of powder, nor a gun, arrived yet, and I can make no calculation when any will arrive. I feel quite discouraged, and shall be tempted to seek the enemy, with the Oneida alone, if the guns do not arrive soon.

The sailors have all arrived at their places of destination; but the marines have not arrived. I, however, hope to see them to day or to-morrow.

I have the honor to be, very respectfully, your obedient servant,

ISAAC CHAUNCEY.

Honorable PAUL HAMILTON, *Secretary of the Navy.*

SACKETT'S HARBOR, October 27, 1812.

SIR:

I have the honor of enclosing you copies of two letters from Lieutenant Elliott, giving an account of his having cut out from under Fort Erie, on Lake Erie, in a most gallant manner, two British brigs, the Detroit (late Adams) and the Caledonia. The Detroit was manned and armed as a man of war; the Caledonia belonged to the North-west Company, and was loaded with peltry.

Nothing that I can say, more than I have already said in a former communication upon this subject, will add to the credit of Lieutenant Elliott, and the gallant officers and men who accompanied him. The thing speaks for itself, and will, I am sure, be duly appreciated by all who have any idea of the difficulties that he had to encounter, after getting possession of these vessels.

I have the honor to be, respectfully, sir, your most obedient servant,

ISAAC CHAUNCEY.

Honorable PAUL HAMILTON, *Secretary of the Navy.*

WASHINGTON, January 8, 1813.

SIR:

In answer to your note, requesting of me "a general description of the armament and stores on board at the time of the capture of the Adams, and the probable number of men." I can state, that I sailed from Malden in the Adams, and arrived at Fort Erie on the morning preceding the night in which you captured that vessel. I left her in the afternoon, and crossed in her boat to Buffalo, with a flag. When I left the Adams, she had on board five guns mounted, (six and four pounders) and six long twelves in her hold. She had also on board a quantity of powder and ball, and a number of boxes of muskets. I am not able to state, of my own knowledge, the number of stand of arms, but I have been informed that nearly all the arms taken at Detroit were on board; if that was the fact, the number must have exceeded two thousand. The number of the crew that I left on board could not vary much from sixty, and the number of American prisoners about thirty, including three officers.

I have the honor to be, respectfully, your obedient servant,

HARRIS H. HICKMAN.

Lieutenant J. D. ELLIOTT, *U. S. N.*

NAVY DEPARTMENT, October 27, 1812.

SIR:

I have received, with great satisfaction, your communication of the 9th instant, and have been desired by the President of the United States to return to you, and through you to the officers and men under your command, in the expedition to Fort Erie, which terminated to the glory of the American arms, his particular thanks.

I am, with great respect, sir, your most obedient servant,

PAUL HAMILTON.

P. S. Your having abstained from fulfilling your intimation that you would expose your prisoners to the enemy's fire, is highly approved.

JESSE D. ELLIOTT, Esq. *Lieutenant Commanding, Black Rock.*

12th CONGRESS.]

No. 100.

[2d SESSION.]

### NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 2, 1813.

NAVY DEPARTMENT, January 29, 1813.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the Navy of the United States," respectfully report to Congress the following statements in relation to the fund:

Paper A, which shows the amount of stock on the books of the treasury to the credit of the commissioners.

Paper B, statement of bank stock belonging to the fund.

Paper C, list of navy pensioners, with the pension allowed to each. [Aggregate amount \$9,287 20.]

Paper D, account of the commissioners with Thomas T. Tucker, Esquire, treasurer of the fund. [Balance in his hands 1st January, 1813, \$4,249 24]

Paper E, abstract of warrants drawn by the Secretary of the Navy, on the treasurer of the fund, from the 1st of January, 1812, to the 1st of January, 1813. [Amount of warrants drawn \$11,445.]

Paper F, accounts of Mr. George Macdaniel for the purchase of stock, which exhibit a view of the purchases made since last report. [Balance in his hands 1st January, 1813, \$2,726 25.]

All which is respectfully submitted for the Commissioners.

W. JONES, *Secretary of the Navy.*



## A.

*Statement of the Stock on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued for the year 1812.*

STOCKS.	Commencement of Interest.	Nominal amount of stock.	Interest and reimbursement for the year 1812.	Reimbursement of 6 per cent. and deferred stocks to 31st Dec'r, 1812.	Irredeemed amount of stock, 1st of January, 1813.
Six per cent. stock, -	January 1, 1812, -	\$39,579 04	\$3,166 31	\$24,782 66	\$14,796 38
Deferred six per cent. stock, -	- - -	56,532 23	4,522 57	19,226 45	37,305 78
Three per cent. stock, -	- - -	30,895 93	926 88	- -	30,895 93
Louisiana six per cent. stock, -	- - -	38,000 00	2,280 00	- -	38,000 00
Total, -	- - -	\$165,007 20	\$10,895 76	\$44,009 11	\$120,998 09
Nominal amount, as per statement for 1811, -		168,257 20			
Deduct converted stock paid off 1st January, 1812, -		3,250 00			
Nominal amount 31st December, 1812, as above, -		165,007 20			

TREASURY DEPARTMENT, *Register's Office*, January 1, 1813.

JOSEPH NOURSE, *Register*.

## B.

*Statement of Bank Stock belonging to the Navy Pension Fund, standing in the name of the Commissioners.*

SHARES.	Nominal am't.	Amount of cost.
476 complete shares Columbia Bank stock, - - - -	\$47,600 00	} \$60,102 60
150 short do. do. - - - -	6,000 00	
700 complete shares Washington Bank stock, - - - -	14,000 00	
600 Do. Union Bank stock, - - - -	15,000 00	15,340 50
	82,600 00	89,703 10

NAVY DEPARTMENT, *Accountant's Office*, December 31, 1812.

THOMAS TURNER, *Accountant*.

12th CONGRESS.]

No. 101.

[2d SESSION.]

# RE-ORGANIZATION OF THE NAVY DEPARTMENT, INCREASE OF THE CAPTAINS' AND ADDITIONAL SLOOPS OF WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 6, 1813.

NAVY DEPARTMENT, *February 2, 1813.*

SIR: Permit me to revive the suggestions I had the honor to make to you in conversation relative to the better organization of the Navy Department; and though it would be premature in me to offer any general system of improvement, yet, in my view, there are some prominent defects in the establishment, which are susceptible of a simple remedy, similar to that of which necessity urged the adoption in relation to the War Department.

The vital error appears to me to consist in loading the chief of the Department with the cognizance of details, and with the execution of duties which divert his attention from the sound direction of the great and efficient objects of the establishment; or the inevitable alternative is to submit the execution of those duties to subordinate agents, whose responsibility does not afford a sufficient guarantee to the public for the judicious and faithful discharge of the trust. Of this nature is the duty of forming contracts, making purchases, and the effective control and accountability of navy agents, now spread over the interior as well as the Atlantic coast, and which I conceive would employ to great public advantage a distinct department, directed by a responsible and able head. If, in the present state of our navy, this view of the subject is in any degree correct, the increase, as now provided for by law, must render it indispensable.

I would therefore respectfully suggest the idea of a naval purveyor's department, with deputies, as many as may be necessary, to be nominated by the President to the Senate. The purveyor to reside in some of our central seaport towns, where the state of the market, and the information necessary to form contracts to advantage, can be best known, and effected with the best security; the Secretary of the Navy retaining the control and general direction of all important contracts to be formed by the purveyor.

Permit me also to ask of you to consider the propriety of increasing the appropriation for clerks in the Navy Department, so as to admit of the addition of two able clerks to the number now employed. I would also suggest the propriety of providing for the appointment of an additional number of captains, in anticipation of those authorized by the act for building the seventy-fours. There is not now a single vacancy; and unless a captain is taken from one of the navy yards, there is no commander for the Macedonian, although a distinguished master commandant has been designated for that promotion and command; indeed, we have none to provide for casualties, or the fate of battle.

I would also draw your attention to a species of force of vast importance for short coasting convoys, as well as for the annoyance of the enemy. I mean corvettes, such as the *Hornet*, or, rather larger, (such as the enemy employ.) Of this valuable class of vessels we are almost destitute. I think six vessels of this class would be desirable; they can be built by contract on favorable terms, and in service in four months. Orders have been given to construct and equip two corvettes at Erie, and one at Sackett's Harbor, with a view to the complete command of the whole of the lakes. I think, sir, the public could be amply remunerated for the additional six corvettes, by a reduction of the number of gunboats now in service, and of the officers and crews of those that may be retained, in situations admitting of such diminution.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

Hon. BURWELL BASSETT, *Chairman of the Naval Committee, House of Representatives.*

NAVY DEPARTMENT, *February 3, 1813.*

SIR:

With reference to the note I had the honor to address to you on the — instant, permit me to add that the authority to increase the number of captains is equally applicable to the circumstances of the *Adams* frigate, intended for Captain Morris, who is not yet appointed, and for whom there is no vacancy.

I also pray your attention to a subject which menaces the service with serious inconvenience. Offences committed on board privateers are to be tried by naval courts martial; two have been called for and ordered since I have been in office. It is at all times inconvenient and expensive to institute these tribunals, and, in many cases, may be impracticable; meanwhile, the accused may be suffering the rigors of an unjust imprisonment, and the frequency of offences or charges may create very serious evils. Indeed, a case has already occurred, in which an individual has suffered several months' close confinement, waiting trial. Cannot some other tribunal be substituted?

I am, sir, your obedient servant,

W. JONES.

NAVY DEPARTMENT, *February 4, 1813.*

SIR:

Upon more mature reflection and investigation, I am induced to believe that it will for this session be best to postpone the creation of the purveyor's office, lest it should militate with some of the arrangements necessary to be made at an early period; and during the recess, I shall have an opportunity of testing the utility of the plan, as well as of suggesting some improvements of the system. All that will be necessary at present, will be to provide for two additional clerks in this Department, and I believe they are really necessary. I would propose to embrace in the appropriation for building and equipping the sloops of war, the whole number which may be necessary both on the lakes and the sea, by a section authorizing the building — sloops of war, (say ten of the largest class) and a section appropriating, for the building and equipping the said sloops of war, including \$200,000 for expenses incurred in the purchase and building of vessels on the lakes, — dollars.

I am, respectfully, sir, your obedient servant,

W. JONES.

Hon. BURWELL BASSETT, *Chairman of the Naval Committee.*

12th CONGRESS.]

No. 102.

[2d SESSION.]

## DEFICIT IN THE NAVAL APPROPRIATIONS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 7TH OF FEBRUARY, 1813.

NAVY DEPARTMENT, *February 7, 1813.*

SIR:

I have the honor of transmitting to you, herewith, papers A, B, and C, which exhibit a view of the navy appropriations on the 27th of January, 1813.

By these papers, it will be seen that the amount overdrawn under the heads of the several appropriations of pay, provisions, medicines, repairs, contingencies, navy yards, and quartermaster's stores, is \$366,166 70

And that there was on that day due for bills and requisitions drawn upon the Department, under these several heads, 206,460 00

That, on that day, there was estimated to be due to the crews of the public ships, and other vessels in commission, the sum of 365,000 00

And that the balance due and becoming due on contracts for ordnance, is estimated at 105,874 75

Making a deficit in the appropriations of \$1,043,501 45

From the paper C you will perceive, sir, that the appropriations to make good these deficiencies should be classed as follows, viz:

For pay and subsistence of the navy,	\$512,034 06
For provisions,	84,471 00
For medicines and hospital stores,	14,529 99
For repairs,	218,130 83
For contingent account,	77,725 81
For navy yards,	25,905 64
For quartermaster's stores,	4,829 37
For ordnance,	105,874 75
	<u>\$1,043,501 45</u>



I incline, however, to the opinion that this classification, with respect to the sums stated as required for provisions and for ordnance, would admit of an alteration beneficial to the public service, although the Department is not in possession of that minute information which would enable me to form a conclusive and satisfactory opinion upon the subject. On the one hand it is confidently believed (although we have no actual returns) that, of the supplies of provisions heretofore provided, there is on hand more than can be consumed during the present year, and of course that a considerable quantity might be sold: on the other hand, it is known that our supply of small arms, such as muskets, pistols, cutlasses, boarding pikes, battle axes, &c., also of shot and ball, is very limited. Under these circumstances, I would recommend that the whole amount transferred, during the late recess of Congress, from ordnance, be now appropriated to ordnance, and that the difference between the sum of one hundred and five thousand eight hundred and seventy-four dollars and seventy-five cents, and the one hundred and fifty thousand dollars so transferred, be deducted from the sum of eighty-four thousand four hundred and seventy-one dollars, stated as the deficit under the head of provisions.

Should this idea meet your concurrence, the appropriations should be made thus—

For pay, &c.	.	.	.	.	.	.	\$512,034 06
For provisions,	.	.	.	.	.	.	40,345 75
For medicines, &c.	.	.	.	.	.	.	14,599 99
For repairs,	.	.	.	.	.	.	218,130 83
For contingent account,	.	.	.	.	.	.	77,725 81
For navy yards, &c.	.	.	.	.	.	.	25,905 64
For quartermaster's stores, &c.	.	.	.	.	.	.	4,829 37
For ordnance,	.	.	.	.	.	.	150,000 00
							<u>\$1,043,501 45</u>

I have the honor to be, with great respect, sir, your most obedient servant,

W. JONES.

Honorable LANGDON CHEVES,

Chairman of the Committee of Ways and Means.

A.

Statement of Navy Appropriations, January 27, 1813.

SPECIFIC HEADS OF APPROPRIATION.	Balance in the hands of the Secretary of the Treasury.	Balance in the hands of the Treasurer of the U. States.	Overdrawn.
Pay, &c. of the navy,	.	.	\$55,984 06
Provisions,	.	.	45,971 00½
Medicines,	.	.	11,279 99
Repairs of vessels,	.	.	185,130 83
Contingent expenses,	.	.	73,725 81½
Navy yards, docks, &c.	\$25,000 00	.	15,255 64
Ordnance,	.	\$2,725 25	
Sulphur and saltpetre,	.	75,080 51	
Repairs of frigate Constellation, &c.	.	5,308 10	
Purchase of timber,	75,000 00	114,129 13	
Purchase and equipment of captured vessels,	328,750 00	88,800 00	
Putting and keeping in service when repaired, frigates Constellation, &c.	.	51,250 00	
Repairs of vessels damaged in action,	280,000 00	74,000 00	
<b>MARINE CORPS.</b>			
Pay, &c.	25,725 10	19,249 28	
Clothing,	12,577 20	3,564 12	
Military stores,	.	1,178 43	
Medicines,	.	5,373 30	
Quartermaster's stores, &c.	.	.	3,829 37
	747,052 30	440,658 12 391,176 71	391,176 71
	\$747,052 30	\$49,481 41	391,176 71

Balance in the hands of the Treasurer, . . . \$49,481 41  
Balance in the hands of the Secretary of the Treasury, . . . 747,052 30

\$796,533 71

## B.

*Exhibit showing the appropriations for the Navy for the year 1812, which have been overdrawn; the amount of each appropriation as made by the act of February 24, 1812; the amount transferred from, and to, the appropriations so overdrawn; the amount of each of such appropriations subject to the warrants of the Secretary of the Navy; the amount of warrants drawn upon each, and the amount overdrawn under each head of appropriation.*

APPROPRIATION.	Amount appropriated by act of Feb. 24, 1812.	Am't trans-ferred from this appropriation to others.	Amount transferred to this appropriation from others.	Whole am't of this appropriation subject to the warrants of the Secretary of the Navy.	Am't of warrants actually drawn upon the Treasurer, and paid under this head of appropriation.	Am't which the warrants drawn upon the Treasurer and paid, exceed the am't subject to the warrants of the Sec'y of the Navy.
Pay & subsistence of the navy,	\$1,123,341	\$270,000	-	\$853,341	\$909,325 06	\$55,984 06
Provisions, - - -	559,757	100,000	\$50,000	509,757	555,738 00	45,971 00
Repairs, - - -	315,000	-	450,000	765,000	950,130 83	185,130 83
Contingent account, -	115,000	-	95,000	210,000	258,725 81½	48,725 81½
Navy yards, - - -	60,000	-	-	60,000	75,255 64	15,255 64
Quartermaster's stores, &c. -	20,000	-	-	20,000	23,829 37	3,829 37
Medicines, &c. - - -	40,000	-	-	40,000	51,279 99	11,279 99
						<u>\$366,176 70½</u>

## C.

*General view of the state of the Navy appropriations, exhibiting the deficiency under each head, January 27, 1813.*

## PAY OF THE NAVY.

Overdrawn under this head, per papers A and B,	-	-	-	\$55,984 06
Amount of requisitions from navy agents not complied with,	-	-	-	52,500 00
Amount of bills drawn, and not yet paid,	-	-	-	38,550 00

*Estimate of the sums this day due to the ships and vessels in commission.*

Due to the frigate President,	-	-	-	\$40,000
Constitution,	-	-	-	40,000
United States,	-	-	-	40,000
Congress,	-	-	-	30,000
Constellation,	-	-	-	10,000
Essex,	-	-	-	25,000
Chesapeake,	-	-	-	6,000
John Adams,	-	-	-	15,000
Hornet,	-	-	-	15,000
Wasp, (crew of)	-	-	-	10,000
Argus,	-	-	-	10,000
Siren,	-	-	-	10,000
Vixen,	-	-	-	6,000
Enterprise,	-	-	-	8,000
Gunboats,	-	-	-	100,000
				<u>365,000 00</u>
Deficit under this head,	-	-	-	<u>\$512,034 06</u>

NOTE.—Of the appropriation for pay, &c. made for the year 1812, there was transferred—

To "Repairs,"	-	-	-	\$200,000 00
"Contingent,"	-	-	-	70,000 00
				<u>\$270,000 00</u>

## PROVISIONS.

Overdrawn under this head, per papers A and B,	-	-	-	\$45,971 00
Amount of requisitions not complied with,	-	-	-	37,500 00
Amount of bills not paid,	-	-	-	1,000 00
Deficit under this head,	-	-	-	<u>\$84,471 00</u>

NOTE.—Of the appropriation for provisions, made for the year 1812, there was transferred—

To "Repairs,"	-	-	-	\$100,000 00
And there was transferred from the appropriation for "Sulphur," &c. to "Provisions,"	-	-	-	50,000 00

## MEDICINES, &amp;C.

Overdrawn under this head, per papers A and B,	-	-	-	\$11,279 99
Amount of requisitions not complied with,	-	-	-	3,250 00
Deficit under this head,	-	-	-	<u>\$14,529 99</u>

## REPAIRS.

Overdrawn under this head, per papers A and B,	-	-	-	\$185,130 83
Amount of requisitions not complied with,	-	-	-	27,000 00
Amount of bills not paid,	-	-	-	6,000 00
Deficit under this head,	-	-	-	<u>\$218,130 83</u>



NOTE.—In aid of the appropriation for repairs there was transferred, during the late recess, from	
the appropriation for "Pay," &c.	\$200,000 00
"Provisions,"	100,000 00
"Ordnance,"	150,000 00
	<u>\$450,000 00</u>

## CONTINGENT ACCOUNT.

Overdrawn under this head, per papers A and B.	\$73,725 81½
From which deduct the balance yet in the hands of the Secretary of the Treasury,	25,000 00
	<u>\$48,725 81½</u>
Amount of requisitions not complied with,	29,000 00
	<u>Deficit under this head,</u>
	<u>\$77,725 81½</u>

NOTE.—In aid of the appropriation for contingent expenses there was transferred, during the late recess, from the appropriation for	
"Pay," &c.	\$70,000 00
"Sulphur," &c.	25,000 00
	<u>\$95,000 00</u>

## NAVY YARDS, &amp;c.

Overdrawn under this head, per papers A and B.	\$15,255 64
Amount of requisitions not complied with,	10,000 00
Amount of bills not paid,	650 00
	<u>Deficit under this head,</u>
	<u>\$25,905 64</u>

## QUARTERMASTER'S STORES, &amp;c.

Overdrawn under this head, per papers A and B,	\$3,829 37
Amount of requisitions not complied with,	1,000 00
	<u>Deficit under this head,</u>
	<u>\$4,829 37</u>

## ORDNANCE.

Requisitions not complied with,	\$8,600 00
Deduct the amount stated, per paper A, to be in the hands of the Treasurer,	2,785 25
	<u>Deficit in this view,</u>
	<u>\$5,874 75</u>

NOTE.—Upon the contracts for ordnance there is, at this time, a large amount due to contractors. This amount cannot, however, be ascertained, with any precision, in time to be communicated during the present session of Congress. The sum due, and becoming due, is probably about two-thirds the amount transferred, during the late recess of Congress, from this appropriation to that of "Repairs." The sum so transferred was, as stated under the head of "Repairs," one hundred and fifty thousand dollars; the sum then due, and becoming due, would, in this view, be about one hundred thousand dollars. The best opinion that I can form, under existing circumstances, is, that the deficit of the appropriation for ordnance ought not to be stated at less than one hundred and five thousand eight hundred and seventy-four dollars and seventy-five cents.

## DISTRIBUTION OF PRIZE MONEY—BOUNTY TO PRIVATEERS FOR PRISONERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 13, 1813.

Mr. BASSETT made the following report:

The committee on that part of the President's message relating to the naval establishment, to whom was referred a resolution to inquire into the expediency of distributing a greater portion of the captures, by the public armed vessels, to the officers and crews thereof, and of giving farther encouragement to privateering, have considered the subject, and, by their chairman, report:

That, in relation to the first inquiry, they find that, by the British statutes of the 13th and 27th of George the second, the whole prize of each and every public armed vessel is given to the officers and crews making the capture; and they find this principle published by British proclamation, in relation to the present war with the United States. The laws of the U. S. vol. 3d, page 360, direct that, if a capture be made by an American public armed vessel, of equal or superior force, the capturing vessel shall have the whole; in all other cases of capture, one half is distributed to the officers and crew, and the other half is paid to the commissioners of the navy pension fund, pledged first for the payment of pensions, and the surplus to be disbursed for the comfort and benefit of seamen. This fund for navy pensions amounts to something more than two hundred thousand dollars, yielding an annual interest of fifteen thousand dollars; and the amount of pensions is from seven to eight thousand dollars; leaving a yearly balance of seventeen thousand dollars in favor of the fund, and this without the addition of the prizes made this war, which are known to exceed one hundred thousand dollars, and will probably amount to two hundred thousand dollars, so as to double the fund; while only four persons have been added to the list by the war, to receive twenty-one dollars. From the above it appears that, from the old pension list, the amount of pensions is little more than three per centum on the amount of prizes. Were five per cent. from the future prizes to be added to this fund, on past experience it would promise an adequate sum for the payment of pensions. Your committee, however, concluded that it would not do to rely conclusively on past experience, and, on the ground of certainty, deemed it best for the fund to remain as

established for another year, when more experience would give more confidence to the decision. As this report is intended to bring the subject under the view of the House, with the hope that it will not be lost sight of at the next session, it will be proper here to add, that, with some of the committee, the idea was entertained that ten per centum should be withheld from distribution, viz: five per cent. for the pension, and five for the navy hospital fund; in which not only the imbecility of decrepitude, but the imbecility of infancy should also find an asylum. On the other branch of the inquiry, your committee give their fullest attestation to the utility and importance of privateers. If, at other times and in other countries, the effect of individual exertion has been distrusted, the unexampled gallantry of our citizens, in that way, since the declaration of war, assures us that, with Americans, even the individual arm can make an efficient impression on the foe. The mode, however, of giving encouragement, they found not free from difficulty. As least liable to objection, they recommend that a bounty be paid for every prisoner brought in; and, that this proposition may be regularly before the House, they report a bill.

[12th CONGRESS.]

No. 104.

[2d SESSION.]

## CAPTURE OF THE JAVA.

COMMUNICATED TO CONGRESS, FEBRUARY 22, 1813.

*To the Senate and House of Representatives of the United States:*

I lay before Congress a letter, with accompanying documents, from Captain Bainbridge, now commanding the United States' frigate "the Constitution," reporting his capture and destruction of the British frigate "the Java." The circumstances and the issue of this combat afford another example of the professional skill and heroic spirit which prevail in our naval service. The signal display of both by Captain Bainbridge, his officers, and crew, command the highest praise.

This being a second instance in which the condition of the captured ship, by rendering it impossible to get her into port, has barred a contemplated reward of successful valor, I recommend to the consideration of Congress the equity and propriety of a general provision, allowing, in such cases, both past and future, a fair proportion of the value which would accrue to the captors on the safe arrival and sale of the prize.

JAMES MADISON.

FEBRUARY 22d, 1813.

U. S. FRIGATE CONSTITUTION, *St. Salvadore, 3d January, 1813.*

SIR:

I have the honor to inform you that, on the 29th ult. at 2 P. M. in south latitude 13° 6', and west longitude 38°, about ten leagues distant from the coast of Brazil, I fell in with, and captured, His Britannic Majesty's frigate Java, of 49 guns, and upwards of four hundred men, commanded by Captain Lambert, a very distinguished officer. The action lasted one hour and fifty-five minutes, in which time the enemy was completely dismantled, not having a spar of any kind standing. The loss on board the Constitution was nine killed and twenty-five wounded, as per enclosed list. The enemy had sixty killed and one hundred and one wounded, certainly; (among the latter, Captain Lambert, mortally) but by the enclosed letter, written on board this ship, by one of the officers of the Java, and accidentally found, it is evident that the enemy's wounded must have been much greater than as above stated, and who must have died of their wounds previously to their being removed. The letter states sixty killed and one hundred and seventy wounded.

For further details of the action, I beg leave to refer you to the enclosed extracts from my journal. The Java had, in addition to her own crew, upwards of one hundred supernumerary officers and seamen, to join the British ships of war in the East Indies; also, Lieutenant General Hislop, appointed to the command of Bombay, Major Walker, and Captain Wood, of his staff, and Captain Marshall, master and commander in the British navy, going to the East Indies to take command of a sloop of war there.

Should I attempt to do justice, by representation, to the brave and good conduct of all my officers and crew, during the action, I should fail in the attempt; therefore, suffice it to say, that the whole of their conduct was such as to merit my highest encomiums. I beg leave to recommend the officers particularly to the notice of Government, and also the unfortunate seamen who were wounded, and the families of those brave men who fell in the action.

The great distance from our own coast, and the perfect wreck we made of the enemy's frigate, forbade every idea of attempting to take her to the United States. I had, therefore, no alternative but burning her, which I did on the 31st ult. after receiving all the prisoners and their baggage, which was very tedious work, only having one boat left out of eight, and not one left on board the Java.

On blowing up the frigate Java, I proceeded to this place, where I have landed all the prisoners, on their parole, to return to England, and there remain until regularly exchanged, and not to serve in their *professional capacities*, in any place, or in any manner whatever, against the United States of America, until said exchange is effected.

I have the honor to be, &amp;c.

WILLIAM BAINBRIDGE.

The Hon. PAUL HAMILTON, *Secretary Navy, City Washington.*



*List of the killed and wounded on board the U. S. frigate Constitution, under the command of Commodore William Bainbridge, in an action with His Britannic Majesty's frigate Java, Henry Lambert, Esq. commander, December 29th, 1812.*

Killed.		Wounded.	
Jonas Ongrain,	seaman.	William Long,	seaman,
Joseph Adams,	do.	Stephen Webb,	do.
Patrick Conner,	do.	Reuben Landers,	do.
Barney Hart,	do.	Joseph Ward,	do.
John Cheeves,	do.	William Weaden,	do.
Mark Snow,	do.	Enos Bateman,	do.
John D. Allen,	do.	James D. Hammond,	do.
William Cooper,	do.	Peter Venus,	do.
Thomas Hanson,	private marine.	Stephen Shepherd,	do.
ROBT. C. LUDLOW, <i>Purser.</i>		Abijah Eddy,	do.
WILLIAM BAINBRIDGE.		Philip Cook,	do.
		Philip Brimblecom,	do.
		Samuel Brown, ordinary	do.
		Daniel Hogan, "	do.
		Thomas Williams, 3d,	do.
		John Voyle,	do.
		Anthony Reaver, private marine,	do.
		John Etwell,	do.
		AMOS A. EVANS, <i>Surgeon.</i>	
		R. C. LUDLOW, <i>Purser.</i>	
		WM. BAINBRIDGE.	
Wounded.			
William Bainbridge, Esq. commander,	severely.		
John C. Aylwin,	lieutenant, do.		
Charles F. Waldo,	master's mate, do.		
Peter Woodbury,	quartermaster, do.		
John Clements,	seaman, do.		
Joseph P. Cheeves,	do. do.		
Nicholas Vixtram,	do. slightly.		

*The following is a list of His Britannic Majesty's military and naval officers, &c. paroled at St. Salvadore, (Brazils) by Commodore William Bainbridge, 3d January, 1813.*

1 Lieutenant General,	}	<i>Military officers.</i>
1 Major,		
1 Captain,		
1 Post Captain,		
1 Master and Commander,	}	<i>Naval officers.</i>
5 Lieutenants,		
3 Lieutenants of Marines,		
1 Surgeon,		
2 Assistant Surgeons,		
1 Purser,		
15 Midshipmen,		
1 Gunner,		
1 Boatswain,		
1 Master,		
1 Carpenter,		
2 Captain's Clerks,		
38 Officers.		

Three hundred and twenty-three petty officers, seamen, marines, and boys, exclusive of nine Portuguese seamen liberated and given up to the Governor of St. Salvadore, and three passengers, private characters, whom the commodore did not consider prisoners of war, and permitted them to land, without any restraint.

## DISTRIBUTION OF SWORDS TO THE OFFICERS OF THE SQUADRON AT THE ATTACKS ON TRIPOLI.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 26, 1813.

Mr. QUINCY made the following report:

The committee to whom was referred the message of the President of the United States, transmitting a report of the Secretary of the Navy relative to the resolution of Congress of the 3d of March, 1805, and to the proceedings under the same, having caused the letters marked A and C to be addressed to the Secretary of the Navy, received from him the letters marked B and D, with the accompanying documents annexed to that letter and to this report.

From these letters and documents it appears that, in a letter addressed to the chairman of the Committee of Ways and Means, dated the 16th day of December, 1805, and in explanation of "the causes why the expenditures of that branch of the public service had so far exceeded the estimates and appropriations for the same," the then Secretary of the Navy did transmit "*an estimate of expenses defrayed*" by the Navy Department, containing an item, declared to be "for expenditures under the resolution of Congress of the 3d of March, 1805; for which objects no appropriations have been made; *they have, therefore, been defrayed* out of the appropriations for the support of the navy for the year 1805, twenty thousand dollars."

Upon this statement an act passed on the 22d January, 1806, making an additional appropriation to supply the deficiencies in the appropriations for the naval service during the year 1805, in which was included the above sum, thus stated to be a deficiency, incurred by an expenditure, which, to that amount, had been defrayed by the Navy Department.

It now appears, by the annexed letter of the Secretary of the Navy, dated the 2d of February, instant, that the item abovementioned, instead of being, as it was stated to be, "*for expenditures which had been defrayed*" by the Navy Department, was, in fact, merely an item stating "*a deficit*," which resulted from "*an estimate that the objects, contemplated by the resolution, would, if carried into effect, cost the sum of twenty thousand dollars.*"

From the preceding statement, resulting from the annexed letter and document, it therefore appears to your committee that the sum of twenty thousand dollars had not been "*defrayed out of the appropriations for the support of the Navy for the year 1805,*" as was alleged to have been done in the item annexed to the letter of the Secretary of the Navy, of the 16th December, 1805.

It also, from the same evidence, appears to your committee, that the above sum of twenty thousand dollars has never been expended for objects specified in the item annexed to that letter, and on account of which that sum was included in the appropriation, made by the act of the 22d January, 1806; the sum of six thousand nine hundred and forty-one dollars and thirty-two cents only having been expended for objects specified in that item, there remained an unexpended balance of that item of appropriation of thirteen thousand and fifty-eight dollars and sixty-eight cents.

In relation to this balance it appears, by the annexed letters of the Secretary of the Navy, that it is not known, with certainty, at the Navy Department, whether that balance has been applied to other objects of navy expenditures, any further than from the circumstance that, at that time, the warrants of the Navy Department "upon the treasurer were drawn upon the appropriations indiscriminately;" and the whole amount of the appropriations having been expended," it is presumed, or supposed, "to follow, irresistibly, that this balance was merged in the general navy expenditures."

Inasmuch, therefore, as the amount of this item of appropriation was obtained under the suggestion of an actual and "*defrayed*" expenditure, when, in fact, it was merely an estimated and undefrayed expense, and inasmuch as it appears that it has been expended for objects to which it was, originally, not destined by law, your committee are of opinion that a further examination is required into the real objects to which this unexpended balance, obtained under that suggestion, has been actually applied.

With respect to that part of the resolution of the 3d of March, 1805, which "requests the President to cause a sword to be presented to each of the commissioned officers and midshipmen who distinguished themselves in the attack on the town, batteries, and naval force of Tripoli," in the execution of which the Secretary of the Navy states that "it is presumed that the President saw, what to his mind appeared difficulties of great delicacy, from the peculiar language of the resolution," your committee cannot but regret that the terms of the resolution should have been such as to prevent the officers and midshipmen of that squadron from receiving the decreed and well deserved marks of their country's gratitude and honor. It is, however, apparent to your committee, that Congress, by passing the resolution of the 3d of March, 1805, did decide that some of the officers and midshipmen, engaged in that service, were entitled to, and should receive, the destined testimony of the nation's sense of their merit. If, as is suggested in the letter of the Secretary of the Navy, the nature of the service and the equality of desert make discrimination difficult, your committee are of opinion that, under such circumstances, it is better, and more worthy of the national character, that all should receive the destined reward, than that it should be withheld from all. The universality of distribution (should, in the opinion of the President, "all have acted gloriously") will be a testimony of general merit, and to each individual an evidence of his having been a partaker of the glory of that service. A total neglect of such distribution, after so distinct and public an acknowledgment of the title of some, is, in the opinion of your committee, doing justice to none. Under these impressions, considering that the conduct of the squadron, under the command of Commodore Preble, in the harbor and before the batteries of Tripoli, constitutes one of the most brilliant portions of our naval history; considering that the resolution passed on the 3d of March, 1805, raised just expectations in the officers and midshipmen, engaged in that service, of receiving some distinct token of their country's favor; considering, also, the great importance, at this crisis of our affairs, of not discouraging the spirit of our naval commanders by withholding rewards to which they have already been declared, by a solemn resolution of Congress, to be entitled; your committee have deemed it their duty to recommend a renewal of the appropriation, to the amount of the unexpended balance above stated, to enable the President of the United States to carry into full effect the resolution of the 3d of March, 1805.

In pursuance of these opinions and reasonings your committee propose, for adoption, the following resolutions:

*Resolved*, That the sum of thirteen thousand and fifty-eight dollars and sixty-eight cents be appropriated, to enable the President of the United States to cause a sword to be presented to each of the officers and midshipmen who distinguished themselves at the attacks of the town, batteries, and naval force of Tripoli, in conformity with the resolution of Congress of the 3d of March, 1805.

*Resolved*, That the Secretary of the Navy be directed to lay before this House, at the ensuing session of Congress, a detailed statement of all the objects of expenditure to which the appropriations under the act of the 11th of December, 1805, and under the act of 22d of January, 1806, making additional appropriations for the naval service, were applied.

A.

HOUSE OF REPRESENTATIVES, 27th January, 1813.

SIR:

The committee to whom was referred the message of the President of the United States relative to the presentation of a gold medal to Commodore Preble, and swords to the officers of his squadron, have directed me to state the following facts as existing in the records of the House of Representatives.

It appears by a letter of the Committee of Ways and Means, dated the 12th of December, 1805, and by the documents accompanying that letter, published by order of the House of Representatives, on the 16th January, 1806, that the Secretary of the Treasury had apprised that committee, by letter, of a *large deficiency* in the appropriations for the naval service, during the then current year (1805); and that, in reply to the said letter of the Committee of Ways and Means, inquiring why the expenditures of that branch of the public service so far exceeded the estimates and appropriations, the Secretary of the Navy did, by his letter dated the 16th of December, 1805, transmit an account of *expenses defrayed* by the Navy Department out of the appropriations for the year 1805, and which, not having been contemplated in the estimate on which that appropriation was founded, the expenditure had constituted a total deficiency of six hundred thousand dollars.

Among the items thus *stated to have been defrayed*, was one of twenty thousand dollars for the expenditures under the resolution of Congress of 3d March, 1805.

Upon this statement I am directed to inquire whether that sum had been expended, and whether that deficiency did then exist, as stated in the letter of the Secretary of the Navy? And, if it were expended, to request that an account of the particulars, specifying the dates, amount, and objects of such expenditure of twenty thousand dollars, may be transmitted to the committee, from your Department.

I am, sir, respectfully, your obedient servant,

JOSIAH QUINCY.

Hon. WILLIAM JONES, *Secretary of the Navy.*

B.

NAVY DEPARTMENT, 2d February, 1813.

SIR:

I have had the honor of receiving your letter of the 27th ultimo.

On referring to the communication made by the Secretary of the Navy, on the 16th December, 1805, to the Hon. John Randolph, chairman of the Committee of Ways and Means, I find that there was at that time an *estimated* deficit in the navy appropriations of *six hundred thousand dollars*, and various items are therein stated as consti-



tuting this deficit. Among others the sum of twenty thousand dollars is *estimated* "for expenditures under the resolution of Congress of the 3d March, 1805;" that is, it was estimated that the objects contemplated by the resolution would, if carried into effect, cost the sum of twenty thousand dollars. The resolution embraced three distinct objects, namely: a gold medal to Commodore Preble; a sword to each of the commissioned officers and midshipmen who had distinguished themselves in the several attacks against Tripoli; and one month's extra pay to each of the petty officers, seamen, and marines, of the squadron. Of these objects, two only, that is, the medal and the one month's pay, were carried into effect. The cost of these objects appears by the enclosed paper marked (a.) to have been six thousand nine hundred and forty-one dollars and thirty-two cents.

It results from this, that, of the twenty thousand dollars estimated as necessary to carry into effect the objects contemplated by the resolution of 3d March, 1805, there remained unexpended a balance of thirteen thousand and fifty-eight dollars and sixty-eight cents, and that one of the objects of the resolution was never carried into effect. This balance, it is presumed, was merged in the general navy expenditures. For these objects there never was a specific appropriation made; and at that time the warrants of the Secretary of the Navy upon the Treasurer did not, as they have done since the act of 3d March, 1809, "specify the particular appropriation or appropriations to which the same should be charged."

I have the honor to be, respectfully, your obedient servant,

W. JONES.

HON. JOSIAH QUINCY, of the House of Representatives.

(a.)

There appears to have been paid on account of the medal presented to Commodore Preble, nine hundred and eighty dollars and thirty-two cents.

There being no special or specific appropriation for the payments under the resolution of Congress, of 3d March, 1805, there was no distinct account raised on the books of this office for the payments. They were charged under the general account for "Pay of the Navy;" of course the amount could only be ascertained by examining various accounts with the Department, which has been done, and it is believed with accuracy, and the amount appears to be five thousand nine hundred and sixty-one dollars.

NAVY DEPARTMENT, Accountant's Office, February 8, 1813.

THO. TURNER, Accountant.

C.

HOUSE OF REPRESENTATIVES, 22d February, 1813.

SIR:

I am directed by the committee to whom was referred the message of the President of the United States relative to the presentation of a gold medal to Commodore Preble, and swords to the officers of his squadron, to inquire on what grounds the Navy Department "presumes that the balance of thirteen thousand and fifty-eight dollars and sixty-eight cents was merged in the general navy expenditures," as asserted in your letter of the 2d inst.

They also direct me to inquire *what are the dates of the several actual expenditures of the sums of* \$980 32 paid on account of the medal to Commodore Preble; and on account of the other payments a further sum of 5,961 00 stated in the documents annexed to the same letter.

\$6,941 32

An early answer is solicited by the committee.

I am, very respectfully, your obedient servant,

JOSIAH QUINCY.

HON. WILLIAM JONES, Secretary of the Navy.

D.

NAVY DEPARTMENT, February 25, 1813.

SIR:

I have had the honor of receiving your letter of the 22d inst. in which you inquire, "on what grounds the Navy Department presumes that the balance of \$13,058 68 was merged in the general navy expenditures," as stated in the letter addressed to you on the 2d inst.

The terms "it is presumed," as used in my letter of the 2d inst. might, with perfect propriety, have been omitted: for, as therein stated, "there never was a specific appropriation made for the objects in question, and, at that time, the warrants of the Secretary of the Navy, upon the treasurer, did not, as they have done since the act of 3d March, 1809, express the particular appropriation or appropriations to which the same should be charged." Of course the warrants of the Secretary of the Navy, upon the treasurer, were drawn upon the appropriations indiscriminately; and the whole amount of the appropriations having been expended, it follows irresistibly that the balance of \$13,058 68 was merged in the general naval expenditures.

If there had been a specific appropriation of \$20,000; and if the warrants of the Secretary of the Navy had have expressed the object for which they were drawn upon the Treasurer, and the power of transferring had not have existed, or, if it existed, had not have been exercised, it would then have been in the power of the Secretary of the Navy to have answered all the queries which you have been pleased to propound to him upon this subject; and under such circumstances, the information to you would probably have been, that the unexpended balance had been carried to the surplus fund.

The papers herewith, numbered 1, 2, afford information as to the "dates of the several actual expenditures of the sum of \$980 32, paid on account of the medal to Commodore Preble, and an account of the other payments of the sum of \$5,961."

I am, very respectfully, sir, your obedient servant,

W. JONES.

HON. JOSIAH QUINCY, House of Representatives.

No. 1.

A statement showing the dates when the payments appear to have been made on account of the medal presented to Commodore Preble, in pursuance of the resolution of Congress of the 3d March, 1805.

1805, July 29,	-	-	-	-	-	-	\$15
1806, April 15,	-	-	-	-	-	-	264 61
" July 3,	-	-	-	-	-	-	15
" " 30,	-	-	-	-	-	-	685 71
							<hr/>
							\$980 32

NAVY DEPARTMENT, Accountant's Office, February 23, 1813.

THOMAS TURNER, Accountant.

## No. 2.

*A statement showing the dates when the several sums were paid and advanced on account of the one month's pay allowed to the petty officers, seamen, and marines, of Commodore Preble's squadron, in pursuance of the resolution of Congress of the 3d March, 1805.*

1805,	July	14,	Advanced to Robert W. Goldsborough, purser, and by him paid to seamen, &c.	\$51 00
"	August	6,	Paid to Edward Burke, one month's pay,	12 00
"	"	10,	Paid to Henry Davenport, ditto,	12 00
"	Sept.	14,	Paid to John Quin, ditto,	6 00
"	"	26,	Advanced to Charles Wadsworth, purser, and by him paid to seamen, &c.	2,348 00
"	"	27,	Paid to William Dickson, one month's pay,	12 00
"	"	28,	Paid to George Murray, ditto,	10 00
"	"	"	Paid to James Pasgrove, ditto,	12 00
"	Nov.	6,	Paid to Richard Doyle, ditto,	18 00
"	"	25,	Paid to Joseph Darris, ditto,	8 00
"	"	28,	Advanced to Silas Butler, purser, and by him paid to seamen, &c.	692 00
"	Dec.	5,	Advanced to Timothy Winn, ditto,	1,295 00
"	"	"	Advanced to James Tootell, ditto,	525 00
"	"	"	Advanced to John H. Carr, purser, ditto,	89 00
"	"	10,	Paid to P. Farrell, one month's pay,	7 00
"	"	11,	Advanced to James Thompson, paymaster of the marine corps, and by him paid to marines,	700 00
"	"	13,	Paid to Benjamin Cuthbert, one month's pay,	18 00
1806,	March	4,	Paid to William Johnson, ditto,	18 00
"	July	1,	Paid to John Ford, ditto,	18 00
"	"	14,	Paid to John Lyon, ditto,	18 00
"	"	29,	Advanced to David Whann, purser, ditto,	30 00
"	August,	"	Paid to Clement S. Hunt, ditto,	62 00
				\$5,961 00

NAVY DEPARTMENT, *Accountant's Office*, February 23d, 1813.

THOMAS TURNER, *Accountant*.

13th CONGRESS.]

No. 106.

[2d Session.]

## CAPTURE OF THE BRITISH FLEET ON LAKE ERIE AND BRIG BOXER.

COMMUNICATED TO THE SENATE, DECEMBER 31, 1813.

NAVY DEPARTMENT, *December 27th*, 1813.

SIR:

Agreeably to your request, I have the honor to transmit copies of the official letter and documents narrating the splendid and decisive victory gained on the 10th of September, on Lake Erie, by the United States' squadron under the command of Captain Oliver Hazard Perry, over a British squadron of superior force, commanded by a distinguished veteran officer.

The effects of this victory are no less important to the national interest and security, than the unrivalled splendor of the achievement and generous sympathy of the victors is honorable to the national character.

While the heroic commander of the American squadron justly merits the highest honors which the expression of the national councils can bestow, the second in command on that eventful day appears to merit particular distinction, for the important and decisive share he had in that glorious event; and it is grateful in the highest degree to reflect that every officer and man, on that trying occasion, discharged his duty to the nation with zeal, fidelity, and honor.

I have the honor also to enclose copies of the official accounts of the action between the United States' brig Enterprise and the British sloop of war Boxer, which terminated in a victory, which, for brilliancy and decision, it is believed, has never been surpassed in single action. The force of the enemy, in this case, was, if not actually superior, at least equal to that of the Enterprise; but the comparative effect of the skill and fire of each proves that, had the enemy been greatly superior in force, the result must have been the same. In this action, the gallant commander of the Enterprise displayed the highest degree of skill and intrepidity, and died in the arms of victory; but being mortally wounded early in the action, was most ably succeeded by Lieutenant McCall, whose conduct on that occasion it is impossible to appreciate too highly.

I have the honor to be, very respectfully, your obedient servant,

W. JONES.

HON. JOHN GAILLARD, *Chairman of Committee of the Senate on Naval Affairs*.

U. S. BRIG NIAGARA, (*off the Western Sister, head of Lake Erie*) September 10th, 1813, 4 P. M. }

SIR:

It has pleased the Almighty to give to the arms of the United States a signal victory over their enemies on this lake.

The British squadron, consisting of two ships, two brigs, one schooner, and one sloop, have this moment surrendered to the force under my command, after a sharp conflict.

I have the honor to be, sir, very respectfully, your obedient servant,

O. H. PERRY.

The Hon. WILLIAM JONES, *Secretary of the Navy*.



U. S. SCHOONER ARIEL, *Put-in-Bay, September 13th, 1813.*

SIR:

In my last I informed you that we had captured the enemy's fleet on this lake. I have now the honor to give you the most important particulars of the action.

On the morning of the 10th instant, at sunrise, they were discovered from Put-in-Bay, where I lay at anchor with the squadron under my command. We got under way, the wind light at S. W., and stood for them. At ten A. M. the wind hauled to S. E. and brought us to windward; formed the line, and bore up. At fifteen minutes before twelve, the enemy commenced firing; at five minutes before twelve, the action commenced on our part. Finding their fire very destructive, owing to their long guns, and its being mostly directed at the Lawrence, I made sail, and directed the other vessels to follow, for the purpose of closing with the enemy. Every brace and bowline being soon shot away, she became unmanageable, notwithstanding the great exertions of the sailing master. In this situation, she sustained the action upwards of two hours, within canister distance, until every gun was rendered useless, and the greater part of her crew either killed or wounded. Finding she could no longer annoy the enemy, I left her in charge of Lieutenant Varnall, who, I was convinced, from the bravery already displayed by him, would do what would comport with the honor of the flag. At half past two, the wind springing up, Captain Elliott was enabled to bring his vessel, the Niagara, gallantly into close action. I immediately went on board of her, when he anticipated my wishes, by volunteering to bring the schooners, which had been kept astern by the lightness of the wind, into closer action. It was with unspeakable pain that I saw, soon after I got on board the Niagara, the flag of the Lawrence come down; although I was perfectly sensible that she had been defended to the last, and that, to have continued to make a show of resistance would have been a wanton sacrifice of the remains of her brave crew. But the enemy was not able to take possession of her, and circumstances soon permitted her flag again to be hoisted. At forty-five minutes past two the signal was made for "closer action." The Niagara being very little injured, I determined to pass through the enemy's line; bore up, and passed ahead of their two ships and a brig, giving a raking fire to them, from the starboard guns, and to a large schooner and sloop from the larboard side, at half pistol shot distance. The smaller vessels, at this time, having got within grape and canister distance, under the direction of Captain Elliott, and keeping up a well directed fire, the two ships, a brig, and schooner, surrendered, a schooner and sloop making a vain attempt to escape.

Those officers and men who were immediately under my observation, evinced the greatest gallantry; and I have no doubt that all others conducted themselves as became American officers and seamen.

Lieutenant Varnall, first of the Lawrence, although several times wounded, refused to quit the deck.

Midshipman Forrest, (doing duty as lieutenant) and Sailing Master Taylor, were of great assistance to me.

I have great pain in stating to you the death of Lieutenant Brooks of the marines, and Midshipman Laub, both of the Lawrence, and Midshipman John Clark, of the Scorpion; they were valuable and promising officers.

Mr. Hambleton, purser, who volunteered his services on deck, was severely wounded, late in the action; Midshipmen Claxton and Swartwout, of the Lawrence, were severely wounded.

On board the Niagara, Lieutenants Smith and Edwards, and Midshipman Webster, (doing duty as sailing master) behaved in a very handsome manner.

Captain Brevoort, of the army, who acted as a volunteer, in the capacity of a marine officer, on board that vessel, is an excellent and brave officer, and with his musketry did great execution.

Lieutenant Turner, commanding the Caledonia, brought that vessel into action in the most able manner, and is an officer that, in all situations, may be relied on.

The Ariel, Lieutenant Packet, and Scorpion, Sailing Master Champlin, were enabled to get early into action, and were of great service.

Captain Elliott speaks in the highest terms of Mr. Magrath, purser, who had been despatched in a boat on service, previous to my getting on board the Niagara; and being a seaman, since the action has rendered essential service in taking charge of one of the prizes.

Of Captain Elliott, already so well known to the Government, it would almost be superfluous to speak. In this action he evinced his characteristic bravery and judgment; and, since the close of the action, has given me the most able and essential assistance.

I have the honor to enclose you a return of the killed and wounded, together with a statement of the relative force of the squadrons. The captain and first lieutenant of the Queen Charlotte, and first lieutenant of the Detroit, were killed; Captain Barclay, senior officer, and the commander of the Lady Prevost, severely wounded. The commanders of the Hunter and Chippeway, slightly wounded.

Their loss in killed and wounded I have not yet been able to ascertain; it must, however, have been very great.

Very respectfully, I have the honor to be, sir, your most obedient servant,

O. H. PERRY.

The Hon. WILLIAM JONES, *Secretary of the Navy.*

*List of killed and wounded on board the United States' squadron, under command of O. H. Perry, Esq. in the action of 10th September, 1813; viz.:*

*On board the Lawrence, killed.*

John Brooks, lieutenant marines.  
Henry Laub, midshipman.  
Christopher Mayhew, quarter master.  
James W. Allen, seaman.  
Joseph Kennedy, ditto.  
John C. Kelly, private in the regiment.  
John Smith, seaman.  
William Cranston, ordinary seaman.  
Andrew Michael, seaman.  
John Hoffman, ordinary seaman.  
Charles Pohig, seaman.

Nelson Peters, ditto.  
James Jones, ditto.  
John Rose, ditto.  
James Carty, sailmaker's mate.  
Thomas Butler, seaman.  
Wilson Mays, carpenter's mate.  
James Brown, seaman.  
Ethelred Sykes, landsman.  
Philip Sharbley, corporal of marines.  
Jesse Harland, private.  
Abner Williams, ditto.

*On board the Lawrence, wounded.*

John J. Varnall, 1st lieutenant, slightly.  
Dulaney Forrest, 2d ditto, slightly.  
William N. Taylor, sailing master, slightly.  
Samuel Hambleton, purser, severely.  
Thomas Claxton, midshipman, severely.  
Augustus Swartwout, midshipman, severely.  
Jonas Stone, carpenter, slightly.  
William C. Keen, master at arms, slightly.  
Francis Mason, quarter master, severely.  
John Newen, ditto, severely.  
Joseph Lewis, ditto, slightly.  
Ezekiel Fowler, ditto, slightly.  
John E. Brown, quarter gunner, severely.

Henry Schroeder, ordinary seaman, severely.  
Benoni Price, seaman, severely.  
Thomas Robinson, ditto, severely.  
Peter Kinsley, ditto, severely.  
Nathan Chapman, ditto, severely.  
Thomas Hill, ordinary seaman, severely.  
Barney M'Cain, ditto, severely.  
William Dawson, seaman, severely.  
Westerly Johnson, ordinary seaman, severely.  
Samuel Spywood, ditto, severely.  
Robert Hill, seaman, slightly.  
Francis Cummings, ordinary seaman, severely.  
Thomas Reed, ditto, severely.

William Johnson, boatswain's mate, severely.  
 James Helan, ditto, slightly.  
 George Cornell, carpenter's mate, slightly.  
 Thomas Hammond, armorer, slightly.  
 William Thompson, seaman, severely.  
 George Varnum, ditto, severely.  
 James Moses, ditto, severely.  
 William Roe, ditto, severely.  
 Joseph Denning, ditto, severely.  
 William Daring, ditto, severely.  
 John Clay, ditto, severely.  
 Stephen Fairfield, ditto, severely.  
 George Williams, ditto, severely.  
 Lannon Huse, ditto, severely.  
 James Waddington, ditto, severely.  
 John Burnham, ditto, severely.  
 John Burdeen, ditto, severely.  
 Andrew Mattison, ditto, severely.  
 Jeremiah Easterbrook, ordinary seaman, severely.

Charles Vandyke, ordinary seaman, severely.  
 William Simpson, ditto, severely.  
 Jesse Williams, ditto, slightly.  
 James Hadley, ditto, slightly.  
 James Bird, marine, severely.  
 William Burnett, ditto, severely.  
 William Baggs, ditto, severely.  
 David Christie, ditto, severely.  
 Henry Vanpoole, ditto, severely.  
 Thomas Tuff, landsman, severely.  
 Elijah Barlin, ditto, severely.  
 John Adams, ditto, slightly.  
 Charles Harrington, ditto, slightly.  
 William B. Perkins, ditto, slightly.  
 Nathaniel Wade, boy, severely.  
 Newport Hazard, ditto, slightly.

On the morning of the action, the sick list of the Lawrence contained thirty-one unfit for duty.

*On board the Niagara, killed.*

Peter Morell, seaman.

Isaac Hardy, ordinary seaman.

*On board the Niagara, wounded.*

John J. Edwards, lieutenant.  
 John L. Cummings, midshipman.  
 Edward Martin, seaman, (since dead.)  
 William Davis, ordinary seaman, (since dead.)  
 Joshua Trappel, marine, (since dead.)  
 Ronvell Hall, ordinary seaman.  
 George Platt, seaman.  
 Elias Wiley, ordinary seaman.  
 Henry Davidson, seaman.  
 John M. Strebeck, ordinary seaman.  
 John Freeman, ditto.  
 James Sansford, seaman.  
 Thomas Wilson, ditto.

Charles Davidson, seaman.  
 Daniel Bennet, ditto.  
 John Felton, boatswain's mate.  
 Sergeant Mason, marine.  
 Corporal Scott, ditto.  
 Thomas Miller, ditto.  
 John Rumas, ditto.  
 George McManomy, ditto.  
 George Scofield, ditto.  
 Samuel Cochran, ditto.

On the morning of the action, the sick list of the Niagara contained twenty-eight unfit for duty.

*On board the Caledonia, wounded.*

James Artus, slightly.

Isaac Perkins, slightly.

James Philips, slightly.

*On board the Somers, wounded.*

Charles Ordun.

Godfrey Bowman.

*On board the Ariel, killed.*

John White, boatswain's mate.

*Wounded.*

William Sloss, ordinary seaman, slightly.

Robert Wilson, seaman, slightly.

John Lucas, landsman, slightly.

*On board the Trippe, wounded.*

Isaac Green, soldier, 26th regiment, badly.

John Nailes, soldier, 17th regiment, slightly.

*On board the Porcupine.*

None killed or wounded.

*On board the Scorpion, killed.*

John Clark, midshipman.

John Sylhamamer, landsman.

*On board the Tigress.*

None killed or wounded.

Two days previous to the action, the sick lists of the small vessels contained the names of fifty-seven men unfit for service.

*Recapitulation.*

	Killed.	Wounded.	Total.
Lawrence, . . . . .	22	61	83
Niagara, . . . . .	2	25	27
Caledonia, . . . . .	0	3	3
Somers, . . . . .	0	2	2
Ariel, . . . . .	1	3	4
Trippe, . . . . .	0	2	2
Porcupine, . . . . .	0	0	0
Scorpion, . . . . .	2	0	2
Tigress, . . . . .	0	0	0
	27	96	123

S. HAMBLETON, Purser.

O. H. PERRY, Captain and Senior Officer.



*Statement of the force of the British squadron.*

Detroit, ship,	19 guns, one on pivot, and two howitzers.
Queen Charlotte, ship,	17 do. do.
Lady Prevost, schooner,	13 do. do.
Hunter, brig,	10 do.
Little Belt, sloop,	3 do.
Chippewa, schooner,	1 do. and two swivels.
	63 guns.

Note.—The Detroit is a new ship, very strongly built, and mounts long twenty-fours, eighteens, and twelves.

*Statement of the force of the United States' squadron.*

Lawrence, brig,	20 guns.
Niagara, brig,	20 do.
Caledonia, brig,	3 do.
Ariel, schooner,	4 do. (one burst early in action.)
Scorpion, schooner,	2 do.
Somers, schooner,	2 do.
Trippe, sloop,	1 do.
Tigress, schooner,	1 do.
Porcupine, schooner,	1 do.
	54 guns.

The exact number of the enemy's force has not been ascertained, but I have good reason to believe that it exceeded ours by nearly one hundred men.

BOSTON, 7th September, 1813.

SIR: The enclosed letters will give you the information of a brilliant victory gained by the United States' brig Enterprise over His Britannic Majesty's brig Boxer, of considerable superiority of force. Nothing that I can say would add to the lustre of the gallant action, which so decidedly speaks for itself. But I cannot restrain my deep regret for the loss of so valuable an officer as the brave Lieutenant Burrows.

I have the honor to be, with great respect, sir, your obedient servant,

WM. BAINBRIDGE.

Honorable WILLIAM JONES, *Secretary of the Navy, Washington.*

PORTLAND, 7th September, 1813.

SIR: I had the honor last evening to forward you by express, through the hands of Commodore Bainbridge, a letter received from Samuel Storer, Esq. Navy Agent at this place, detailing an account of the capture of the British brig Boxer by the United States' brig Enterprise.

I now have to inform you that I left Portsmouth this morning, and have this moment arrived here, and as the mail is closing, I have only time to enclose you the report of Lieutenant McCall of the Enterprise, and to assure you that a statement of the two vessels, as to the damage they have received, &c. shall be forwarded as soon as surveys can be made; the Boxer has received much damage in her hull, masts, and sails; indeed it was with difficulty that she could be kept afloat to get her in. The Enterprise is only injured in her masts and sails.

I have the honor to be, with great respect, sir, your obedient servant,

ISAAC HULL.

The Honorable WILLIAM JONES, *Secretary of the Navy.*

## UNITED STATES BRIG ENTERPRISE, PORTLAND, 7th September, 1813.

SIR: In consequence of the unfortunate death of Lieutenant Commandant William Burrows, late commander of this vessel, it devolves on me to acquaint you with the result of our cruise.

After sailing from Portsmouth on the 1st instant, we steered to the eastward, and on the morning of the 3d, off Wood Island, discovered a schooner, which we chased into this harbor, where we anchored.

On the morning of the 4th, weighed anchor, and swept out and continued our course to the eastward. Having received information of several privateers being off Monhegan, we stood for that place; and on the following morning, in the bay near Pemequid Point, discovered a brig getting under way, which appeared to be a vessel of war, and to which we immediately gave chase. She fired several guns and stood for us, having four ensigns hoisted. After reconnoitring and discovering her force, and the nation to which she belonged, we hauled upon a wind to stand out of the bay, and at 3 o'clock shortened sail, tacked, and ran down with an intention to bring her to close action.

At twenty minutes after 3, P. M. when within half pistol shot, the firing commenced from both, and after being warmly kept up, and with some manœuvring, the enemy hailed, and said they had surrendered, about 4 P. M. Their colors being nailed to the masts could not be hauled down. She proved to be His Britannic Majesty's late brig Boxer, of fourteen guns, Samuel Blythe, Esq. commander, who fell in the early part of the engagement, having received a cannon shot through the body. And I am sorry to add that Lieutenant Burrows, who had gallantly led us to action, fell also about the same time, by a musket ball which terminated his existence in eight hours.

The Enterprise suffered much in spars and rigging, and the Boxer, both in spars, rigging, and hull, having many shot between wind and water.

It would be doing injustice to the merit of Mr. Tillinghast, second Lieutenant, were I not to mention the able assistance I received from him during the remainder of the engagement, by his strict attention to his own division and other departments. And the officers and crew, generally, I am happy to add, from their cool and determined conduct, have my warmest approbation and applause.

As no muster roll that can be fully relied on has come into my possession, I cannot exactly state the number killed on board the Boxer; but from information received from the officers of that vessel, it appears there were between twenty and thirty-five killed, and fourteen wounded. Enclosed is a list of the killed and wounded on board the Enterprise.

I have the honor to be, with great respect, sir, your obedient servant,

EDWARD R. McCALL, *Senior Officer.*

ISAAC HULL, Esq. *Commanding Naval Officer on the Eastern station, Portland.*

*List of the killed and wounded on board the United States' brig Enterprise, in the engagement with the British brig Boxer, on the 5th September, 1813.*

*Killed.*

Nathaniel Garren, Ordinary seaman.

*Wounded.*

William Burrows, commander, since dead.  
Kerwin Waters, midshipman, mortally.  
Elisha Blossom, carpenter's mate, since dead.  
David Horton, quartermaster.  
Russell Coates, quartermaster.  
Thomas Orrings, quartermaster.  
Benjamin Gannon, boatswain's mate.

Scuiler Bradley, seaman.  
James Snow, seaman.  
Snow Jones, seaman.  
Peter Barnard, ordinary seaman.  
William Thomas, 2d, seaman.  
John Fitzmen, marine.

EDWARD R. McCALL, *Senior Officer.*

13th CONGRESS.]

No. 107.

[2d Session.]

NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 17, 1814.

NAVY DEPARTMENT, *January 14, 1814.*

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States," respectfully report to Congress the following statements in relation to that fund:

Paper A, which shows the amount of stock on the books of the treasury to the credit of the commissioners.

Paper B, statement of bank stock belonging to the fund.

Paper C, list of navy pensioners, with the pension allowed to each. [Aggregate amount, \$11,973 20.]

Paper D, account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund. [Balance in his hands, \$31,972 25.]

Paper E, abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 1st January to the 31st December, 1813. [Amount, \$105,840.]

Paper F, account of prize money deposited to the credit of the Treasurer of the United States, not included in his account D, for the year ending 31st December, 1813. [Amount unexpended 1st January, 1814, \$122,600 41.]

The \$100,000 invested in stock per paper E, was subscribed to the seven and a half millions loan, and the balance, per paper F, is intended to be subscribed to the loan of the year 1814, as it is presumed the investment in that loan will be more advantageous to the pension fund, than the purchase of stock at this time.

All which is respectfully submitted. For the commissioners,

W. JONES.

A.

*Statement of the stock on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued for the year 1813.*

STOCKS.	Commencement of interest.	Nominal amount of stocks.	Interest and reimbursement for the year 1813.	Reimbursement of six per cent. and deferred stocks, to the 31st Dec. 1813.	Irredeemed amount 1st January, 1814.
Six per cent. -	1st January, 1813,	\$39,579 04	\$3,166 31	\$27,095 81	\$12,483 23
Deferred, -	- - -	56,532 23	4,522 57	21,538 77	34,993 46
Three per cent. -	- - -	30,895 93	926 88	- - -	30,895 93
Louisiana six per cent.	- - -	38,000 00	2,280 00	- - -	38,000 00
Total, -	- - -	\$165,007 20	\$10,895 76	\$48,634 58	\$116,372 62

TREASURY DEPARTMENT, *Register's Office, January 10, 1814.*

JOSEPH NOURSE, *Register.*

B.

*Statement of Bank Stock belonging to the Navy Pension Fund, standing in the name of the Commissioners.*

	Nominal amount.	Amount of cost.
476 complete shares Columbia Bank stock, - - - - -	\$47,600 00	} \$60,102 60
150 short do. do. do. - - - - -	6,000 00	
700 complete shares Washington Bank stock, - - - - -	14,000 00	
600 do. do. Union Bank stock, - - - - -	15,000 00	15,340 50
Total, - - - - -	\$82,600 00	\$89,703 10

NAVY DEPARTMENT, *Accountant's Office, December 31, 1813.*

THOMAS TURNER, *Accountant.*



13th CONGRESS.]

No. 108.

[2d Session.]

## NAVAL TROPHIES ACQUIRED FROM GREAT BRITAIN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 4, 1814.

COMMITTEE ROOM, December 22d, 1813.

SIR:

The following resolution has been adopted by the House of Representatives of the United States, viz:

"Resolved, That a committee be appointed to inquire into the present condition and distribution of the flags, standards, and colors, which have been taken by the forces of the United States, from their enemies, and whether it would be expedient to make any provision in relation to them; with leave to report by bill or otherwise."

The committee to whom the above resolution has been referred have instructed me to state, that they contemplate the collection, preservation, and public exhibition, of the subjects therein embraced. On the 23d of June, 1778, Congress "Resolved, That the Board of War be directed to collect the standards and colors taken from the enemy by the army of the United States, since the commencement of the war." The committee request such general information as the Navy Department can furnish on this subject. It is particularly desired to know, whether any order and practice have been, at any time, adopted, under the resolution of June 23d, 1778. The committee are anxious to ascertain the number of naval flags which remain, of those that were taken during our revolutionary struggles, their present condition, and manner of preservation. Can the names of the captured vessels to which these flags belonged, be ascertained, together with their rates; and the names of the victorious and vanquished commanders? The same information is requested concerning such flags as have been taken by the forces of the United States during their dispute with France, in 1798; concerning those which were gained from Tripoli, and such as have been taken since the commencement of our present war with Great Britain.

With sentiments of respect, I have the honor to be, &c.

ADAM SEYBERT, *Chairman.*Hon. Wm. Jones, *Secretary of the Navy.*

NAVY DEPARTMENT, January 25, 1814.

SIR:

In reply to the inquiries contained in your letter of the 22d ultimo, I have to remark that the resolution of Congress of the 23d of June, 1778, directing the collection of standards and colors taken from the enemy, appearing to relate to those only which were taken by the army of the United States, it is not supposed that "any order and practice have been, at any time, adopted," in pursuance of that resolution, concerning naval trophies of a similar kind. The records and documents of this Department afford no light respecting such flags as are inquired for by the committee, anterior to the declaration of the present war, nor are there any such flags or standards in any depository of the Department, that were taken prior to this time. Those which have been captured from the enemy by the public armed vessels of the United States, and received at this Department since the 18th of June, 1812, have been carefully preserved, and are now suspended in the office of the Secretary of the Navy, subject to such disposition as Congress may provide for their better security and exhibition. The enclosed paper embraces all the particulars in relation to them within the power of the Department to present to the committee.

I have the honor to be, sir, very respectfully, your obedient servant,

W. JONES

The Hon. ADAM SEYBERT, *Chairman of the Committee, &c. &c.*

*Statement showing the number of Naval Flags taken from Great Britain, since the commencement of the present war, together with the names of the captured vessels, &c. to which they were attached, their rates, the rates of the capturing vessels, the date of capture, and the names of the vanquished and victorious commanders.*

Names of the vessels captured.	Commanders' names.	No. of Guns.	By what vessel captured.	Commanders' Names.	No. of Guns.	Date of capture.
Sloop Alert, -	T. L. Laugharue, -	30	Frigate Essex, -	D. Porter, -	32	August 13, 1812.
Frigate Guerriere, -	J. R. Dacres, -	49	Frigate Constitution, -	Isaac Hull, -	44	August 19, "
Sloop Frolic, -	Thos. Whinyates, -	22	Sloop Wasp, -	Jacob Jones, -	16	Oct. 18, "
Frigate Macedonian, -	John Carden, -	49	Frigate United States, -	Stephen Decatur, -	44	Oct. 25, "
Frigate Java, -	H. Lambert, -	49	Frigate Constitution, -	Wm. Bainbridge, -	44	Dec. 29, "
Sloop Peacock, -	W. Peake, -	22	Sloop Hornet, -	Jas. Lawrence, -	18	Feb. 24, 1813.
Sloop Boxer, -	Samuel Blyth, -	18	Brig Enterprise, -	Wm. Burrows, -	14	Sep. 5, "
Ship Detroit, -	Comm. Barclay, -	22	Brig Lawrence, -	O. H. Perry, -	20	Sep. 10, "
Ship Queen Charlotte, -	Ditto, -	18	Brig Niagara, -	Ditto, -	20	" " "
Sch'r Lady Prevost, -	Ditto, -	14	Brig Caledonia, -	Ditto, -	3	" " "
Brig Hunter, -	Ditto, -	10	Schooner Ariel, -	Ditto, -	4	" " "
Sloop Little Belt, -	Ditto, -	3	Schooner Scorpion, -	Ditto, -	2	" " "
Schooner Chippewa, -	Ditto, -	3	Schooner Somers, -	Ditto, -	2	" " "
			Sloop Trippe, -	Ditto, -	1	" " "
			Schooner Tigress, -	Ditto, -	1	" " "
			Schooner Porcupine, -	Ditto, -	1	" " "

N. B. In addition to the flags which belong to the captured vessels above named, there are, in this Department, a Royal Standard of Great Britain, taken at York, on the 27th of April, 1813, a Royal Mace taken from the Parliament House, at the same time and place, and a Union Jack and flag, taken at Port George, on the 27th of May, 1813. These were transmitted to the Department by Commodore Chauncey.

It is believed that this statement includes all the flags of the public armed vessels of the enemy that have been taken by the public armed vessels of the United States, since the commencement of the present war, excepting those of five small vessels, captured by Commodore Chauncey, on Lake Ontario, and those of the brigs Detroit and Caledonia, taken by Lieutenant Elliott, on Lake Erie, which have not been received.

NOTE.—See Military Affairs, No. 128.

13th CONGRESS.]

No. 109.

[2d SESSION.]

## FURTHER ENCOURAGEMENT TO PRIVATE ARMED VESSELS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 19, 1814.

*To the Honorable the Senate and House of Representatives of the United States in Congress assembled, the memorial of the subscribers, merchants and ship owners, of the city of Baltimore, most respectfully represents:*

That, in consequence of the strict blockade of the several great inlets to the several ports and harbors of the United States, the private armed service has been much discouraged of late, from the great difficulty of bringing into port the property of the enemy captured on the high seas. That sea-faring men having, in this state of things, but inconsiderable inducements to enter on board private vessels of war, are daily becoming more unwilling to adventure in said service, as the prospect of any remuneration for their toils and hardships is thus rendered more distant and precarious. That your memorialists are sincerely anxious to carry on the war with unabated vigor, by supporting the private armed service, with considerable means and resources; and if such inducements should be held out by the Government to our seamen as will offer a prospect of probable compensation to them for their exposure, are ready to give the best pledge of their sincerity by largely embarking in enterprises against the trade of the enemy. That it is most obvious that private cruises must prove in the end detrimental to the public interests, while the sole object of those concerned is to send in for adjudication the property which they capture; as the very frequent recapture of prizes must, by degrees, throw a great portion of our best seamen into the hands of the enemy, and thus waste and dissipate the means of active annoyance. That your memorialists are deeply impressed with the belief that the most effectual means of injury to the enemy's trade, which can now be adopted, without impairing our own strength, by the unnecessary exposure of our seamen to capture, would be, by the destruction at sea, of British merchant ships, which at once would deprive them of the benefit they now derive from the superiority in strength and number of their ships of war; and that such a system, if vigorously prosecuted, would soon teach them that even an inferior naval power can inflict the deepest wounds on that part in which they are most sensible. But it can scarcely be expected that private adventurers will sacrifice to such an object all prospects of benefit, derived from capture, and expose themselves to the certain loss of an unprofitable cruise.

They would therefore respectfully submit it to the wisdom of Congress whether a provision, by law, for an adequate compensation to the owners, officers, and crews, of private armed vessels, for every ton of shipping belonging to the enemy which they shall destroy on the high seas, will not have the effect of preventing the evils they apprehend, of encouraging seamen to enter the service, and of more effectually harassing the enemy, than any system of warfare hitherto adopted. If such a provision should be made, your memorialists will be ready to enter largely into the private armed service, and would sanguinely calculate on the increased spirit of our seamen and the enlarged enterprise of our merchants.

BALTIMORE, February 4th, 1814.

GEORGE P. STEVENSON, and others.

13th CONGRESS.]

No. 110.

[2d SESSION.]

## LIST OF NAVAL OFFICERS.

COMMUNICATED TO THE SENATE, FEBRUARY 21, 1814.

NAVY DEPARTMENT, February 21, 1814.

SIR:

In obedience to the resolution of the Senate of the 2d August last, I have the honor to transmit a list of all the commissioned officers in the Navy of the United States, showing their respective rank, and dates of the commissions; and also, a list of all the midshipmen, with the dates of their warrants.

I am, respectfully, sir, your obedient servant,

W. JONES.

To the Hon. the PRESIDENT of the Senate.

*Exhibit of the commissioned officers, and of the midshipmen of the Navy of the United States, agreeably to the dates of their respective commissions or warrants.*

Names and Rank.	Date of commission.	Names and rank.	Date of commission.
<i>Captains.</i>		<i>Captains.</i>	
Alexander Murray, - -	1st July, 1798.	David Porter, - - -	2d July, 1812.
John Rodgers, - - -	5th March, 1799.	John Cassin, - - -	3d " "
James Barron, - - -	22d May, "	Samuel Evans, - - -	4th " "
William Bainbridge, - -	20th May, 1800.	Charles Gordon, - - -	2d March, 1813.
Hugh G. Campbell, - -	16th Oct. "	Jacob Jones, - - -	3d " "
Stephen Decatur, - - -	16th February, 1804.	Charles Morris, - - -	5th " "
Thomas Tingey, - - -	23d November, "	Joseph Tarbell, - - -	No. 1 24th July, "
Charles Stewart, - - -	22d April, 1806.	Arthur Sinclair, - - -	2 " "
Isaac Hull, - - -	23d " "	Oliver H. Perry, - - -	10th Sept. "
Isaac Chauncey, - - -	24th " "		
John Shaw, - - -	27th August, 1807.	<i>Master Commandants.</i>	
John Smith, - - -	29th October, 1810.	James T. Leonard, - - -	4th July, 1812.
John H. Dent, - - -	29th Dec. 1811.	Joseph Bainbridge, - - -	3d March, 1813.



## EXHIBIT—Continued.

Names and Rank.		Dates of Commission.	Names and Rank.		Dates of Commission.
<i>Master Commandants.</i>			<i>Lieutenants.</i>		
William M. Crane, - -	-	4th March, 1813.	James P. Oellers, - No. 8	-	24th July, 1813.
William Biddle, - -	-	5th " " "	William M. Hunter, -	9	do
Lewis Warrington, No. 1	-	24th July, "	John D. Sloat, -	10	do
Thomas Macdonough, -	2	do	John Packett, -	11	do
Charles G. Ridgely, -	3	do	William H. Cocke, -	12	do
Samuel Angus, -	4	do	John J. Yarnall, -	13	do
Johnston Blakeley, -	5	do	Mathew C. Perry, -	14	do
Melancthon T. Woolsey, -	7	do	Charles W. Skinner, -	15	do
Robert T. Spence, -	8	do	Joseph Wragg, -	16	do
John O. Creighton, -	9	do	James Saunders, -	17	do
Edward Trenchard, -	10	do	James Reilly, -	18	do
John Downes, -	11	do	Samuel W. Adams, -	19	do
George Parker, -	12	do	William S. Cox, -	20	do
Daniel T. Patterson, -	13	do	John R. Madison, -	21	do
John D. Henley, -	14	do	Dugomier Taylor, -	22	do
Jesse D. Elliott, -	15	do	George Pearce, -	23	do
<i>Lieutenants.</i>			Frederick W. Smith, -	24	do
Michael B. Carroll, -	-	10th April, 1802.	Henry S. Newcomb, -	25	do
John M. Gardner, -	-	19th January, 1807.	Nathaniel D. Nicholson, -	26	do
Robert Henley, -	-	29th " " "	Thomas Tillinghast, -	27	do
Stephen Cassin, -	-	12th February "	John J. Edwards, -	28	do
Daniel S. Dexter, -	-	13th " " "	Otho Norris, -	29	do
James Renshaw, -	-	25th " " "	John T. Newton, -	30	do
David Deacon, -	-	2d March, "	P. A. J. P. Jones, -	31	do
Louis Alexis, -	-	4th " " "	Samuel Henley, -	32	do
Sidney Smith, -	-	7th " " "	Augustus Conckling, -	33	do
William Lewis, -	-	14th " " "	Joseph Smith, -	34	do
Thomas Brown, -	-	27th " " "	Thomas A. Beatty, -	35	do
Nathaniel Haradan, -	-	31st " " "	Laurence Rousseau, -	36	do
George Merrill, -	-	30th April, 1809.	George W. Storer, -	37	do
Samuel Woodhouse, -	-	4th May, "	John Stansbury, -	38	do
Charles C. B. Thompson, -	-	15th " " "	Archibald Hamilton, -	39	do
James P. Wilmer, -	-	16th " " "	Henry B. Rapp, -	40	do
Francis J. Mitchell, -	-	18th " " "	Lewis German, -	41	do
Joseph Nicholson, -	-	15th June, "	Joseph Cassin, -	42	do
Alexander S. Wadsworth, -	-	21st April, 1810.	Robert M. Rose, -	43	do
John Pettigrew, -	-	22d " " "	Beverly Kennon, -	44	do
George W. Rodgers, -	-	24th " " "	Peter Gamble, -	-	8th October, 1813.
George C. Read, -	-	25th " " "	Edward Shubrick, -	-	9th " " "
Henry E. Ballard, -	-	26th " " "	<i>Surgeons.</i>		
Thomas Gamble, -	-	27th " " "	Edward Cutbush, -	-	24th June, 1799.
William Carter, jr. -	-	28th " " "	Peter St. Medard, -	-	14th July, "
Benjamin J. Neale, No. 2	-	4th June, "	George Davis, -	-	22d " " "
Joseph J. Nicholson, -	3	" " "	Samuel R. Marshall, -	-	16th January, 1800.
Walter Stewart, -	4	" " "	Larkin Griffin, -	-	27th Novem'r, 1804.
Fitzhenry H. Babbit, -	-	5th June, "	Lewis Heerman, -	-	do
Wolcott Chauncey, -	-	7th " " "	Joseph G. P. Hunt, -	-	do
John H. Elton, -	-	8th " " "	Jonathan Cowdery, -	-	do
Edmund P. Kennedy, -	-	9th June, "	Samuel D. Heap, -	-	do
Jesse Wilkinson, -	-	10th " " "	Robert L. Thorn, -	-	3d March, 1809.
Horace Walpole, -	-	12th " " "	Samuel R. Trevett, Jr. -	-	do
Alexander J. Dallas, -	-	13th " " "	William P. C. Barton, -	-	28th April, "
James Wilson, -	-	19th May, 1812.	Joseph W. New, -	-	18th June, "
John B. Nicholson, -	-	20th " " "	Joseph S. Scholfield, -	-	do
Beekman V. Hoffman, -	-	21st " " "	George Logan, -	-	14th April, 1810.
George Budd, -	-	23d " " "	Amos A. Evans, -	-	20th " " "
Thomas A. C. Jones, -	-	24th " " "	Robert Morrell, -	-	31st May, "
Joseph S. McPherson, -	-	26th " " "	Robert S. Kearney, -	-	28th July, "
John Porter, -	-	27th " " "	John A. Brereton, -	-	4th March, 1811.
John T. Shubrick, -	-	28th " " "	James Page, -	-	5th " " "
William Finch, -	-	4th January, 1813.	John D. McReynolds, -	-	2d October, "
William B. Shubrick, -	-	5th " " "	Robert Miller, -	-	22d May, 1812.
Henry Wells, -	-	6th " " "	Thomas Harris, -	-	6th July, "
Benjamin W. Booth, -	-	7th " " "	William Turk, - No. 1	-	24th July, 1813.
Alexander Claxton, -	-	8th " " "	Hyde Ray, -	2	do
Glen Drayton, -	-	9th " " "	William Baldwin, -	3	do
Enos R. Davis, -	-	10th " " "	Walter W. Buchanan, -	4	do
Charles W. Morgan, -	-	3d March, "	Samuel Ayr, -	5	do
Samuel P. Macomber, -	-	4th " " "	E. L. Lawton, -	6	do
Raymond H. T. Perry, -	-	5th " " "	Charles Cotton, -	7	do
Lawrence Kearney, -	-	6th " " "	Gerard Dayers, -	8	do
William H. Watson, -	-	7th " " "	William Caton, Jr. -	9	do
Thomas Hendry, jr. -	-	8th " " "	Robert A. Barton, -	10	do
Foxhall A. Parker, -	-	9th " " "	Benjamin P. Kissam, -	11	do
Edward R. McCall, -	-	11th " " "	Charles Campbell, -	12	do
Daniel Turner, -	-	12th " " "	John A. Kearney, -	13	do
William H. Allen, No. 1	-	24th July, 1813.	Richard C. Edgar, -	14	do
Stephen D. McKnight, -	2	do	Bailey Washington, -	15	do
David Connor, -	3	do	William M. Clarke, -	16	do
John Gallagher, -	4	do	Thomas Chidester, -	17	do
Thomas Holdup, -	5	do	James Inderwick, -	18	do
Samuel H. Bullis, -	6	do	George T. Kennon, -	19	do
James A. Dudley, -	7	do	Walter W. New, -	-	6th October, 1813.

## EXHIBIT—Continued.

Names and Rank.		Dates of Commission.	Names and Rank.		Dates of Commission.
<i>Surgeon's Mates.</i>			<i>Pursers.</i>		
John Harrison,	-	16th January, 1808.	Herman Thorn,	-	24th July, 1813.
Stith Lewis,	-	22d " 1809.	Thomas Waine,	-	13th Sept., "
Gustavus R. Brown,	-	1st March, "	Lewis Fairchild,	-	29th " "
Thomas C. Vanwyck,	-	3d " "	<i>Chaplains.</i>		
Samuel Horsley,	-	9th " "	Andrew Hunter,	-	5th March, 1811.
Manuel Philips,	-	18th July, "	David P. Adams,	-	10th May, "
Daniel Hatfield,	-	5th May, 1810.	John Cook,	-	9th May, 1812.
Robert C. Randolph,	-	31st " "	William Biscoe,	-	11th July, "
William Barnwell,	-	28th July, "	<i>Midshipmen.</i>		
Joseph G. Roberts,	-	4th March, 1811.	Walter Boyd,	-	4th August, 1800.
Charles B. Hamilton,	-	2d April, "	Walter G. Anderson, A. M.	-	1st March, 1803.
Richmond Johnston,	-	do	Charles Jones,	-	6th July, 1803.
William Belt,	-	23d Sept. "	St. Clair Elliott,	-	2d April, 1804.
Donaldson Yeates,	-	14th May, 1812.	Robert Spedden, A. M.	-	do
John D. Armstrong,	-	27th " "	Thomas Doyley,	-	4th July, 1805.
Hermion M. Clarke,	-	2d July, "	Samuel Renshaw,	-	do
Usher Parsons,	-	6th " "	Charles A. Budd, A. L.	-	23d November, 1805.
William C. Whittlesey,	-	7th " "	Samuel Bond,	-	20th June, 1806.
Peter Christie,	-	8th " "	Edward Hadaway, A. L.	-	do
John Young, Jr.	-	9th " "	William H. Hadaway, do.	-	do
Samuel Jackson,	-	10th " "	James Roney, A. M.	-	24th July, 1807.
Andrew B. Cook,	-	21st Dec. "	George Senat,	-	do
James C. Garrison,	-	23d " "	William M. Brooks,	-	1st January, 1808.
Richard C. Gregory,	No. 1	24th July, 1813.	William Jasper,	-	do
E. D. Morrison,	2	do	Richard G. Edwards, A. M.	-	do
Horatio S. Warring,	3	do	Thomas T. Webb, A. L.	-	do
John M. Lynn,	4	do	William Peabody,	-	16th January, 1809.
John H. Gordon,	5	do	John D. Goodwin,	-	do
Samuel M. Kissam,	6	do	William Myers,	-	do
Leonard Osborne,	7	do	John W. Gibbs, A. L.	-	do
William Swift,	8	do	John T. Drury, A. L.	-	do
Thomas Williamson,	9	do	John Hill, Jun.	-	do
John Dix,	10	do	Abraham Motley,	-	do
Thomas B. Salter,	11	do	Robert Douglass,	-	do
Seaborn J. Saffold,	12	do	Charles E. Crowley, A. L.	-	do
Thomas Sprague,	13	do	Lucius Q. C. Roberts,	-	do
Benjamin Austin, Jr.	15	do	Francis H. Gregory, A. M.	-	do
Thomas Cadle,	16	do	Julius Humphreys,	-	do
Leuco Mitchell,	17	do	Nicholas Pepe,	-	do
Silas D. Wickes,	18	do	Michael Perault, A. M.	-	16th January, 1809.
Isaac Baldwin, Jun.	19	do	William A. C. Faragut,	-	do
Wilmot F. Rogers,	20	do	Charles F. McCawley, A. L.	-	do
Jabez W. Husted,	21	do	Nelson Webster,	-	do
George S. Sproston,	-	8th November, 1813.	Benjamin Cooper, A. L.	-	do
<i>Pursers.</i>			John J. H. Lewis,	-	do
Isaac Garretson,	-	25th April, 1812.	Enoch H. Johns,	-	do
Clement S. Hunt,	-	do	Charles Lacy,	-	do
Gwinn Harris,	-	do	John M. Maury,	-	do
John H. Carr,	-	do	Henry Gilliam, A. L.	-	do
Nathaniel Lyde,	-	do	Guy Ely,	-	do
James R. Wilson,	-	do	Green Lynch,	-	do
Samuel Robertson,	-	do	John H. Bell, A. L.	-	do
Samuel Hambleton,	-	do	William Mervin,	-	do
Robert C. Ludlow,	-	do	George Vancleave,	-	do
Robert Pottinger,	-	do	Moses Morrell,	-	do
John B. Timberlake,	-	do	James Adams,	-	do
Thomas J. Chew,	-	do	Charles T. Stallings,	-	do
Thomas Shields,	-	do	A. C. Stout,	-	do
Richard C. Archer,	-	do	James Bliss,	-	do
Lewis Deblois,	-	do	Dulany Forrest, A. L.	-	18th May, 1809.
George S. Wise,	-	do	William Elliott,	-	do
Francis A. Thornton,	-	do	Charles Lecompte,	-	do
Humphrey Magrath,	-	do	Bladen Dulany, A. L.	-	do
Edwin T. Satterwhite,	-	do	Thos. W. Magruder, A. L.	-	do
James M. Halsey,	-	do	Frederick Baury, A. L.	-	do
Edward Fitzgerald,	-	do	Cadwallader C. Billings,	-	do
Alexander P. Darragh,	-	do	Robert Adam,	-	do
Edwin W. Turner,	-	do	Francis B. Gamble,	-	do
Robert Ormsby,	-	do	George Hamersly,	-	do
Henry Dennison,	-	do	Richard Dashiell,	-	do
Ludlow Dashwood,	-	do	William Laughton,	-	do
William S. Rogers,	-	26th February, 1813.	Gozen De Hart,	-	15th Novem. 1809.
Henry Fry,	-	27th " "	William K. Lattimore,	-	do
John R. Shaw,	-	28th " "	James W. Forrest,	-	do
Samuel P. Todd,	-	1st March, "	James H. Ludlow,	-	do
Nathaniel W. Rothwell,	-	2d " "	George W. Graham,	-	do
George Beale,	-	24th July, "	Gustavus W. Spooner,	-	do
James H. Clark,	-	do	Isaac Mayo,	-	do
William P. Zantzinger,	-	do	James Stewart,	-	do
Joseph North,	-	do	Richard B. Egerton,	-	do
Joseph Wilson, Jun.	-	do	Paul Zantzinger,	-	do

NOTE. A. L. denotes Acting Lieutenant, and A. M. Acting Masters.



## EXHIBIT—Continued.

Names and Rank.	Dates of Commission.	Names and Rank.	Dates of Commission.
<i>Midshipmen.</i>		<i>Midshipmen.</i>	
John Tayloe,	15th Novem. 1809.	Clement Stephens,	9th June, 1811.
Henry Aulic,	- do	James M'Lachlan,	- do
Samuel W. Washington,	- do	Joseph Cross,	- do
Philip F. Voorhees,	- do	Edgar Freeman,	- do
William D. Salter,	- do	Charles Boorman,	- do
John H. Clack,	- do	Richard Hunter,	- do
William Cutler,	- do	Walter W. Monteath,	1st Septem. 1811.
James Rogers,	- do	James Williams,	- do
Thomas Crabb,	- do	John Abernethie,	- do
George Patton,	- do	William Ramsay,	- do
William A. Spencer,	- do	James W. H. Ray,	- do
William L. Gordon, A. L.	- do	Kirvin Warters,	- do
David Geissinger,	- do	William Pottinger,	- do
John Saunders,	- do	Robert F. Stockton,	- do
Joseph G. Smith,	- do	James M'Gowan,	- do
Joseph Brailsford,	- do	Albert A. Alexander,	- do
Richard Winter,	- do	Charles Gaunt,	- do
Edward B. Babbitt,	- do	Abraham S. Ten Eyck,	- do
Pollard Davis,	- do	William Boerum,	- do
Silas H. Stringham,	- do	William Temple, Jun.	- do
Thomas S. Blodget,	- do	Robert Field,	- do
Edwin Essex,	- do	Samuel Downing,	- do
Richard Steward,	- do	Charles H. Caldwell,	- do
Charles T. Clarke,	- do	William S. Belt,	- do
James Armstrong,	- do	John M'Can,	- do
Silas Duncan,	- do	William W. Feltus,	- do
Thomas Cunningham, A. L.	- do	George M'Cawley,	- do
James Nicholson,	1st Decem. 1809.	Charles Berry,	- do
Manuel Morales,	- do	Ira Titus,	- do
Isaac M'Keever,	- do	John M'Alister,	- do
Amrose D. Field,	- do	Hugh N. Page,	- do
William H. Brailsford,	- do	William J. Harper,	- do
John Chew,	- do	Robert Mitchell,	- do
Joseph Smoot,	- do	Ralph Voorhees,	- do
Thomas Suggette,	- do	Hiram Paulding,	- do
Robert B. Randolph,	15th August, 1810.	Henry W. Ogden,	- do
Matthew C. Atwood,	17th Decem. 1810.	Charles L. Springer,	- do
William C. Wayner,	- do	James W. Delany,	- do
Thomas S. Brown,	- do	James Elzy,	- do
J. A. D. Brown,	- do	Thomas J. Leib, Jun.	- do
William Berry,	- do	Enoch Lowe,	- do
Samuel L. Breese,	- do	Jonathan D. Williamson,	- do
John Evans,	- do	Charles L. Williamson,	- do
John Cowan,	- do	Maximil. A. Detaux,	- do
William H. Chaille,	- do	Philip F. Livingston,	- do
Edward W. Dowse,	- do	John A. Belcher,	- do
William B. Clarke,	- do	Robert H. Nichols,	- do
Abraham J. Delyon,	- do	James M. M'Intosh,	- do
James G. Farragut,	- do	J. T. W. H. Dayton,	- do
Richard S. Heath,	- do	William Jameson,	- do
Edward F. Howell,	- do	David C. Nichols,	1st Decem. 1811.
Warren Hall,	- do	William M'Cluney,	1st January, 1812.
Andrew Haslet,	- do	Henry Gray,	- do
John M. Luckett,	- do	William M'Lean,	- do
Laurence Montgomery,	- do	Joseph Thompson,	- do
Eleazer H. Massey,	- do	Allen Griffin,	- do
Benjamin Page,	- do	John S. Chauncey,	- do
John T. Ritchie,	- do	Robert Hammersly,	- do
Charles Smith,	- do	Charles A. C. Thompson,	- do
John A. Wish,	- do	Augustus Swartwout,	- do
Edward Olmstead,	- do	Lewis Keene,	- do
Thomas Wyman,	- do	Thomas H. Bowyer,	- do
William Odenheimer,	- do	Ephraim Whitlock,	- do
William A. Weaver,	- do	John Cook,	- do
Richard Caton,	9th June, 1811.	William Bonnell,	- do
Edward Greenwell,	- do	James Nicholson,	- do
Thomas P. Harrison,	- do	Thomas Pettigrew,	- do
John L. Kane,	- do	Robert Searcy,	- do
William M'Kinney,	- do	William Taylor, Jun.	- do
Silas N. Phelps,	- do	Thomas A. Conover,	- do
Thomas A. Tippet,	- do	Albert G. Wall,	- do
Daniel R. Walker,	- do	Robert Lewis Snelson,	- do
Thomas M'Nier,	- do	Lachlan Cuthbert,	- do
Frederick Gibbon,	- do	Jesse Higgins,	- do
William Mayo,	- do	William R. Allison,	- do
William P. Potts,	- do	George W. Gray,	- do
William H. Lee,	- do	William S. T. Washington,	- do
Joseph Eastburn,	- do	Richard O'Neale,	- do
James H. Perry,	- do	Charles W. Minchin,	- do
French Forrest,	- do	Arthur Lattimer,	- do
Frederick E. Hedges,	- do	James Taylor,	- do
Paul R. Mazyek,	- do	Frank Ellery,	- do
James L. Morris,	- do	Alexander Eskridge,	- do
Andrew Fitzhugh,	- do	Richard M. Potter,	- do

## EXHIBIT—Continued.

Names and Rank.	Dates of commission.	Names and Rank.	Dates of Commission.
<i>Midshipmen.</i>		<i>Midshipmen.</i>	
Archibald Campbell, .	1st January, 1812.	James F. Curtis, .	18th June, 1812.
Peterson Goodwin, jr. .	do	Shubal Pratt, .	do
William Inman, .	do	Eliphalet Ball, .	do
Benedict Higdon, .	do	Frederick Wolbert, .	do
Richard McCall, .	do	George H. Leverett, .	do
Joseph Spiknall, .	do	James H. Dobbins, .	do
Robert Cranston, jr. .	do	Jacob M. Jacobs, .	do
Robert Rogerson, .	do	William H. Jenkins, .	do
Walter Abbot, .	do	Frank Toscan, .	do
Lodowick W. Crary, .	do	Skeffington S. Jamesson, .	do
Garret T. Pendergrast, .	do	David Mitchell, .	do
Tobias Tyler, .	do	Alexander W. Luffborough, .	do
James Voshell, .	do	Patricius Hepburn, .	do
Charles Yates, .	do	Joshua White, .	do
Josiah Tattnall, .	do	Pardon M. Whipple, .	do
Peleg K. Dunham, .	do	Henry M. McClintock, .	do
Franklin Ballinger, .	do	William Boden, .	do
William Hall, .	do	Jno. P. Cambreleng, .	do
Joseph S. Cornwall, .	do	William G. Lewis, .	do
Richard Brashears, .	do	James M. Cutts, .	do
William H. Baldwin, .	do	James Legare, .	do
Richardson Buck, .	do	Yerathmael Bowers, .	do
Benjamin Harrison, .	do	Lewis M. Goldsborough, .	do
Benjamin Bryan, .	do	Charles T. Platt, .	do
John Jay Young, .	do	William House, .	do
William B. Randolph, .	do	John Dennis, jr. .	do
Thomas N. Bonneville, .	do	Edward H. Lansing, .	do
Stephen B. Wilson, .	do	Richard A. Jones, .	do
Horatio Beatty, .	do	Hugh Sweeney, .	do
Ebenezer Ridgway, .	do	David Hunter, .	do
Archibald McNeill, .	do	Moses Hunter, .	do
Lewis E. Simonds, .	do	John Cook, jr. .	do
William Steele, .	do	John H. Lee, .	do
John Loveday, .	do	J. C. Hardy, .	do
Horace B. Sawyer, .	4th June, 1812.	Duncan N. Ingraham, .	do
Walter Newcomb, .	do	John Kelborn, .	do
Samuel Lecompte, .	do	William C. Nicholson, .	do
Thomas McCall, .	do	James B. Thornton, .	do
John B. Montgomery, .	do	Abraham Bigelow, .	do
Joseph L. Harper, .	do	Nathaniel Carter, jr. .	do
Horace F. Marcellen, .	do	John C. Benson, .	22d August, 1812.
Richard Dale, .	18th June, 1812.	Thomas B. Curtis, .	28th Septem <sup>r</sup> , 1812.
Montgomery Dale, .	do	Jacob Gilmore, .	1st January, 1813.
James Greenlaw, .	do	Thomas E. Finnermore, .	20th February, 1813.
Samuel W. Adams, .	do	John M. Sullivan, .	1st March, do
Miles Street, .	do	Edward Price, .	5th April, do
John M. Charleton, .	do	Samuel Beck, .	12th do do
James Goodrum, .	do	John Marston, jr. .	15th do do
William H. Cocke, .	do	John B. Shute, .	16th do do
Levy Harby, .	do	Daniel H. Mackey, .	16th do do
Samuel A. Eakin, .	do	William Skiddy, .	9th May, do
James Mason, .	do	Russel Baldwin, .	17th do do
Oscar Davis, .	do	Samuel B. Phelps, .	20th do do
John C. Long, .	do	Edward Carpenter, .	10th July, do
Delozier Higinbotham, .	do	Benjamin Carpenter, .	10th do do
Yorick Baker, .	do	Joseph H. Ashbridge, .	14th August, do
John D. Fisher, .	do	Hill Carter, .	9th November, do
L. W. Nixon, .	do	Samuel Rodgers, .	do
Samuel Foxcroft, .	do	James Spaulding, .	do
Charles H. Bell, .	do	Thomas W. Daily, .	do
Henry R. Haskin, .	do	Matthew W. Stout, .	do
Thomas W. Freelon, .	do	Thomas H. Brown, .	do
Henry C. Newton, .	do	William T. Rodgers, .	do
Henry S. Langdon, jr. .	do	Nehemiah Tilton, .	do
Otho Stallings, .	do	John M. Channing, .	do
John Carter, jr. .	do	James Hodge, .	do
Nathaniel A. Prentiss, .	do	Charles P. Derby, .	do
Edward N. Thayer, .	do	Archibald Stewart, .	do
Joshua R. Sands, .	do	Thomas Greeves, .	do
John H. Graham, .	do	Israel Israel, jr. .	do
Cornelius Stribbling, .	do	Edward Carter, .	do
William C. W. Whetmore, .	do	Benjamin S. Williams, .	do
Edmund M. Russell, .	do	Hale S. Lovell, .	do
Charles C. Russell, .	do	Henry Tardy, .	do
Edward H. Hamilton, .	do	Henry Bruce, .	do
John U. Wendell, .	do	Ebenezer Clough, jr. .	do
Clement Whittington, .	do	John E. Prentiss, .	do
Beverly R. Scott, .	do	John Bubier, .	do
Enos Childs, .	do	Henry Ward, .	do
Joseph R. Jarvis, .	do	William Burley, jr. .	do
Frederick Varnum, .	do	William Rice, .	do
Joel Abbot, .	do	Augustus Cutts, .	do
Seth B. Alby, .	do	Clement Paine, .	do
Edward Watts, .	do	Jott S. Paine, .	do



## EXHIBIT—Continued.

Names and Rank.	Dates of commission.	Names and Rank.	Dates of Commission.
<i>Midshipmen.</i>		<i>Midshipmen.</i>	
Thomas Patten,	9th November, 1813.	Francis B. Taggart,	1st February, 1814.
Ashton S. Hall,	do	John Crean,	do
John McClintock,	do	Joseph B. Nones,	do
Eli Brown, jr.	do	William D. Newman,	do
William R. F. Chamberlain,	do	John Stephenson,	do
William F. Satterwhite,	do	Lindsay C. Elliott,	do
Joseph Hull, jr.	do	George W. Hunter,	do
John Swartwout,	do	John Kelle,	do
Edward S. Manning,	do	Edmund Byrhe,	do
Daniel L. De Saussure,	do	Daniel S. McCauley,	do
Thomas Rutter,	do	John Chew,	do
T. Cottineau,	do	David Conyngham,	do
Benjamin Hanna,	17th January, 1814.	William R. Lord,	do
Thomas B. Handy,	28th do do	David W. McRorie,	do
Adam S. Kuhn,	1st February, do	Joshua W. Cochran,	do
John F. Howell,	do	Owen Davis,	do
William Peterson,	do	David R. Stewart,	do
Robert Carson,	do	George N. Hollins,	do
Robert Ritchie,	do	Robert M. Summers,	do

NAVY DEPARTMENT, *February 19, 1814.*

W. JONES.

13th CONGRESS.]

No. 111.

[2d SESSION.]

## CONDITION OF THE NAVY, AND THE PROGRESS MADE IN PROVIDING MATERIALS AND BUILDING SHIPS.

COMMUNICATED TO THE SENATE, MARCH 18, 1814.

NAVY DEPARTMENT, *February 22, 1814.*

SIR:

I have the honor to submit the following in answer to your letter of the 20th December last.

Three ships, of seventy-four guns each, and of the largest class, are now building, of prime materials, and in the most substantial and durable manner, viz: one at Portsmouth, New Hampshire, one at Charlestown, Massachusetts, and one at Philadelphia. The two former, it is expected, will be launched in the month of July, and the latter in the month of December next.

Three ships, of forty-four guns each, of the largest class, are also building, of durable materials, in the best manner, viz: one at Philadelphia, one at Baltimore, and one at the navy yard in this city. The two former, it is expected, will be launched by the middle of April, and the latter, in all the month of July next.

The six sloops of war, authorized by law, have all been built, in the most substantial manner and of good materials, two of which are ready for sea; three more have nearly completed their crews, and will, probably, be ready for sea in ten or twelve days, and the sixth is now equipping at the navy yard in this city.

Six barges have been purchased at Philadelphia; also, four at Baltimore, and one at Norfolk.

Eight have been built at Baltimore; ten are nearly completed on the Eastern shore of Maryland; four have been built, and one is now building, at the navy yard in this city; five are building at Charleston, South Carolina; six at St. Mary's, Georgia; and preparatory measures are now in operation to increase the force in North Carolina, and at New Orleans, in vessels of this description, as fast as men can be procured to man them.

Previous to the year 1813, it appears that no timber had been procured under the act of March 30th, 1812; but, early in the year 1813, timber to the amount of twenty-three thousand dollars was purchased at Baltimore, under the act of March 30, 1812, "suitable for rebuilding the frigates Philadelphia, General Greene, New York, and Boston;" but, as there is no appropriation or authority to rebuild those frigates, and as the Philadelphia is not in existence, and the General Greene, New York, and Boston, are rotten worthless hulks, that would cost much more, in proportion to their value, to rebuild them, than to build new frigates of a better class, and vastly superior construction, a part of that timber has been applied to the building of the forty-four and the sloops of war at Baltimore, and the seventy-four and forty-four at Philadelphia.

Contracts for, and purchases of timber, to a very considerable amount, have been made for naval purposes during the year 1813; but which have not been charged to the particular appropriation of the 30th of March, 1812, though applied to the same purposes as timber chargeable to that appropriation would have been, viz: in building the three seventy-four's at Portsmouth, Charlestown, and Philadelphia; the forty-four gun ship at the latter place, and the forty-four and sloop of war at the navy yard in this city; also in the repairs of the ships of the navy, and in preparing several sets of spare masts, spars, tops, &c. &c. ready for the ships which may return damaged; and the residue is applicable to similar purposes.

These have been charged, either under the head of repairs, or to the appropriation for building seventy-four's and frigates; which appropriations, it is conceived, are properly chargeable with timber purchased for those purposes. Six cargoes, amounting to twenty-six hundred tons, of Georgia yellow pine timber, which had been cut for the use of the British navy, but entered the Eastern ports of the United States on account of the war, have been purchased on favorable terms; also a prize cargo of Northern timber. These are properly chargeable to the annual appropriation for the purchase of timber. A contract was made, in August last, for the delivery, at Norfolk and this place, of a quantity of yellow pine plank, thick stuff, beams, and mast pieces, sufficient for two ships of seventy-four guns each, and two forty-four gun frigates. The timber, under this contract, is now delivering. Contracts for timber, yet to be delivered, have been made at the Eastern stations, the particulars of which are not yet in the Department. A recent contract has been made at Philadelphia for white oak plank, thick stuff, beams, and knees;

and for yellow pine plank, and beams, sufficient for a seventy-four and a forty-four gun ship; and for fifty sticks of yellow pine, for masts and spars. These are chargeable upon the appropriation of the 30th of March, 1812.

No contracts for live oak timber have yet been made, as the transportation is impracticable under existing circumstances, and if collected in considerable quantities, at landings accessible to vessels fit for transportation, they would be equally so to the enemy, and the timber, when collected, would be liable to destruction. As live oak is exclusively applied to the frame, of timbers which constitute the form and mould of the ship, it is necessary that the timber should be cut and shaped, not only to the particular curve, for which each piece is designed, but to its true oblique dimensions, otherwise great waste in the conversion, and expense in transportation, will ensue; for this purpose it is necessary that draughts, or designs, of the contemplated ships, should be determined, proper moulds made, by which to cut and shape the timber, and mechanics employed to superintend the execution of the contracts. Hence contracts for timber of this description cannot be made and executed with the same facility and certainty as for straight rectangular timber.

It is, therefore, considered that a state of peace will be much more favorable to the collection of a stock of timber of this description than that of war, in which it can neither be transported to the dock yards, nor deposited in safety at the sea-coast landings. Nevertheless, it is contemplated to make the necessary arrangements for such supplies of suitable live oak timber as may be had in places of safety.

On this subject, it is very satisfactory to learn that our resources, in timber of this kind, are greatly extended, in the abundance which may be procured from the shores of the bays and waters, near the mouth of the Mississippi. This species of timber requires very little seasoning; six months docking will render it perfectly fit for use.

No further steps have been taken in relation to the dock yard than general inquiry and proper deliberation, in order to determine upon the best site, in a central situation.

The result has decided in favor of the right bank of the Hudson, above the Highlands. The motives to this decision were, from considering the contemplated dock yard as the nucleus, around which a great naval establishment may be formed, comprising wet and dry docks, forges, foundries, boring, rolling, saw, and block mills, blast and smelting furnaces, an armory, hydraulic engines, rope walks, manufactories of sail duck, and work shops of all kinds, which will require a copious head of water, readily commanded in this vicinity. Here, also, will be the main arsenal, and depot of timber and materials of all kinds, and the principal dock yard for constructing and repairing ships of war. Such an establishment in any of our seaports, accessible to ships of the line, would form so great a temptation to a powerful enemy as to render destruction certain, unless protected by forts and garrisons of the most formidable and expensive nature.

The natural defences at the pass of the Highlands are such as to remove all doubt on this subject, and supersede the necessity of a large protecting force.

The Hudson is a deep, bold, noble stream, of easy and safe navigation. The surrounding country produces abundance of iron, and large quantities of hemp; and the banks of the Hudson furnish a variety of timber fit for naval purposes. The communication with the Northern and Western lakes is more direct and favorable to the distribution of naval and military stores than any other situation that can be selected. The only objection of importance that I have heard suggested is, that the Hudson at this point is closed by the ice a fortnight sooner, and opens a fortnight later, than at New York; but this objection is greatly overbalanced by the extraordinary advantages of the situation.

In order to select the most suitable situation, a careful examination and survey, under the direction of some of our most experienced officers, aided by a skilful engineer, appears to be indispensable—an opportunity for which has been prevented by the active operations of the war, and consequent occupation of the officers best qualified for this service.

The number of seamen, ordinary seamen, and boys, authorized by law, is indefinite, and discretionary with the President, as will appear by the following references:

The act of Congress of the 21st of April, 1806, limits the officers, seamen, ordinary seamen, and boys, to 13 captains, 9 masters commandant, 72 lieutenants, 150 midshipmen, and 925 seamen, ordinary seamen, and boys.

The act of the same date authorizes the President to man and equip the gunboats.

The act of the 3d of March, 1807, authorizes the employment of 500 additional seamen, ordinary seamen, and boys.

The act of the 31st of January, 1809, authorizes the employment of 300 additional midshipmen, and 3,600 additional seamen, ordinary seamen, and boys.

The act of the 30th of March, 1812, authorizes officers and seamen of the navy to be increased so far as may be necessary to officer, man, and equip, the vessels to be put in service.

The act of the 2d of January, 1813, provides for the building, officering, and manning, four 74's and six frigates.

The act of the 3d of March, 1813, authorizes the President to build six sloops of war, and to build or procure such a number of sloops of war, or other armed vessels, on the lakes, as the public service may require, and to appoint such officers, and to employ the number of seamen, as may be necessary for such vessels, as are authorized by law to be put in commission.

The act of the 5th of July, 1813, authorizes the President to cause to be built, equipped, and manned, such number of barges as he may deem necessary.

There is no correct data in the Department by which to ascertain the actual number of seamen, ordinary seamen, and boys, employed at any one period. The longest period of enlistment being for two years, and, in many cases, for the flotilla service, for a shorter period, the number is constantly fluctuating, and, consequently, cannot be correctly ascertained; but it is believed, from a general view of the subject by the accountant and myself, that the number employed during the year 1813 has considerably exceeded the estimate for that year.

There is not, at this time, in the Department, sufficient data upon which to estimate the number of gunboats actually fit for service: some have undergone partial repairs, while others have deteriorated.

The following will show the number on each station, and their presumed condition, viz:

Portsmouth, New Hampshire,	-	-	-	in service,	-	-	6	gunboats,
Newburyport,	-	-	-	do.	-	-	2	
Boston,	-	-	-	do.	-	-	2	
Rhode Island,	-	-	-	do.	-	-	9	
New London,	-	-	-	do.	-	-	2	
New York,	-	-	-	do.	-	31		
				In ordinary, fit for service,	-	7		
					-	-	38	
Delaware Bay,	-	-	-	In service,	-	7		
				In ordinary, fit for service,	-	13		
					-	-	19	
Baltimore,	-	-	-	In service,	-	-	1	
Potomac,	-	-	-	do.	-	-	3	
Norfolk,	-	-	-	In service and ready for service, but very lightly manned,	-	-		
				recruiting as men offer,	-	-	23	
North Carolina,	-	-	-	In service,	-	-	6	
South Carolina,	-	-	-	do.	-	-	3	
Georgia,	-	-	-	do.	-	-	5	
New Orleans,	-	-	-	do.	-	-	6	



When it is considered that six large sloops of war have been built, equipped, and manned, in our seaports, and three sloops of war and one ship of twenty-six guns on the lakes, within the preceding eight months—that three seventy-four's and three forty-four's will be added this year, but *which are yet to be manned*, and that provision still exists for building one seventy-four and three forty-four's, as soon as suitable materials can be had, it appears to me that any further provision, at present, for the increase of our naval force, would not add to its efficiency, and therefore is not necessary; except such as I have suggested in my letter to the chairman of the Naval Committee of the House of Representatives, a copy of which I have the honor to enclose, and even of that description the number ought to be *very moderate*, when the contemplated increase of our force on the lakes, and the demand for experienced officers and seamen, which the very rapid augmentation of our force has created, are taken into view. The flotilla service, moreover, is still very deficient in men. We may readily and rapidly add any reasonable number of vessels to our force, but their armament, and many important parts of their equipment, of every description, will be to fabricate. The cannon foundries are few in number, and none of any note north of the waters of the Chesapeake. These have been, are now, and will be, fully engaged, during the present year, in fabricating the ordnance required for the force already authorized. The private armed vessels cannot, at this time, procure their armament of a proper kind on any terms.

With the rapid increase of our naval force, the promotion of young officers has been *necessarily very rapid*; and those whose experience and talents have exalted our flag are comparatively few in number. Therefore, however desirable it may be to give the senior lieutenants separate commands, in which they would be useful to their country, and acquire honor to themselves, it will leave our seventy-fours and frigates, and squadrons on the lakes, without officers of sufficient experience. This has been a subject of serious solicitude with some of our commanders; and the tenacious policy of our naval system precludes the admission of talent and experience from any other source than lineal promotion. It is true sailing masters have been promoted to lieutenants, under special circumstances; and I perceive no good reason why this experienced and valuable class of officers should not be as regularly entitled to promotion as midshipmen.

With these views the honorable committee will be enabled to appreciate the arguments which I have deemed it proper to offer for their consideration.

I also beg leave to suggest the propriety of augmenting the marine corps from the present establishment, eighteen hundred and sixty-nine, to two thousand six hundred and fifty-two, and to increase the number of commissioned officers in the same proportion as in the infantry of the army.

It is not necessary to recall the recollection of the honorable committee to the gallant part this distinguished corps has acted in all the noble victories which have been achieved, nor to its character for discipline, valor, and patient endurance of the most severe service on the lakes, in which it has suffered excessively; suffice it to say, that it is not surpassed by any body of men in the service of the United States, though seen only in the back ground of the picture, and without the ordinary inducements to noble actions—a reasonable prospect of promotion, with a sprig of the laurel which it may help to gather. The augmentation which I recommend will be actually necessary for the force now authorized, as will be illustrated by the estimate which accompanies this. This corps is moreover exceedingly useful at our several naval stations, and, from its amphibious character, calculated to render important services in every situation.

We have a right, sir, to anticipate, during the ensuing summer, the most urgent occasion for the vigorous employment of the flotilla for the defence of the waters of the United States; and it has become a very interesting question how that force is to be commanded with the best effect. That service is, at best, unpopular with the regular officers of the navy; and the services of those officers who are qualified for separate command are required to meet the increased demand for the regular naval force, particularly on the lakes, which is very pressing. Those officers who are deficient in experience are justly averse to the flotilla service, because they can acquire but very little useful professional knowledge; and indeed, it is a service in which those who are to form the officers for the ships of war ought not to be engaged.

There are other intrinsic difficulties in this service, which are unknown on board our ships of war. The temptations to insubordination and vice are much greater in this scattered and amphibious kind of force; and the rigors of naval discipline, unless tempered with judgment and great moderation, discourage the recruiting for this service.

Bay and river craftmen, seamen, ordinary seamen, who have families, riggers, and naval mechanics out of employ, will engage in this service, under a local commander of capacity and influence, when they will not engage for the regular naval service.

As rank, in our naval service, can only be attained by regular gradation, commanders of talents, local knowledge, influence, and distinguished courage, cannot be commissioned for this service under the present regulations. The necessity of the case, from the reasons which I have assigned, has induced the employment of a few acting officers, with command, but without rank, in two of the most important situations, viz: New York harbor and the Chesapeake bay. These appointments appear to have given great confidence in these districts, and the success in recruiting for the service on these stations, considering the unequal competition of the military and private service, has been favorable.

I would, therefore, take the liberty of suggesting the utility of providing by law for the appointment of four captains, with the same relative rank and authority in the flotilla service, and the same pay and emoluments as captains in the navy; and twelve lieutenants, with the same relative rank and authority in the flotilla service, and the same pay and emoluments as lieutenants in the navy, but limited to the temporary employment of the flotilla, without rank in the navy other than in the flotilla in which they may serve, and subject only to the orders of the President of the United States. In all other respects, to be governed by the rules and regulations provided for the government of the navy.

There is an object of great importance to which I could have wished to draw your attention—I mean the reorganization of the Navy Department; for the necessity of which, no one can be more sensible than myself; but, really, my faculties have been so closely engaged with the multifarious objects, and the current and incessant labors of the Department, during a period of the most active and important operations, that I have had no leisure to deliberate upon and digest a system satisfactory to myself, or such as I can present to you at this time. And, as it is better to labor with known evils, than to hazard a premature and inadequate system, I have thought it best to postpone the subject for the present, respectfully submitting, however, to the wisdom of Congress to revive the system, if it shall deem it now necessary.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

HON. JOHN GAILLARD, *Chairman of the Naval Committee of the Senate.*

NAVY DEPARTMENT, March 4, 1814.

SIR: Agreeably to your intimation, I have the honor to transmit herewith a list of the ships and vessels of the navy of the United States, with the rate, station, and name, of the commander of each.

I am, very respectfully, sir, your obedient servant,

W. JONES.

The Hon. JOHN GAILLARD, *Chairman of the Naval Committee of the Senate.*

*List of the Naval Force of the United States.*

No.	Names.	Rates.	Stations.	Commanders.	Rank.
1	-	74	Building at Portsmouth, N. H.		
2	-	74	Building at Charlestown, Mass.		
3	-	74	Building at Philadelphia.		
<i>Frigates.</i>					
4	President,	44	New York, - - -	John Rodgers, -	Captain.
5	United States,	44	New London, - - -	Stephen Decatur, -	do.
6	Constitution,	44	Cruising, - - -	Charles Stewart, -	do.
7	Guerriere,	44	Building at Philadelphia.		
8	Java,	44	Building at Baltimore.		
9	Columbia,	44	Building at Washington.		
10	Constellation,	36	Norfolk, under sailing orders,	Charles Gordon, -	do.
11	Congress,	36	Portsmouth, N. H. fitting, -	John Smith, -	do.
12	Macedonian,	36	New London, - - -	Jacob Jones, -	do.
13	Essex,	32	Cruising, - - -	David Porter, -	do.
<i>Corvettes.</i>					
14	Adams,	24	Cruising, - - -	Charles Morris, -	do.
15	John Adams,	24	Cartel to Gottenburg, -	Samuel Angus, -	Master commandant.
<i>Sloops.</i>					
16	Alert,	18	New York, (guard ship)		
17	Hornet,	18	New London, - - -	James Biddle, -	do.
18	Wasp,	18	Portsmouth, N. H. under sailing orders,	Johnston Blakeley, -	do.
19	Frolic,	18	Cruising, - - -	Joseph Bainbridge, -	do.
20	Peacock,	18	New York, under sailing orders,	Lewis Warrington, -	do.
21	Erie,	18	Baltimore, ready for sea, -	Charles G. Ridgely, -	do.
22	Ontario,	18	Baltimore, - - -	Robert T. Spence, -	do.
23	Argus,	18	Washington, fitting for sea.		
24	Louisiana,	16	New Orleans, - - -	Daniel T. Patterson, {	Master commandant,
25	Essex Junior,	16	Cruising, - - -	John Downs, -	commanding officer.
26	Greenwich,	16	Cruising, - - -		Master commandant.
<i>Brigs.</i>					
27	Etna, bomb,		New Orleans.		
28	Troup,	16	Savannah, (guard ship.)		
29	Siren,	16	Cruising, - - -	George Parker, -	do.
30	Rattlesnake,	14	Cruising, - - -	John O. Creighton, -	do.
31	Enterprise,	14	Cruising, - - -	James Renshaw, -	Lieut. commandant.
<i>Schooners.</i>					
32	Carolina,	14	Charleston, South Carolina, -	John D. Henley, -	Master commandant.
33	Nonsuch,	14	Charleston, South Carolina, -	Laurence Kearney, -	Lieut. commandant.

*United States' Naval Force—Continued.*

No.	Names.	Vessels.	Guns.	Stations.	Commanders.	Rank.
1	General Pike,	Ship,	24	Lake Ontario,	Isaac Chauncey,	Commodore.
2	Madison,	do.	20	do.	William M. Crane,	Master commandant.
3	Oneida,	Brig,	16	do.	Thomas Brown,	Lieut. commandant.
4	Sylph,	Schooner,	14	do.	M. T. Woolsey,	Master commandant.
5	Gov. Tompkins,	do.	6	do.	St. Clair Elliott,	Midshipman do.
6	Hamilton,	do.	8	do.		
7	Growler,	do.	5	do.		
8	Pert,	do.	3	do.	Samuel W. Adams,	Lieut. commandant.
9	Conquest,	do.	3	do.	Henry Wells,	Lieut. commandant.
10	Fair American,	do.	2	do.	Wolcott Chauncey,	Lieut. commandant.
11	Ontario,	do.	2	do.	John Stevens,	Sailing master.
12	Asp,	do.	2	do.	Philander A. Jones,	Lieut. commandant.
13	Julia,	do.	2	do.		
14	Elizabeth,	do.	2	do.		
15	Lady of the Lake,	do.	1	do.	Mervine P. Mix,	Sailing master.
16	Mary,	Bomb,	-	do.		
17	Lawrence,	Brig,	18	Lake Erie,	Jesse D. Elliott,	Master commandant,
18	Niagara,	do.	18	do.		commanding officer.
19	Detroit,	Ship,	20	do.		
20	Queen Charlotte,	do.	20	Captured from the		
21	Hunter,	Brig,	10	enemy.		
22	Lady Prevost,	Sloop,	12	Lake Erie,		
23	Caledonia,	Brig,	2	do.		
24	Ariel,	Schooner,	4	do.		
25	Somers,	do.	2	do.		
26	Scorpion,	do.	2	do.		
27	Porcupine,	do.	1	do.		
28	Tigress,	do.	1	do.		
29	President,	Sloop,	8	Lake Champlain,	Thomas Macdonough,	Master commandant,
30	Montgomery,	do.	8	do.		commanding officer.
31	Commodore Preble,	do.	8	do.		



## United States' Naval Force—Continued.

Stations.	Gun Boats.	Barges equipped.	Barges building.	Armed vessels attached to stations and flotillas.	Commanders.	Rank.
New Orleans,	6	-	5	Schooner Flying Fish, Schooner Sea Horse, Sloop Tickler.	Thomas N. Gautier, Joseph Tarbell,	Acting Lieutenant. Captain commanding.
Georgia,	5	-	6			
Charleston, S. C.	2	6	6	Schooner Alligator.		
Wilmington, N. C.	6	1	6	-		
Norfolk,	23	1	10	1 Bomb, Schooner Scorpion, Schooner Hornet, Cutter Asp.		
Potomac,	3	3	1	1 Pilot Boat,		
Baltimore,	1	13	10	2 Block Sloops,		
Delaware,	19	6	-	1 Schooner.		
New York,	38	-	-	-		
Lake Champlain,	2	-	-	-		
New London,	2	2	15	-		
Newport, R. I.	7	-	-	-		
New Bedford,	2	-	-	-		
Boston,	2	-	-	-		
Newburyport,	2	-	-	-		
Portsmouth, N. H.	6	-	-	-		
	126	32	59	11 armed vessels.		

NAVY DEPARTMENT, March 4, 1814.

W. JONES.

13th CONGRESS.]

No. 112.

[3d Session.]

## CAPTURE OF THE BRITISH FLEET ON LAKE CHAMPLAIN.

COMMUNICATED TO THE SENATE, OCTOBER 6, 1814.

NAVY DEPARTMENT, October 3, 1814.

SIR: In compliance with your request I have now the honor to enclose copies of all the documents received from Captain MacDonough, in relation to the brilliant and extraordinary victory achieved by the United States' squadron under his command, over that of the enemy, in Plattsburg Bay, on Lake Champlain.

This action, like that of its prototype on Lake Erie, cannot be portrayed in language corresponding with the universal and just admiration inspired by the exalted prowess, consummate skill, and cool persevering intrepidity, which will ever distinguish this splendid and memorable event.

This, like those brilliant naval victories which preceded it, has its peculiar features, which mark it with a distinct character: It was fought at anchor. The firm, compact, and well-formed line, the preparations for all the evolutions of which the situation was susceptible, and the adroitness and decisive effect with which they were performed in the heat of battle, mark no less the judgment which planned than the valor and skill displayed in the execution.

All these are heightened by the contemplation of a vigorous and greatly superior for moving down upon this line, in his own time, selecting his position, and choosing his distance, animated by the proximity of a powerful army, in co-operation, and stimulated by the settled confidence of victory.

To view it in the abstract, it is not surpassed by any naval victory on record; to appreciate its results, it is, perhaps, one of the most important events in the history of our country.

That it will be justly estimated, and the victors duly honored by the councils of the nation, the justice and liberality hitherto displayed, on similar occasions, is a sufficient pledge.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

The Hon. CHARLES TAIT, *Chairman of the Naval Committee of the Senate.*

UNITED STATES' SHIP SARATOGA, OFF PLATTSBURG, September 11, 1814.

SIR: The Almighty has been pleased to grant us a signal victory on Lake Champlain, in the capture of one frigate, one brig, and two sloops of war, of the enemy.

I have the honor to be, very respectfully, sir, your obedient servant,

T. MACDONOUGH, *Commanding.*

Honorable W. JONES, *Secretary of the Navy.*

UNITED STATES' SHIP SARATOGA,  
at anchor off Plattsburg, September 13, 1814.

SIR: By Lieutenant Commandant Cassin I have the honor to convey to you the flags of His Britannic Majesty's late squadron, captured, on the 11th instant, by the United States' squadron under my command. Also, my des-

patches relating to that occurrence, which would have been in your possession at an earlier period but for the difficulty in arranging the different statements.

The squadron under my command now lies at Plattsburg: it will bear a considerable diminution, and leave a force sufficient to repel any attempt of the enemy in this quarter. I shall wait your order what to do with the whole or any part thereof; and, should it be consistent, I beg you will favor me with permission to leave the lake, and place me under the command of Commodore Decatur, at New York. My health, (being some time on the lake) together with the almost certain inactivity of future naval operations here, are among the causes of this request for my removal.

I have the honor to be, sir, with much respect, your most obedient servant,

T. MACDONOUGH.

Honorable W. JONES, *Secretary of the Navy, Washington.*

UNITED STATES' SHIP SARATOGA, *Plattsburg Bay, September 13, 1814.*

SIR:

I have the honor to give you the particulars of the action which took place on the 11th instant on this lake. For several days the enemy were on their way to Plattsburg by land and water, and it being understood that an attack would be made at the same time by their land and naval forces, I determined to await at anchor the approach of the latter.

At 8 A. M. the lookout boat announced the approach of the enemy. At 9, he anchored in a line ahead, at about three hundred yards distance from my line; his ship opposed to the Saratoga, his brig to the Eagle, Captain Robert Henley, his galleys, thirteen in number, to the schooner, sloop, and a division of our galleys; one of his sloops assisting their ship and brig, the other assisting their galleys; our remaining galleys with the Saratoga and Eagle. In this situation, the whole force, on both sides, became engaged, the Saratoga suffering much from the heavy fire of the Confiance. I could perceive, at the same time, however, that our fire was very destructive to her. The Ticonderoga, Lieutenant Commandant Cassin, gallantly sustained her full share of the action. At half past ten o'clock, the Eagle, not being able to bring her guns to bear, cut her cable, and anchored in a more eligible position, between my ship and the Ticonderoga, where she very much annoyed the enemy, but unfortunately leaving me exposed to a galling fire from the enemy's brig. Our guns on the starboard side being nearly all dismounted or not manageable, a stern anchor was let go, the bower cable cut, and the ship winded, with a fresh broadside on the enemy's ship, which soon after surrendered. Our broadside was then sprung to bear on the brig, which surrendered in about fifteen minutes after.

The sloop that was opposed to the Eagle had struck some time before, and drifted down the line; the sloop which was with their galleys having struck also; three of their galleys are said to be sunk, the others pulled off. Our galleys were about obeying, with alacrity, the signal to follow them, when all the vessels were reported to me to be in a sinking state; it then became necessary to annul the signal to the galleys, and order their men to the pumps.

I could only look at the enemy's galleys going off in a shattered condition, for there was not a mast in either squadron that could stand to make sail on; the lower rigging, being nearly all shot away, hung down as though it had been just placed over the mast heads.

The Saratoga had fifty-five round shot in her hull; the Confiance one hundred and five. The enemy's shot passed principally just over our heads, as there were not twenty whole hammocks in the nettings at the close of the action, which lasted, without intermission, two hours and twenty minutes.

The absence and sickness of Lieutenant Raymond Perry, left me without the services of that excellent officer. Much ought fairly to be attributed to him for his great care and attention in disciplining the ship's crew, as her first lieutenant. His place was filled by a gallant young officer, Lieutenant Peter Gamble, who, I regret to inform you, was killed early in the action. Acting Lieutenant Vallette worked the first and second divisions of guns, with able effect. Sailing master Brum's attention to the springs, and in the execution of the order to wind the ship, and occasionally at the guns, meets with my entire approbation; also Captain Young's, commanding the acting marines, who took his men to the guns. Mr. Beale, purser, was of great service at the guns, and in carrying my orders throughout the ship, with Midshipman Montgomery. Master's Mate Joshua Justin had command of the third division; his conduct during the action was that of a brave and correct officer. Midshipmen Monteath, Graham, Williamson, Platt, Thwing, and acting midshipman Baldwin, all behaved well, and gave evidence of their making valuable officers.

The Saratoga was twice set on fire by hot shot from the enemy's ship.

I close, sir, this communication with feelings of gratitude for the able support I received from every officer and man attached to the squadron which I have the honor to command.

I have the honor to be, with great respect, sir, your most obedient servant,

T. MACDONOUGH.

Honorable WILLIAM JONES, *Secretary of the Navy.*

P. S. Accompanying this is a list of killed and wounded, a list of prisoners, and a precise statement of both forces engaged. Also letters from Captain Henley and Lieutenant Commandant Cassin.

T. M.

UNITED STATES' SHIP SARATOGA, *September 13th, 1814.*

SIR:

I have the honor to enclose you a list of the killed and wounded on board the different vessels of the squadron under your command in the action of the 11th instant.

It is impossible to ascertain correctly the loss of the enemy. From the best information received from the British officers, from my own observations, and from various lists found on board the Confiance, I calculate the number of men on board of that ship, at the commencement of the action, at two hundred and seventy, of whom one hundred and eighty at least were killed and wounded, and on board the other captured vessels at least eighty more, making in the whole, killed and wounded, two hundred and sixty. This is, doubtless, short of the real number, as many were thrown overboard from the Confiance during the engagement.

The muster books must have been thrown overboard, or otherwise disposed of, as they are not to be found.

I am, sir, respectfully, your obedient servant,

GEORGE BEALE, Jr. *Purser.*

THOMAS MACDONOUGH, *Esq. commanding U. S. squadron on Lake Champlain.*



*Return of killed and wounded on board the U. S. squadron on Lake Champlain, in the engagement with the British fleet, on the 11th of September, 1814.*

## SHIP SARATOGA.

*Killed.*

Peter Gamble, lieutenant.  
 Thomas Butler, quarter gunner.  
 James Norberry, boatswain's mate.  
 Abraham Davis, quarter master.  
 William Wyer, sail maker.  
 William Brickell, seaman.  
 Peter Johnson, do.  
 John Coleman, do.  
 Benjamin Burrill, ordinary seaman.  
 Andrew Parmlee, do.  
 Peter Post, seaman.  
 David Bennett, do.  
 Ebenezer Johnson, do.  
 Joseph Couch, landsman.  
 Thomas Stephens, seaman.  
 Randall McDonald, ordinary seaman.  
 John White, do.  
 Samuel Smith, seaman.  
 Thomas Malony, ordinary seaman.  
 Andrew Nelson, seaman.  
 John Sellack, do.  
 Peter Hanson, do.  
 Jacob Laraway, do.  
 Edward Moore, do.  
 Jerome Williams, ordinary seaman.  
 James Carlisle, marine.  
 John Smart, seaman.

*Wounded.*

James M. Baldwin, acting midshipman.  
 Joseph Barron, pilot.  
 Robert Gary, quarter gunner.  
 George Cassin, quarter master.  
 John Hollingsworth, seaman.  
 Thomas Robinson, do.  
 Purnall Smith, do.  
 John Ottiwell, do.  
 John Thompson, ordinary seaman.  
 William Tabee, do.  
 William Williams, do.  
 John Roberson, seaman.  
 John Towns, landsman.  
 John Shays, seaman.  
 John S. Hammond, do.  
 James Barlow, do.  
 James Nagle, ordinary seaman.  
 John Lanman, seaman.  
 Peter Colberg, do.  
 William Newton, ordinary seaman.  
 Neil J. Heidmont, seaman.  
 James Steward, do.  
 John Adams, landsman.  
 Charles Ratche, seaman.  
 Benjamin Jackson, marine.  
 Jesse Vanhorn, do.  
 Joseph Ketter, do.  
 Samuel Pearson, do.

## BRIG EAGLE.

*Killed.*

Peter Vandermere, master's mate.  
 John Ribero, seaman.  
 Jacob Lindman, do.  
 Perkins Moore, ordinary seaman.  
 James Winship, do.  
 Thomas Anwright, do.  
 Nace Wilson, do.  
 Thomas Lewis, boy.  
 John Wallace, marine.  
 Joseph Heaton, do.  
 Robert Stratton, do.  
 James M. Hale, musician.  
 John Wood, do.

*Wounded.*

Joseph Smith, lieutenant.  
 William A. Spencer, acting lieutenant.  
 Francis Breeze, master's mate.  
 Abraham Walters, pilot.  
 William C. Allen, quarter master.  
 James Duick, quarter gunner.

Andrew McEwen, seaman.  
 Zebediah Concklin, do.  
 Joseph Valentine, do.  
 John Hartley, do.  
 John Miclin, do.  
 Robert Buckley, do.  
 Aaron Fitzgerald, boy.  
 Purnell Boice, ordinary seaman.  
 John N. Craig, seaman.  
 John McKenney, do.  
 Matthew Scriver, marine.  
 George Mainwaring, do.  
 Henry Jones, do.  
 John McCarty, do.

## SCHOONER TICONDEROGA.

*Killed.*

John Stansbury, lieutenant.  
 John Fisher, boatswain's mate.  
 John Atkinson, do.  
 Henry Johnson, seaman.  
 Deodrick Think, marine.  
 John Sharp, do.

*Wounded.*

Patrick Cassin, seaman.  
 Ezekiel Goul, do.  
 Samuel Sawyer, do.  
 William Le Count, do.  
 Henry Collins, do.  
 John Condon, marine.

## SLOOP PREBLE.

*Killed.*

Rogers Carter, acting sailing master.  
 Joseph Rowe, boatswain's mate.

*Wounded.*

## None.

## GUNBOAT BORER

*Killed.*

Arthur W. Smith, purser's steward.  
 Thomas Gill, boy.  
 James Day, marine.

*Wounded.*

Ebenezer Cobb, corporal marines.

## GUNBOAT CENTIPEDE.

James Taylor, landsman, wounded.

## GUNBOAT WILMER.

Peter Frank, seaman, wounded.

## GUNBOATS.

Nettle, }  
 Allen, }  
 Viper, }  
 Burrows, }  
 Ludlow, }  
 Aylwyn, }  
 Ballard, }

*None killed or wounded.*

*Killed. Wounded.*

## RECAPITULATION.

Saratoga,	-	-	-	28	29
Eagle,	-	-	-	13	20
Ticonderoga,	-	-	-	6	6
Preble,	-	-	-	2	00
Borer,	-	-	-	3	1
Centipede,	-	-	-	00	1
Wilmer,	-	-	-	00	1
				52	58

GEORGE BEALE, Jr. Purser.

Approved: T. MACDONOUGH.

*List of Prisoners captured on the 11th September, and sent to Greenbush.*

OFFICERS.			
Daniel Pring,*	Captain.	Dowell,	Midshipman.
Hicks,	Lieutenant.	Aire,	do.
Creswick,	do.	Bondell,	do.
Robinson,	do.	Toorke,	do.
McGhie,	do.	Kewstra,	do.
Drew,	do.	Davidson,	Boatswain.
Hornby,	do.	Elvin,	Gunner.
Childs,	do. Marines.	Mickell,	do.
Fitzpatrick,	do. 39th Regt.	Cox,	Carpenter.
Bryden,	Sailingmaster.	Parker,	Purser.
Clark,	Master's Mate.	Martin,	Surgeon.
Simmonds,	do.	McCabe,	Assistant Surgeon.
Todd,	Surgeon.	340 seamen.	
Giles,	Purser.	47 wounded men paroled.	
Guy,	Captain's Clerk.		

*Statement of the American Force engaged on the 11th September, 1814.*

Saratoga, long 24 pounders,	.	.	.	.	.	.	8	
42 pound carronades,	.	.	.	.	.	.	6	
32 do. do.	.	.	.	.	.	.	12	
Eagle, 12 32 pound carronades, and 8 long 18 pounders,	.	.	.	.	.	.		Total guns, 96
Ticonderoga, long 12 pounders,	.	.	.	.	.	.	8	20
do. 18 do.	.	.	.	.	.	.	4	
32 pound carronades,	.	.	.	.	.	.	5	
Preble, long 9 pounders,	.	.	.	.	.	.		17
10 Galleys, viz:	.	.	.	.	.	.		7
Allen, 1 long 24 pounder, and 1 18 pound columbiad,	.	.	.	.	.	.		2
Burrows, 1 do. do. and 1 do. do.	.	.	.	.	.	.		2
Borer, 1 do. do. and 1 do. do.	.	.	.	.	.	.		2
Nettle, 1 do. do. and 1 do. do.	.	.	.	.	.	.		2
Viper, 1 do. do. and 1 do. do.	.	.	.	.	.	.		2
Centipede, 1 do. do. and 1 do. do.	.	.	.	.	.	.		2
Ludlow, 1 do. 12 pounder,	.	.	.	.	.	.		1
Wilmer, 1 do. do.	.	.	.	.	.	.		1
Aylwyn, 1 do. do.	.	.	.	.	.	.		1
Ballard, 1 do. do.	.	.	.	.	.	.		1
								Guns, 86

## RECAPITULATION.

14 long 24 pounders,  
 6 42 pound carronades.  
 29 32 do. do.  
 12 long 18 pounders,  
 12 do. 12 do.  
 7 do. 9 do.  
 6 18 pound columbiads.

Total, 86 guns.

## T. MACDONOUGH.

*Statement of the Enemy's Force engaged on the 11th September, 1814.*

Frigate Confiance, long 24 pounders,	.	.	.	.	.	.	27	
32 pound carronades,	.	.	.	.	.	.	4	
24 do.	.	.	.	.	.	.	6	
long 18 pounders, on berth deck,	.	.	.	.	.	.	2	
Brig Linnet, long 12 pounders,	.	.	.	.	.	.		Total guns, 39
†Sloop Chub, 18 pound carronades,	.	.	.	.	.	.	10	16
long 6 pounder,	.	.	.	.	.	.	1	
†Sloop Finch, 18 pound carronades,	.	.	.	.	.	.	6	11
18 pound columbiad,	.	.	.	.	.	.	1	
long 6 pounders,	.	.	.	.	.	.	4	
13 Galleys, viz:	.	.	.	.	.	.		11
Sir James Yeo, 1 long 24 pounder, and 1 32 pound carronade,	.	.	.	.	.	.		2
Sir George Prevost, 1 do. do. and 1 do. do.	.	.	.	.	.	.		2
Sir Sidney Beckwith, 1 do. do. and 1 do. do.	.	.	.	.	.	.		2
Broke, 1 do. 18 pounder, and 1 do. do.	.	.	.	.	.	.		2
Murray, 1 do. do. and 1 18 do.	.	.	.	.	.	.		2
Wellington, 1 do. do.	.	.	.	.	.	.		1
Tecumseh, 1 do. do.	.	.	.	.	.	.		1
Name unknown, 1 do. do.	.	.	.	.	.	.		1
Drummond, 1 32 pound carronade,	.	.	.	.	.	.		1
Simcoe, 1 do. do.	.	.	.	.	.	.		1
Unknown, 1 do. do.	.	.	.	.	.	.		1
Do. 1 do. do.	.	.	.	.	.	.		1
Do. 1 do. do.	.	.	.	.	.	.		1
								Total, 95

\* On parole.

† These sloops were formerly the United States' Growler and Eagle.



## RECAPITULATION.

30 long 24 pounders,  
 7 do. 18 do.  
 16 do. 12 do.  
 5 do. 6 do.  
 13 32 pound carronades,  
 6 24 do.  
 17 18 do.  
 1 18 pound columbiad.

Total, 95 guns.

T. MACDONOUGH.

UNITED STATES' BRIG EAGLE, *Plattsburgh, September 12, 1814.*

SIR: I am happy to inform you that all my officers and men acted bravely, and did their duty in the battle of yesterday with the enemy.

I shall have the pleasure of making a more particular representation of the respective merits of my gallant officers to the Honorable the Secretary of the Navy.

I have the honor to be, respectfully, sir, your most obedient servant,

ROBERT HENLEY.

P. S. We had thirty-nine round shot in our hull, (mostly twenty-four pounders) four in our lower masts, and we were well peppered with grape. I enclose my boatswain's report.

U. S. SCHOONER TICONDEROGA, *Plattsburgh Bay, September 12, 1814.*

SIR: It is with pleasure I state that every officer and man, under my command, did their duty yesterday.

Yours, respectfully,

STEPHEN CASSIN, *Lieutenant Commandant.*

Commodore THOMAS MACDONOUGH.

U. S. SHIP SARATOGA, *off Plattsburgh, September 15, 1814.*

SIR: As Providence has given into my command the squadron on Lake Champlain, of which you were (after the fall of Captain Downie) the commanding officer, I beg you will, after the able conflict you sustained, and evidence of determined valor you evinced, on board His Britannic Majesty's brig Linnet, until the necessity of her surrender, accept of your enclosed parole, not to serve against the United States, or their dependencies, until regularly exchanged.

I am, &c. &c.

THOMAS MACDONOUGH.

To Captain PRING, *Royal Navy.*

13th CONGRESS.]

No. 113.

[3d SESSION.]

## CAPTURE OF THE EPERVIER.

COMMUNICATED TO THE SENATE, ON THE 10TH OF OCTOBER, 1814.

NAVY DEPARTMENT, *October 3d, 1814.*

SIR: Agreeably to your request I have the honor to enclose copies of the official account and other papers relating to the capture of the enemy's sloop of war Epervier, on the 29th April last, by the U. S. sloop of war Peacock, commanded by Captain Warrington.

If the relative force, and comparative effect of the fire of the combatants, and the speedy termination of the contest, though protracted by the early loss of the Peacock's fore yard, be taken as the criterion, then does it display a steady valor and superior skill on the part of the commander, officers, and crew, of the Peacock, which may fairly challenge any single action on record.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

The Hon. CHARLES TAIT, *Chairman of the Naval Committee of the Senate.*

U. S. SLOOP PEACOCK, AT SEA, *Lat. 27° 47', Long. 80° 9', 29th April, 1814.*

SIR: I have the honor to inform you that we have this morning captured, after an action of forty-two minutes, His Britannic Majesty's brig Epervier, rating and mounting eighteen thirty-two pound carronades, with one hundred and twenty-eight men, of whom eight were killed and fifteen wounded, (according to the best information we could obtain.) Among the latter is her first lieutenant, who has lost an arm and received a severe splinter wound on the ship. Not a man in the Peacock was killed, and only two wounded, neither dangerously so.

The fate of the Epervier would have been determined in much less time but for the circumstance of our fore yard being totally disabled by two round shot, in the starboard quarter, from her first broadside, which entirely deprived us of the use of our fore and fore-topsails, and compelled us to keep the ship large throughout the remainder of the action. This, with a few top-mast and top-gallant back-stays cut away, and a few shot through our sails, is the only injury the Peacock has sustained. Not a round shot touched our hull; our masts and spars are as sound

as ever. When the enemy struck, he had five feet water in his hold, his main-top-mast was over the side, his main boom shot away, his foremast cut nearly in two, and tottering, his fore rigging and stays shot away, his bowsprit badly wounded, and forty-five shot holes in his hull, twenty of which were within a foot of his water line above and below. By great exertions, we got her in sailing order just as dark came on.

In fifteen minutes after the enemy struck, the Peacock was ready for another action, in every respect but her fore yard, which was sent down, fished, and had the fore sail set again in forty-five minutes. Such was the spirit and activity of our gallant crew.

The Epervier had under her convoy an English hermaphrodite brig, a Russian and Spanish brig; which all hauled their wind, and stood to the E. N. E: I had determined upon pursuing the former, but found that it would not answer to leave our prize in her then crippled state, and the more particularly so, as we found she had one hundred and twenty thousand dollars in specie, which we soon transferred to this sloop. Every officer, seaman, and marine, did his duty, which is the highest compliment I can pay them.

I am, respectfully,

L. WARRINGTON.

SAVANNAH, 4th May, 1814.

SIR:

I have great satisfaction in being able to report to you the arrival of the Peacock at this anchorage to-day, and also the arrival of the Epervier, on Monday last.

I have now to detail to you the reason of our separation. We made sail, as mentioned in my last, on the evening of the 29th. The next afternoon we were, at half past five, abreast the centre of Amelia Island, with the vessel in sight over the land, when two large ships, which had been seen some time previous a little to the northward of the island, were clearly ascertained to be frigates and in chase of us. In this situation, at the suggestion of Lieutenant Nicholson, I took out all but himself and sixteen officers and men, and stood to the southward along shore on a wind, leaving him to make the best of his way for St. Mary's, which place I felt confident he would reach, as the weather frigate was in chase of the Peacock, and the other was too far to leeward to fetch him. At nine we lost sight of the chaser, but continued standing all night to the southward, in hopes to get entirely clear of him. At day light we shortened sail and stood to the northward, and again made the frigate ahead, who gave chase a second time, which he continued until two P. M. when, finding he could not come up, he desisted. In the evening we resumed our course, and saw nothing until day-light on Tuesday morning, when a large ship (supposed to be the same) was again seen in chase of us, and was again run out of sight.

This morning, at half past three, we made Tybee light, and at half past eight anchored near the United States' ship Adams. As the enemy is hovering close to St. Mary's, I concluded that he had received information of, and was waiting to intercept us; accordingly we steered for this place, where we received intelligence of the Epervier's arrival, after frightening off a launch which was sent from the enemy's ship to leeward, on Saturday evening, to cut him off from the land.

From the first of April to the 24th, we saw but one neutral and two privateers, both which we chased without overhauling, although we run one amongst the shoals of Cape Canaveral, and followed him into four fathoms water. We have been to the southward as far as the Great Isaacs; and have cruised from thence to Maranilla reef, and along the Florida shore to Cape Canaveral. Not a single running vessel has been through the Gulf in all this time. The fleet sails from Jamaica under the convoy of a seventy-four, two frigates, and two sloops, from the 1st to the 10th May. They are so much afraid of our cruisers that several ships in the Havana, ready for sea, which intended to run it, (as it is called) were forced to wait the arrival of the convoy from Jamaica.

The Epervier and her convoy were the first English vessels we had seen.

We shall proceed in the execution of your further instructions as soon as we can get a fore yard, provisions, and water.

The Epervier is one of their finest brigs, and is well calculated for our service; she sails extremely fast, and will require but little to send her to sea, as her armament and stores are complete. I enclose you a list of the brig's crew, as accurately as we can get it.

I am, respectfully,

L. WARRINGTON.

The Honorable SECRETARY OF THE NAVY, *Washington City.*

UNITED STATES' SHIP PEACOCK, SAVANNAH, 5th May, 1814.

SIR:

As my letter of yesterday was too late for the mail, I address you again, in the performance of a duty which is pleasing and gratifying to me in a high degree, and is but doing justice to the merits of the deserving officers under my command, of whom I have hitherto refrained from speaking, as I considered it most correct to make it the subject of a particular communication.

To the unwearied and indefatigable attention of Lieutenant Nicholson. (first) in organizing and training the crew, the success of this action is, in a great measure, to be attributed. I have confided greatly in him, and have never found my confidence misplaced; for judgment, coolness, and decision, in times of difficulty, few can surpass him. This is the second action in which he has been engaged this war, and in both he has been successful. His greatest pride is to earn a commander's commission, by fighting for instead of heiring it.

From Lieutenant Henley, (second) and Lieutenant Voorhees, (acting third, who has also been twice successfully engaged) I received every assistance that zeal, ardor, and experience, could afford.

The fire from their two divisions was terrible, and directed with the greatest precision and coolness. In Sailing Master Percival, whose great wish and pride, it is to obtain a lieutenant's commission, and whose unremitting and constant attention to duty, added to his professional knowledge, entitles him to it, in my opinion, I found an able as well as willing assistant. He handled the ship as if he had been working her into a roadstead. Mr. David Cole, acting carpenter, I have also found such an able and valuable man in his occupation, that I must request, in the most earnest manner, that he may receive a warrant: for I feel confident that, to his uncommon exertion, we, in a great measure, owe the getting of our prize into port. From 11 A. M. until 6 P. M. he was over her side, stopping shot holes, on a grating; and when the ordinary resources failed of success, his skill soon supplied him with efficient ones. Mr. Philip Myers, master's mate, has also conducted himself in such a manner as to warrant my recommendation of him as a master; he is a seaman, navigator, and officer, his family in New York is respectable, and he would prove an acquisition to the service. My clerk, Mr. J. S. Townsend, is anxious to obtain, through my means, a midshipman's warrant, and has taken pains to qualify himself for it, by volunteering, and constantly performing a midshipman's duty; indeed I have but little use for a clerk, and he is as great a proficient as any of the young midshipmen; the whole of whom behaved in a manner that was pleasing to me, and must be gratifying to you, as it gives an earnest of what they will make in time. Three only have been to sea before, and one only in a man of war, yet were they as much at home, and as much disposed to exert themselves, as any officer of the ship. Lieutenant Nicholson speaks in high terms of the conduct of Messrs Greeves and Rodgers, midshipmen, who were in the prize with him.

I have the honor to be, sir, respectfully, your obedient servant,

L. WARRINGTON.

The Honorable WILLIAM JONES, *Secretary of the Navy.*



13th CONGRESS.]

No. 114.

[3d Session.]

## CAPTURE OF THE REINDEER AND OTHER VESSELS, BY THE WASP.

COMMUNICATED TO THE SENATE, OCTOBER 17, 1814.

COMMITTEE ROOM, October 13th, 1814.

SIR: In order that Congress may proceed in the agreeable duty of bestowing suitable honors and rewards on those gallant men whose noble achievements have already so signally distinguished themselves and their country during this war, I am directed by the Committee on Naval Affairs, on the part of the Senate of the United States, to request that you will transmit all the information in possession of the Navy Department, relating to the capture of the British sloop of war *Reindeer*, by the American sloop of war *Wasp*.

I have the honor to be, &amp;c.

C. TAIT, *Chairman*.Hon. WM. JONES, *Secretary of the Navy*.

NAVY DEPARTMENT, October 15, 1814.

SIR: I have the honor to enclose copies of the documents received at this Department from the commander of the U. S. sloop of war *Wasp*, relative to the capture and destruction of the enemy's sloop of war *Reindeer*, on the 28th of June last, after a brilliant action of nineteen minutes, which was terminated by boarding, in gallant and decisive style, having repulsed the enemy in repeated and vigorous attempts to board the *Wasp*. All that skill and valor could do was done quickly, and less it was certain would not be done.

I am, very respectfully, &amp;c.

W. JONES.

The Hon. CHARLES TAIT,  
*Chairman of the Naval Committee of the Senate*.

U. S. SHIP WASP, L'ORIENT, July 8th, 1814.

SIR: I have the honor to announce to you the arrival of this ship to-day, at this place. By the pilot who carried us out of Portsmouth, N. H. I had the satisfaction to make you acquainted with our having left that place, and again had the pleasure of addressing you by the French national brig *Olive*, and which was the first vessel we had spoken, since our departure from the United States. From the time of our sailing I continued to follow the route pointed out in your instructions, until our arrival at this place, during which we have been so fortunate as to make several captures, a list of which will accompany this. These, with their cargoes, were wholly destroyed, with one exception. This was the galliot *Henrietta*, which was permitted to return with the prisoners, thirty-eight in number, after throwing overboard the greater part of her cargo, leaving only a sufficiency to ballast her. When arrived on our cruising ground I found it impossible to maintain any thing like a station, and was led in chase farther up the English channel than was intended. After arriving on soundings, the number of neutrals which are now passing kept us almost constantly in pursuit. It gives me much pleasure to state to you the very healthy condition of the crew of the *Wasp* during the cruise; sometimes without one on the sick list, and at no time any who remained there more than a few days. Great praise is due to Dr. Clark for his skill and attention at all times, but particularly after the action with the *Reindeer*; his unwearied assiduity to the necessities of the wounded was highly conspicuous. The ship is at present under quarantine, but we expect to be released from it to-morrow, when the wounded will be sent to the hospital, and every exertion made to prepare the *Wasp* for sea.

I have the honor to be, &amp;c.

J. BLAKELEY.

The Hon. WILLIAM JONES.

U. S. SHIP WASP, L'ORIENT, July 8, 1814.

SIR: On Tuesday the 28th ult. being then in latitude 48° 36' N. and longitude 11° 15' West, we fell in with, engaged, and, after an action of nineteen minutes, captured, H. B. M. sloop of war the *Reindeer*, William Manners, Esq. commander. Annexed are the minutes of our proceedings on that day, prior to, and during the continuance of, the action.

Where all did their duty, and each appeared anxious to excel, it is very difficult to discriminate. It is, however, only rendering them their merited due when it is declared of Lieutenants Reilly and Barry, first and third of this vessel, and whose names will be found among those of the conquerors of the *Guerriere* and the *Java*, and of Mr. Tillinghast, second lieutenant, who was greatly instrumental in the capture of the *Boxer*, that their conduct and courage, on this occasion, fulfilled the highest expectation, and gratified every wish. Sailing Master Carr is also entitled to great credit for the zeal and ability with which he discharged his various duties.

The cool and patient conduct of every officer and man, while exposed to the fire of the shifting gun of the enemy, and without an opportunity of returning it, could alone be equalled by the animation and ardor exhibited when actually engaged, or by the promptitude and firmness with which every attempt of the enemy to board was met and successfully repelled. Such conduct may be seen, but cannot well be described.

The *Reindeer* mounted sixteen twenty-four pound carronades, two long six or nine pounders, and a shifting twelve pound carronade; with a complement on board of one hundred and eighteen men; her crew were said to be the pride of Plymouth.

Our loss in men has been severe, owing, in part, to the proximity of the two vessels, and the extreme smoothness of the sea, but chiefly in repelling boarders. That of the enemy, however, was infinitely more so, as will be seen by the list of killed and wounded on both sides.

Six round shot struck our hull, and many grape, which did not penetrate far. The foremast received a twenty-four pound shot, which passed through its centre, and our rigging and sails were a good deal injured.

The *Reindeer* was literally cut to pieces, in a line with her ports; her upper works, boats, and spare spars, were one complete wreck. A breeze springing up next afternoon, her foremast went by the board.

Having received all the prisoners on board, which, from the number of the wounded, occupied much time, together with their baggage, the *Reindeer* was, on the evening of the 29th, set on fire, and in a few hours blew up.

I have the honor to be, very respectfully, your most obedient servant,

J. BLAKELEY.

The Hon. WILLIAM JONES, *Secretary of the Navy, Washington City*.

*Minutes of the action between the U. S. ship Wasp, and H. B. M. ship Reindeer, on the 28th June, 1814. Latitude 48° 36' N. Longitude 11° 15' West.*

Atfour A. M. light breezes and cloudy. At a quarter after four discovered two sail, two points before the lee beam; kept away in chase; shortly after discovered one sail on the weather beam, altered the course, and hauled by the wind, in chase of the sail to windward. At eight, the sail to windward bore E. N. E. wind very light; at ten, the strange sail bearing E. by N. hoisted an English ensign and pennant, and displayed a signal at the main, (blue and yellow diagonally.) Meridian, light airs and cloudy; at a quarter past twelve P. M. the enemy showed a blue and white flag, diagonally, at the fore, and fired a gun; one hour fifteen minutes called all hands to quarters, and prepared for action; one hour twenty-two minutes, believing we could weather the enemy, tacked ship, and stood for him; one hour fifty minutes, the enemy tacked ship and stood from us; one hour fifty-six minutes hoisted our colors, and fired a gun to windward, which was answered by the enemy with another to windward; two hours twenty minutes, the enemy still standing from us, set the royals; two hours twenty-five minutes set the flying jib; two hours twenty-nine minutes, set the upper staysails; two hours thirty-two minutes, the enemy having tacked for us, took in the staysails; two hours forty-seven minutes furlled the royals; two hours fifty-one minutes, seeing that the enemy would be able to weather us, tacked ship; three hours three minutes the enemy hoisted his flying jib; brailed up our mizzen; three hours fifteen minutes the enemy on our weather quarter, distant about sixty yards, fired his shifting gun, a twelve pound carronade, at us, loaded with round and grape shot, from his top-gallant fore-castle; three hours seventeen minutes fired the same gun a second time; three hours nineteen minutes fired it a third time; three hours twenty-one minutes fired a fourth time; three hours twenty-four minutes a fifth shot, all from the same gun. Finding the enemy did not get sufficiently on the beam to enable us to bring our guns to bear, put the helm a lee, and at twenty-six minutes after three commenced the action with the after carronade, on the starboard side, and fired in succession; three hours thirty-five minutes, hauled up the mainsail; three hours forty minutes, the enemy having his larboard bow in contact with our larboard quarter, endeavored to board us, but was repulsed in every attempt; at three hours forty-four minutes, orders were given to board in turn, which were promptly executed, when all resistance immediately ceased; and, at three hours forty-five minutes, the enemy hauled down his flag.

J. BLAKELEY.

U. S. SHIP WASP, L'ORIENT, *July 10th, 1814.*

SIR:

After the capture of His Britannic Majesty's sloop of war the Reindeer, it was my wish to have continued the cruise, as directed by you. I was, however, necessitated to relinquish this desire, after a few days, from a consideration for the wounded of our crew, whose wounds had, at this season, become offensive and aggravated, by the number of prisoners on board at the time, being seventy-seven in number. Fearing, from the crowded state of the Wasp, that some valuable lives might be lost, if retained on board, I was compelled, though with reluctance, to make the first neutral port. Those belonging to the Reindeer, who were dangerously wounded, were put on board a Portuguese brig, bound to England, three days after the action, and from the winds which prevailed, arrived, probably, in two or three days after their departure. Their surgeon, the captain's clerk, with the captain's and officers' servants, and the crew of the Orange Boven, were put on board the same vessel, to attend upon them. Since our arrival at this place we have experienced every civility from the public authorities; our quarantine was only for a few hours; and our wounded, fourteen in number, were carried yesterday to the hospital, where they are very comfortably situated. Our foremast, though badly wounded, can be repaired, and will be taken on shore as soon as possible. All the other damages sustained can be repaired by ourselves.

I have the honor to be, very respectfully, your most obedient servant,

J. BLAKELEY.

The Hon. WILLIAM JONES, *Secretary of the Navy, Washington City.*

*List of Killed and Wounded on board His Britannic Majesty's sloop of war the Reindeer, in action with the United States' sloop of war the Wasp, on the 28th June, 1814.*

#### KILLED.

NAMES.	Rank.	NAMES.	Rank.
William Manners, Esq. . . .	Commander.	James Foreman, . . . .	Ordinary seaman.
John Thomas Barton, . . . .	Purser.	Patrick Sherry, . . . .	Landsman.
James Humphreys, . . . .	Quartermaster.	John Maguire, . . . .	Do.
John Elly, . . . .	Armorer.	William Lee, . . . .	Do.
Charles Price, . . . .	Ropemaker.	Collisters Glynn, . . . .	Boy, 2d class.
George Gibson, . . . .	Captain mast.	Samuel Probert, . . . .	Do.
Zenas Swift, . . . .	Seaman.	Patrick Sharkey, . . . .	Do.
George Sorlie, . . . .	Do.	Edward McGrath, . . . .	Boy, 3d class.
Samuel Laver, . . . .	Do.	John Roomer, . . . .	Private.
Bartholomew Johnson, . . . .	Do.	James Allen, . . . .	Do.
Thomas Bassett, . . . .	Ordinary seaman.	Thomas Musto, . . . .	Do.
John Isles, . . . .	Do.	John Guest, . . . .	Do.
Robert Smith, . . . .	Do.		



## WOUNDED.

Names.	Rank.	Character of Wounds.
*Thomas Chambers,	First Lieutenant,	Severely.
*Richard Johns,	Master,	Dangerously.
*Ferguson Mason,	Quartermaster,	Severely.
*Joshua Carson,	Captain forecastle,	Severely.
*Thomas Williams,	Do. do.	Dangerously.
*James Candy,	Landsman,	Severely.
*John Williamson,	Carpenter's crew,	Severely.
*Thomas Clements,	Seaman,	Severely.
*Richard Sheppard,	Ordinary seaman,	Severely.
*Joseph Waller,	Seaman,	Dangerously.
*Robert Tole,	Do.	Dangerously.
*Thomas Horne,	Do.	Severely.
*James Wallace,	Ordinary seaman,	Dangerously.
*David Livingston,	Seaman,	Severely.
*Alexander Stupo,	Ordinary seaman,	Dangerously.
*Thomas Bell, 1st,	Do.	Severely.
*Nicholas Birmingham,	Do.	Dangerously.
*William Williams,	Boy, second class,	Dangerously.
*John Watley,	Private,	Severely.
*William Wyley,	Corporal,	Severely.
*William Gurarty,	Private,	Severely.
*William Watkins,	Private,	Severely.
*Thomas Mitchell,	Boy, third class,	Severely.
*Daniel Byrne,	Private,	Severely.
*Thomas Marsh,	Sergeant,	Not very badly wounded, but permitted to proceed in consequence of the representation, and by the request, of the surgeon of the Reindeer.
Matthew Mitchell,	Master's Mate,	
Henry Hardiman,	Midshipman,	Slightly.
James Legg,	Boatswain,	Slightly.
John Stimson,	Quartermaster's Mate,	Slightly.
William Clark,	Cook,	Slightly.
John Johnson,	Carpenter's crew,	Slightly.
William Bruce,	Ordinary seaman,	Slightly.
Benjamin Rufus,	Captain foretop,	Slightly.
John Bramble,	Seaman,	Slightly.
William Townholm,	Seaman,	Slightly.
William Caldwell,	Seaman,	Dangerously, (since dead.)
Archibald Adams,	Ordinary seaman,	Dangerously, (since dead.)
Richard Hornby,	Seaman,	Slightly.
Daniel Hart,	Boy, first class,	Slightly.
William Ratcliff,	Private,	Slightly.
Thomas Major,	Private,	Severely.
Richard Butler,	Captain after guard,	Slightly.

## RECAPITULATION.

## KILLED—25.

## WOUNDED.

Dangerously,	10
Severely,	17
Slightly,	15

Whole number wounded, 42

NOTE.—Those marked thus (\*) were, in consequence of the severity and extent of their wounds, put on board a Portuguese brig, called the Lisbon Packet, on the third day after the action, to wit, the 1st of July, bound to Plymouth, England.

List of killed and wounded on board the United States' sloop of war the Wasp, Johnston Blakeley, Esq. commander, in action with His Britannic Majesty's sloop of war the Reindeer, on the 28th June, 1814.

## KILLED.

Names.	Rank.	Names.	Rank.
Timothy Stevens,	Seaman.	Thomas Knight,	Ordinary seaman.
Thomas R. Teel,	do.	John Brown, 2d.	do.
Joseph Vorse,	Ordinary seaman.		

## WOUNDED.

Names.	Rank.	Character of wounds.
Henry S. Langdon, - - - - -	Midshipman, -	Dangerously.
Frank Toscan, - - - - -	do. -	do.
John Sweet, - - - - -	Master's Mate, -	Slightly.
William Thompson, - - - - -	Boatswain's Mate, -	Severely.
John Dick, - - - - -	Quartermaster, -	do.
Nathaniel Scammon, - - - - -	Seaman, -	do.
Jotham Perkins, - - - - -	do. -	Dangerously. (Since dead.)
Wm. Preston, - - - - -	do. -	Slightly.
Charles Green, - - - - -	do. -	Dangerously. (Since dead.)
Charles Clinton, - - - - -	do. -	Slightly.
Andrew Passenger, - - - - -	do. -	Severely.
John Rowe, - - - - -	do. -	Slightly.
Joseph Atkins, - - - - -	do. -	Dangerously. (Since dead.)
Robert Lowther, - - - - -	do. -	Slightly.
Merrel Roberts, - - - - -	do. -	do.
Robert Jarvis, - - - - -	Ordinary seaman, -	Severely.
Henry Herbert, - - - - -	do. -	Dangerously.
Simon Cassalis, - - - - -	do. -	Severely.
John C. Thurston, - - - - -	do. -	Dangerously.
Caleb Wheeden, - - - - -	do. -	Severely.
John Ball, - - - - -	Boy, -	Dangerously. (Since dead.)

## RECAPITULATION.

Killed, 5

Wounded—Dangerously, 8  
 Severely, 7  
 Slightly, 6

Whole number wounded, 21



*A List of British vessels captured by the U. S. ship Wasp, J. Blakey, Esq. commander, between May 1st and July 6th, 1814.*

1814. Date.	Name of the			How rigged.	Number of			Lading.	Where be- longing.	Where from.	No. days out.	Where bound when taken.	Longitude.	How dispo- sed of.
	Vessel.	Master.	Owner.		Men.	British tons.	Guns.							
June 2,	Neptune,	John Mordiew,	John Derryhouse, Gilbert Henderson, John Whitting, and Major Dawson,	Barque,	13	207	-	Sundries,	-	Cork,	12	Halifax,	30° 52' W.	Burnt.
" 13,	William,	Daniel Rankin,	Wm. Jas. & Daniel Rankin,	Brig.	6	91 $\frac{1}{2}$	-	Barley,	-	Dumbarton,	6	Lisbon,	49° 21' N.	Burnt.
" 18,	Pallas,	D. L. Cargill,	David L. Cargill,	Brig.	8	131 $\frac{1}{2}$	2 long 6 pounders,	Skins, almonds, &c.	-	Arbroath,	16	London,	49° 34' N.	Scuttled.
" 23,	Henrietta,	John Thompson,	Robt. Montgomery & Robt. Greenlaw,	Galiot,	11	171 $\frac{1}{2}$	-	Provisions,	-	Belfast,	6	Guadaloupe,	48° 12' N.	Given up to prisoners.
" 26,	Orange Boven,	Stephen Redbrook,	Wm. Banks, Thos. Thatcher, & Wm. A. Moore,	Ship,	17	335	2 long 9's and six 6 pounders,	Sugar and coffee,	-	Bermuda,	29	London,	48° 8' N.	Scuttled.
" 28,	Reindeer,	Wm. Manners, Esq.	His Britan. Majesty,	Brig.	118	382 $\frac{1}{2}$	2 long 20's, four lb. carronades, 1 twelve do. do., and 2 brass four pounders,	-	-	-	-	-	-	-
July 4,	Regulator,	Robert Filders,	John Anderson and James Rossion,	Brig.	8	112 $\frac{1}{2}$	-	Port wine,	-	Plymouth,	6	On a cruise,	48° 36' N.	Burnt.
" 6,	Jenny,	T. Spearpoint,	Thos. Spearpoint,	Sch.	10	151 $\frac{1}{2}$	-	Sweet oil,	-	Oporto,	12	London,	47° 32' N.	Burnt.
									-	Leghorn,	30	St. Petersburg,	47° 36' N.	Scuttled.

[13th CONGRESS.]

No. 115.

[3d SESSION.]

## ARCHIVES OF THE NAVY DEPARTMENT, AFTER THE INCURSION OF THE ENEMY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, OCTOBER 29, 1814.

NAVY DEPARTMENT, *October 27, 1814.*

SIR:

In obedience to the resolution of the honorable House of Representatives, passed on the 24th instant, I have the honor to report:

That the whole of the official books, papers, trophies, and effects, in the office of the Secretary of the Navy, except the furniture of the office, were preserved from loss or injury by the late incursion of the enemy, and are now entire; and that all the official books and papers in the office of the Accountant of the Navy have been preserved, except those official papers relative to accounts settled and transmitted to the Treasury Department, referred to in the letter of which the enclosed is a copy.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

The Hon. the SPEAKER of the House of Representatives.

NAVY DEPARTMENT, *Accountant's Office, October 26, 1814.*

SIR:

In reply to your letter of this date, relative to the resolution of the House of Representatives, on the subject of the destruction of the official books and papers in the respective Departments, in consequence of the incursion of the enemy in the month of August, 1814, I have the honor to state, that it is believed that all the official books and papers in *this office* were saved. I have no knowledge of the loss of a single book or paper of consequence; but I have understood that many of our official papers relative to accounts settled and transmitted to the Treasury Department were destroyed. What effect the loss may have on future adjustments it is impossible for me to say.

With great respect I have the honor to be, your obedient servant,

THOMAS TURNER.

The Hon. WILLIAM JONES.

[13th CONGRESS.]

No. 116.

3d SESSION.

## RE-ORGANIZATION AND EXTENSION OF THE NAVY, THE ESTABLISHMENT OF A BOARD OF INSPECTORS, AND A NAVAL ACADEMY.

COMMUNICATED TO THE SENATE, ON THE 16TH OF NOVEMBER, 1814.

NAVY DEPARTMENT, *November 15, 1814.*

SIR:

In obedience to the resolution of the Senate, passed on the 18th of March last, directing the Secretary of the Navy to devise and digest a system for the better organization of the Department of the Navy of the United States, I have now the honor to report the following system, with such preliminary observations as appear to me pertinent to the occasion.

It has been affirmed, and cannot be denied, that imperfections exist in the civil administration of the naval establishment; hence it has been inferred that a radical change of system can alone remedy the evils.

Legislative wisdom will readily discriminate between the constituent principles upon which the present establishment is predicated, and has thus far prospered, and the defects which result from the absence of an intelligent, practical, auxiliary agency, qualified to digest, arrange, and enforce, a proper system of detailed regulations, calculated to ensure the judicious and faithful application of public moneys, a strict accountability in the expenditure of supplies, and a rigid execution of the duties enjoined on all the officers and agents connected with the establishment.

Profusion, waste, and abuse, are the inherent offspring of all extensive public institutions; and if we occasionally perceive these evils, in some degree, in the naval establishment of the United States, we are not thence to infer their absence from similar establishments, in other countries, where naval science and experience may be presumed to have provided greater safeguards, and more numerous, skilful, and vigilant agencies.

But regulations, however correct and adequate to the end, become nugatory or worse, unless the authority and the means are coextensive, and competent to enforce the execution, or punish the violation thereof. This may account for the non-existence of many wholesome regulations in the civil administration of the navy of the United States, and for the imperfect execution of those which exist. Breaches of the latter too frequently escape with impunity, from the impossibility of the Head of the Department taking cognizance of all the multifarious concerns of the establishment. It is problematical, however, whether the excess may not be more injurious than the deficiency of regulation; in the former case, responsibility may be lost in the maze and mass of detail and multiplied agency, whilst in the latter, general instruction and sound discretion not unfrequently ensure greater success and responsibility.

That the duties enjoined, or which necessarily devolve, upon the Secretary of the Navy, particularly during a period of active and diversified hostility, are beyond the powers of any individual to discharge to the best advantage, cannot be doubted; though, by great labor and assiduity, with adequate professional qualifications, he may possibly execute the general and most essential branches of duty with tolerable success.

In the progress of reform, whilst we pay due respect to that system, the establishment of which has attained the greatest celebrity, more, it is believed, from its magnitude and power, than from the excellence of its civil administration, we ought not to lose sight of its palpable and acknowledged defects, nor of those features in our own system to which, in no trivial degree, the exalted reputation of our infant navy may be attributed.

That our navy is not excelled in any thing which constitutes efficiency, perfect equipment, and general good qualities, it is believed will be admitted. That our seamen are better paid, fed, and accommodated, is no less true. That all the imported, and many of the domestic articles of equipment and of consumption in the service, are exceedingly enhanced; that the wages of mechanical labor is more than double that which is paid by Great Britain;



that our expenditure is greatly increased by the interruption to navigable transportation, and the great extent of the local service, is equally obvious. Yet, under all these circumstances, it is demonstrable that, upon a comparison of an equal quantity of tonnage and number of guns and men, or in proportion to the number of men alone, our naval expenditure is considerably less than that for the navy of Great Britain; in which "one hundred and forty-five thousand men are employed, at an expense of more than twenty millions of pounds sterling annually."

The local service is, from its scattered, irregular, and irresponsible nature, much more expensive and wasteful than that of the regular navy; the more perfect organization of which, and responsibility of command, ensure a more faithful superintendence and accountability; hence the current expenditure of the service would be an extravagant criterion by which to estimate that of a regular establishment, under a judicious system. The force employed in local service is extended throughout a line of stations from Louisiana to Maine, and from Champlain to Huron: consequently it is so weak as readily to be penetrated, at almost any point on our maritime frontier, by the concentration of a small hostile force; and it is expensive in proportion to its diffusion. Independently of the deleterious nature of this service upon the health and habits of those employed in it, we are, from the present necessity of this system, deprived of the service of a body of officers and seamen, sufficient to man thirteen ships of the line, such as the Independence, Washington, and Franklin, seventy-fours.

When we contemplate the effect which such a force would have, when acting in conjunction upon our own coast and waters, or in squadron pursuing the commercial fleets of the enemy on the ocean, or in the harbors of his colonies, it is impossible to avoid the conclusion that our waters would be freed from invasion; our coast from blockade; his military and naval resources intercepted to such a degree as to paralyze his efforts on this continent; supersede the necessity of a vast military establishment, coextensive with our maritime, Canadian, and Indian frontiers; and our citizens from those harassing, irregular, and inconvenient calls of militia, which the predatory enterprises of the enemy so frequently produce. In short, according to my conceptions, this cheap and efficient national defence should be adopted as soon as circumstances will admit, and cherished by a well digested, energetic, and liberal system, steadily progressing with the population, commerce, and resources, of the nation.

The nature, construction, and equipment, of the ships which constitute a navy, form the basis of its efficiency, durability, and economy, and the most important branch in the civil administration of its affairs. With a view to the reform and extension of the naval establishment of the United States, these objects ought to command the first place in our attention, combined with such an organization of the civil department as shall promise the best results. The defects, in this part of the British system, have been the theme of criticism and reprehension for many years past. The most minute, laborious, and able investigation has, from time to time, taken place, under the direction and scrutiny of the Parliament, yet nothing approximating to radical amendment has been adopted; and the advocates of reform, either from the subtle ramifications of the evil, or the agency of some sinister influence, appear to despair of success.

According to the most intelligent writers, supported by well established facts, the deterioration of the British navy, owing to the injudicious selection and combination of incongruous materials in the construction, and the abortive method of preserving, is very alarming; and the diversity in the form, dimensions, and proportions, not only of the several rates, but of the numerous distinct classes of the same rate, as well in their hulls as in their masts, sails, and equipments, and in a still greater degree in their qualities for combined action, demonstrates the prevalence of caprice and prejudice, instead of science and system. "When Lord Nelson was off Cadiz, with seventeen or eighteen sail of the line, he had no less than seven different classes of seventy-four gun ships, each requiring different masts, sails, yards, &c.; so that, if one ship was disabled, the others could not supply her with appropriate stores."

The consequences resulting from this defective organization and want of system, are strongly illustrated in the fact, related by a recent professional writer of rank and talents, that, "out of five hundred and thirty-eight ships &c. in the British navy, now at sea, there are only sixty-nine, which are, in reality, superior in the discharge of metal, or force of blows, but inferior in sailing, to some of the American frigates; and that there are but eighteen, which, unless in smooth water, are equal to contend with the United States; leaving four hundred and fifty-one, out of five hundred and thirty-eight, which are admitted to be incompetent to engage single handed with an American frigate."

These facts are encouraging, and serve to show that, although the numerical force of the enemy in ships and men appears to be overwhelming, yet, if the aggregate number of officers, seamen, and marines, which the United States may, even now, engage for the public service, was concentrated in eighteen or twenty ships of the line, such as have been recently built, it would place all the ships, alluded to in the quotation just recited, except the eighteen, hors du combat; nor could our enemy protect his commerce and colonies, and combine such a force as would counteract the power and offensive enterprise of an American squadron so truly formidable. With such a force, it will be perceived that his host of frigates and smaller vessels would be struck out of the account, or added to the list of our navy, if they came in contact. These views, it is true, are prospective; but, with a stable, judicious, and liberal system, the result would be realized at no remote period.

Having noticed these exceptions to the civil administration of the British navy, it is but just to observe that the organization of the military part of their system is much more perfect.

The regulations and instructions for the service at sea, adopted by order in council, and published in one quarto volume, in 1808, are those which now prevail. They are excellent, and afford much matter worthy of incorporation into our system, with such modification as the peculiar circumstances of the service may require.

Of the French naval system, the department of construction is universally admitted to be the most perfect in existence, and is well worthy of imitation. The military part of the system, however, is less perfect in practice, and not so well adapted to the habits and usages of American seamen as that of the British.

The character of the navy of any nation will be determined by its commercial and navigating enterprise. That of America had surpassed every other, until the unexampled prosperity and rapid extension of its commerce excited the envy, jealousy, and hostility, of those who could not meet it in fair, equal, and friendly competition. The same energy, skill, vigilance, and intrepidity, which distinguished the commercial navigators of the United States, characterize the officers and seamen of the navy. The same superiority of construction which gave to its commercial marine the celerity and security for which it is distinguished, may be seen in the American navy, which is truly indigenous and distinct from every other. The independent character of the nation is manifestly visible in the genius of its navy. The classes of our ships, their form, construction, armament, and equipment, have been tested by experience, and found to have been happily adapted to our circumstances, compelling the enemy either to employ ships of the line against frigates, or to construct a new class of ships. Their efficiency and perfection have extorted the praise of the enemy. The author, before quoted, says "the carronades I saw on board the United States' brig Argus were better mounted, and the vessel more complete, than those in the British navy; and she was uncommonly well manoeuvred."

Our ships are excellent, and all in good condition. The classes are few, and so uniform that, without inconvenience, the masts, spars, and equipments, of any one of a class, will serve indifferently for any other of the same class. All the new ships, of each rate, are of the same class; and are absolutely similar in all their equipments, and in the dimensions and proportions of their hulls, masts, spars, &c. This strict similarity should be carefully preserved, upon every principle of convenience, economy, and efficiency.

Timber, which forms an object of much solicitude in Great Britain, deserves the particular attention of the Department, the reorganization of which will doubtless be made to combine the necessary talents and means to provide for every branch of the service, by a seasonable, diligent, and judicious collection, in secure and convenient depots, of all the materials which enter into the construction and equipment of ships of war.

When it is considered that one seventy-four gun ship requires two thousand large oak trees, equal to the estimated produce of fifty-seven acres, the importance of securing for public use all that valuable species of oak, which is found only on the Southern seaboard, is sufficiently obvious.

Dock yards, foundries, smitheries, and armories, in safe and eligible situations, are indispensable appendages of so important and growing an establishment. These always collect the best workmen; and as private interest cannot



interfere with the execution, the materials and workmanship are better, and the work is performed with more certainty and regularity, than by contract with private individuals; whose works, in some cases, may be so remote from the seat of demand, that the transportation may cost more than the articles.

There is another branch of the service which appears to me to merit the serious deliberation of the Legislature, with regard to the establishment of some regular system, by which the voluntary enlistments for the navy may derive occasional reinforcement from the services of those seamen, who, pursuing their own private occupations, are exempt, by their itinerant habits, from public service of any kind. In my view there would be nothing incompatible with the free spirit of our institutions, or with the rights of individuals, if registers, with a particular descriptive record, were kept in the several districts, of all the seamen belonging to the United States, and provision made by law for classing and calling into the public service, in succession, for reasonable stated periods, such portions or classes as the public service might require; and if any individual so called, should be absent at the time, the next in succession should perform the tour of duty of the absentee, who should on his return be liable to serve his original tour, and his substitute be exempt from his succeeding regular tour of duty.

In the military service, should the ranks not be filled by recruits, the deficiency of regular force may be made up by draughts of militia, to assemble at a given time and place; not so in the naval service; it depends exclusively upon voluntary enlistments, upon which there is no reliance for any given object at any time or place. Hence, the most important expeditions may utterly fail, though every possible exertion shall have been made to carry them into effect.

If we examine, with due attention, the nature, extent, and importance, of the objects involved in the administration of naval affairs, and contemplate, in the history of ages past, the unsuccessful, though indefatigable labors of legislation, science, and genius, to perfect the system, we may learn to appreciate with more accuracy, and cherish with liberality, the life of study, observation, and experience, required to arrive even at moderate attainments in a science which, though familiar in the estimation of all, is the most complicated, critical, and interesting, that has ever engaged the attention or influenced the destinies of nations. My sole object is to invite the attention and liberality of the national councils to the requisite talents and qualifications for cherishing and rearing to maturity the vigorous plant, around which are entwined the affections and confidence of the country.

All these objects appear to me to be intimately connected with the revision of the civil administration of our naval affairs; the executive branch of which should be conducted by persons of enlarged views, collectively combining all the practical knowledge, and professional intelligence, which these important, diversified, and comprehensive subjects, obviously require.

We have a good foundation upon which to raise a durable superstructure; and concluding that that system cannot be radically wrong which has produced such favorable results, I should be unwilling to hazard, by an entire innovation, the benefits we have derived, and may still derive, by retaining the present organization of the Navy Department, and providing, by law, for an intelligent, practical, and efficient, auxiliary agency, such as experience has suggested.

With this view I have the honor to submit, with great deference, the following system for the organization of the Department of the Navy of the United States: distinguishing, for the sake of perspicuity, in the form of a bill, those objects which appear to require legislative provision, from those for which Executive regulation may prescribe with more convenience and advantage; the outline of which only is given, as the ground work may be filled up to greater benefit when the collected experience and talents which it contemplates shall have deliberated upon the subject.

*An act for the better organization of the Navy Department.*

*Be it enacted, &c.* That the office, duties, and powers, of the Secretary of the Navy, and of the Accountant, agents, and other officers, of the Department of the Navy, be and remain as now, by law, established, except as herein after modified, altered, or transferred, to any other office or offices, created by this act.

SECTION 2. That the President of the United States be, and he is hereby, authorized to designate three officers of the navy, and, with the advice and consent of the Senate, to appoint two other judicious persons, skilled in naval affairs, to be inspectors of the navy, who together shall constitute a board of inspectors of the navy, three members whereof shall be necessary to form a quorum; and the business of the said board shall be transacted in such central and convenient place, for the superintendence of the affairs of the navy, as the President of the United States shall direct; who shall also have power to designate the presiding member, and to appoint the secretary of the said board, whose duty it shall be to keep regular and correct records of all the transactions of the board, and to transmit attested copies of all such proceedings to the Secretary of the Navy, for the inspection and revision of the President of the United States, as soon as may be after the adjournment of the meeting at which any such proceedings shall have taken place; and the said board shall have power to establish such rules and regulations, for its own proceedings, and to employ such number of clerks and assistants, as well for the transacting of the business of the board, as for that of the several inspectors, and to procure such books, maps, charts, plans, drawings, models, and stationary, as the public interests may require, and the President of the United States approve.

SEC. 3. That it shall be the duty of the Secretary of the Navy to arrange and class, under distinct and appropriate heads, as equally as may be, all such duties and details as may be found impracticable for the officers of the Department of the Navy, as now organized, to execute with advantage to the public; and, with the approbation of the President of the United States, to assign to each inspector of the navy the special charge and execution of one of the classes so arranged; for the faithful performance of which trust, the said inspectors shall, severally, be held responsible, under the instruction, and subject to the revision, of the board of inspectors, to which a statement of all the transactions of each inspector shall be submitted, for revision, at each stated meeting, and an abstract thereof transmitted, monthly, to the Secretary of the Navy, with such remarks thereon as the nature of the case may require; and it shall also be the duty of the Secretary of the Navy to prepare a system of general regulations, defining and prescribing the respective powers and duties of the board of inspectors of the navy, and of the several inspectors, which rules, when approved by the President of the United States, shall be respected and obeyed, until altered, or revoked, by the same authority; and the said general regulations, thus prepared and approved, shall be laid before Congress at their next session.

SEC. 4. That the President of the United States be, and he is hereby, authorized alone to appoint a person, skilled in the science and practice of naval architecture, to the office of naval constructor, and also to appoint two assistant naval constructors; and it shall be the duty of the Secretary of the Navy to prepare such rules and regulations for conducting the business of the constructor's department, as shall appear necessary and proper, which, when approved by the President of the United States, shall be respected and obeyed until revoked by the same authority; and the naval constructor shall be allowed one clerk, to assist in transacting the business of his department.

SEC. 5. That the President of the United States be, and he is hereby, authorized, with the consent and advice of the Senate, to appoint a paymaster of the navy, who shall perform the duties of his office, agreeably to the directions of the President of the United States for the time being; and, before he enters upon the duties of the same, shall give bonds, with good and sufficient sureties, in such sums as the President of the United States shall direct, for the faithful discharge of his said office, and shall take an oath to execute the duties thereof with fidelity.

SEC. 6. That all letters and packets to and from the inspectors and pay master of the navy, which relate to their official duties, shall be free from postage.

SEC. 7. That each inspector of the navy shall be entitled to the pay and rations of a captain commanding a squadron on separate service, and also to the sum of twelve hundred dollars per annum, in lieu of house rent, fuel, forage, &c.; and the salary of the naval constructor shall be three thousand dollars per annum; each of the assistant constructors fifteen hundred dollars per annum; the paymaster of the navy, two thousand dollars per annum; the secretary of the board of inspectors, two thousand dollars per annum; and the clerks and assistants, authorized by this act, shall receive such reasonable compensation for their services as the President of the United States shall direct.



I would also respectfully suggest the expediency of providing, by law, for the establishment of a naval academy, with suitable professors, for the instruction of the officers of the navy in those branches of the mathematics and experimental philosophy, and in the science and practice of gunnery, theory of naval architecture, and art of mechanical drawing, which are necessary to the accomplishment of the naval officer.

In order to illustrate the principles and operation of the proposed organization of the Navy Department, the following outline of the powers and duties, which it is contemplated to assign to the board of inspectors, and to the several inspectors, is respectfully suggested.

#### POWERS AND DUTIES OF THE BOARD.

The Board should have the general superintendence and direction of the affairs of the navy, under the instructions from, and powers delegated by, the President of the United States, and authority over all the officers, agents, and persons, employed under the Navy Department; report to the Secretary of the Navy, from time to time, all such matters and things as may, in the opinion of the Board, tend to promote the efficiency and economy of the establishment; and, upon the requisition of the Secretary of the Navy, furnish all the estimates of expenditure which the several branches of the service may require, and such other information and statements as he may deem necessary.

The Board should have the power of making contracts and purchases, either directly or through the navy agent, whose power, in this respect, should be limited to small sums, and to objects, the procuring of which may not admit of delay; in all other cases, the previous sanction, either of the Secretary of the Navy, of the board of inspectors, or of some officer authorized by the Board, should be indispensable.

The naval stations within the United States should be designated by convenient boundaries; and an officer of rank, trust, and confidence, should reside in each, who should, under the instructions of the Board, superintend and control the affairs of the navy within his district, and report to the Board from time to time. All requisitions of commanding officers, pursers, and other persons, upon the agents, should be checked, and receive the sanction of the Board, or of the resident officer authorized by the Board, before they are complied with.

Payments and advances should be made, as heretofore, through the navy agents, (except those for the pay of the Navy) and the sanction of the Secretary of the Navy, of the Board, or of the officer authorized by the Board, should precede all payments and advances, except for limited and urgent demand.

The Board should establish general regulations for the conduct of its members, in the discharge of the special and important trusts severally assigned to them by the Secretary of the Navy; and should digest and report to the Department distinct regulations for the following objects:

1st. Uniform regulations, establishing the several classes of ships and vessels in the navy of the United States; with tables of the dimensions, proportions, number, quantity, quality, nature, and description, of masts, spars, rigging, anchors, cables, armament, and equipments, of all kinds; and of the quantity, quality, and description, of provisions and stores, of every species, for a given period, for each class.

2d. Regulations for receiving, preserving, issuing, and strictly accounting for the expenditure of, materials and stores, of all kinds, and in every department of the service, within the United States.

3d. Regulations for surveying and authenticating the actual state and condition of all the ships and vessels of the navy, and of all materials and stores, of every species, reported to be decayed, damaged, or defective; and for directing the repair, conversion, sale, or other disposition of the same, as the nature of the case may require.

4th. A more perfect system of general regulations, for the naval service, at sea, and on the lakes.

5th. General regulations for the flotilla, or force employed in harbor defence, adapted to the peculiar nature of that service.

6th. Uniform regulations for the navy yards, arsenals, and depots of stores and materials.

7th. Regulations for the cruising ships and vessels of the navy, while in port; for the recruiting service; and for the officers of the navy, while on shore, on duty, or on furlough; in order to ascertain the actual state and local situation of all the officers.

8th. A system of detailed regulations for the naval hospitals, and medical department of the navy, within the United States.

9th. An entire and new system of regulations for the conduct of pursers in the navy, accurately defining their duties, securing a more strict accountability, limiting their emoluments by a fixed and reasonable standard, and protecting the seamen of the navy from the undue advantages which may be practised, with impunity, under the present system.

10th. Regulations for ascertaining, by examination, the moral character and professional qualifications of all the officers of the navy, below the grade of a master commandant, classing them in the scale of their several merits; and of the pretensions of those who may be selected for promotion, as well as of the candidates for warrant appointments in the navy.

All which regulations, when approved by the President of the United States, should be established and obeyed, until revoked by the same authority.

The duties and details of the service proposed to be assigned to the several inspectors of the navy may be classed as follows:

1st. class. Comprehending the general correspondence of the Board, and preparation of all the reports, estimates, and statements, required by the Department; and the communication of such propositions and information, to the Secretary of the Navy, as the Board may deem interesting; and also the general charge and direction of the flotilla service on the New Orleans station.

2d. class. Comprehending the general military correspondence with all the officers of the navy; the roll of the officers of the navy, and record of their services, merits, and qualifications, to be kept on the files of the Board; orders for courts of inquiry and courts martial, and the preparation of all the documents and statements connected with these objects; also, the general charge and direction of the flotilla service on the Southern station, viz: Georgia, South Carolina, North Carolina, and Norfolk.

3d. class. Comprehending the direction of ordnance and transportation; the general superintendence of the foundries, laboratories, armories, and other works, connected with the naval ordnance department, and the inspection and proof of arms, ammunition, &c. The direction of the transportation of all persons, stores, and provisions, of the navy, by land and water; and the general charge and direction of the flotilla service in the Patapsco and Delaware, and at New York.

4th. class. Comprehending the victualling and sustenance, including purser's, medical, and hospital stores; also the general charge and direction of the flotilla service on all the naval stations from New York eastward, and on Lake Champlain.

5th. class. Comprehending the supply of hemp, yarns, cordage, sail duck, iron, and other metals, anchors, and all other equipments and materials required for the service, except those which are included in the foregoing classes, and in the constructor's department; and also the general charge and direction of the service on Lake Ontario and the upper lakes.

The superintendence and direction of these five classes of objects would be distributed among the five inspectors.

The department of construction, under the direction of the Secretary of the Navy, and of the board of inspectors, would prepare all the draughts, plans, and instructions, for the building of all the vessels of the navy; construct the models, and, when approved, direct and superintend, under the control of the board of inspectors, the building and repairing of the ships, vessels, boats, the formation of masts, spars, &c. and the contracting for, and procuring, all the materials of wood, and of copper, in pigs, bolts, and sheets, necessary for the supply of the navy; construct from the lines, in the mould loft, all the moulds requisite for moulding and bevelling the timber in the forest, under the direction of skilful persons, to be employed by the constructor, for that purpose; and

superintend the construction of the wharves, ships, workshops, and engines, required in building and repairing ships of war.

It is a copious subject, in which it is difficult to combine brevity with perspicuity.

My aim has been to provide a practical, efficient, and economical system, with as much individual and collective responsibility as may be attainable; and I feel a persuasion that the result would not greatly disappoint the estimates I have formed. The wisdom of the Senate will better appreciate its merits.

I have the honor to be, with the highest respect, sir, your obedient servant,

W. JONES.

The Honorable the President of the Senate.

13th CONGRESS.]

No. 117.

[3d Session.

## REAR ADMIRALS AND BREVET RANK.

COMMUNICATED TO THE SENATE, NOVEMBER 28, 1814.

Mr. TAIT, from the Committee of the Senate on Naval Affairs, to whom were referred two resolutions of the 7th instant, instructing them "to inquire what provision should be made for the appointment of officers above the grade of captain, in the navy of the United States;" and also "to inquire what provision should be made for conferring naval rank by brevet, in consideration of meritorious service," have had the same under consideration, and report:

That your committee assume it as a policy now settled, that the United States are to have a permanent naval establishment, which is to be gradually increased according to circumstances, and as the ability of the Government may permit. Your committee deem it unnecessary to go into a course of reasoning to support the soundness of this policy, and to establish (what is now generally conceded) that a navy is the most appropriate, the most efficient, and the least expensive defence of this country.

The commercial and maritime habits of a large portion of the people of the United States press them to the ocean; hence have arisen competition and rivalry with other nations, pursuing the same course of industry. The history of all nations teaches us that the persons and the property of our citizens on the high seas, unprotected, must be (as indeed they have been) the subjects of frequent violence and injustice. The true remedy against these maritime wrongs is maritime force. A navy, growing up with the growth of the nation, cannot fail, before the lapse of many years, to procure respect from abroad, and safety at home.

Congress, apparently influenced by these considerations, at an early period after the establishment of the General Government, created a naval department, and have authorized, from time to time, the building of ships of war, until the navy has become respectable both from the number and rates of its vessels, and still more so from the gallantry and splendor of its achievements. By the laws now in force, the navy will consist of four seventy-fours, nine forty-fours, three thirty-sixes, eight sloops of war, besides a great number of brigs and schooners, carrying, in the whole, not less than thirteen hundred guns; of these there remain to be put on the stocks, one of the seventy-fours and four of the forty-fours. This force is exclusive of the gunboats, the flotillas, and lake squadrons; the latter of which consist of between thirty and forty ships, some of which are large. The national vessels on the lakes do not carry less than five hundred guns. Your committee are not aware, nor do they believe, that any nation possessing a naval force, such as the above, is without a grade of officers above that of captain. The nation with whom the United States are now at war is said to have about a thousand public ships; to command which she has not less than two hundred admirals, of ten different grades, ascending from rear admiral of the blue to the admiral of the fleet. At present the navy of the United States is commanded by commissioned officers of three grades only: lieutenants, master commandants, and post captains.

The committee would feel that they had not done justice to the subject committed to them, if they failed to contrast the situation of the army with that of the navy, as it respects the scope of promotion in each. The army presents, for the encouragement of an honorable ambition, the high station of major general, through ten different grades. It has also advantages in the variety of its corps unknown to the navy. The youth of our country, ambitious of military fame, may, according to their taste, enter the army as officers of cavalry, of artillery, of infantry, or of the rifle corps. Not so with the naval officer. All that he can expect is to be transferred from a smaller to a larger vessel—from a subordinate station to the command of a ship of war. The rapid promotions, of late, in the army, cannot but strongly impress the naval officer with a deep sense of his own confined situation, and of the cheerless prospect before him. Does not justice then dictate that the range for promotion should be enlarged in our naval establishment?

Your committee are of opinion that a discreet policy and a prudent foresight, not less than a just regard to the strong claims of the navy, call for an enlargement of the sphere of promotion. It cannot be long before the navy will be called on to sail in squadron. The highest attainments in naval tactics should be encouraged. If you expect men to labor for the highest qualifications in their professions, it is necessary to open to them the way to the stations requiring them. The surest mean by which you will probably induce the officers to qualify themselves for an admiral's command, is to create that grade in the navy: thereby requiring in the same act great professional attainments, and offering a reward for them.

Your committee are therefore of opinion that, whether they view this subject in reference to the practice of older and more experienced nations, or in regard to the just claims and the long and meritorious services of the naval officers, or with a view to a just, prudent, and liberal policy, on the part of the Government, a grade or grades superior to that of captain should now be created in the naval establishment.

As to the second resolution, relative to conferring naval rank by brevet, it does not occur to your committee as necessary; it having been the practice of the Government to confer actual rank without regard to seniority, in reward of brilliant achievements, or meritorious service.

The committee respectfully submit the following resolutions:

*Resolved*, That it is expedient to authorize by law the appointment of officers above the grade of captain in the navy of the United States.

*Resolved*, That it is inexpedient, at this time, to make any provision for conferring naval rank by brevet.

NAVY DEPARTMENT, November 15, 1814.

Sir:

In answer to the inquiry contained in your letter of the 8th instant, founded upon two resolutions of the Senate, passed on the 7th instant, instructing the Committee on Naval Affairs to inquire "what provision should be made for the appointment of officers above the grade of captain in the navy of the United States," and "what provision should be made for conferring naval rank, by brevet, in consideration of meritorious service," I have the honor to represent,



that the high character which the American navy has justly acquired; the general sentiment which indicates its rapid increase and permanency; and the long, faithful, and honorable services which its senior officers have rendered their country; appear to me to justify and call for the appointment of officers of a higher grade than that of captain.

Love of country, and the laudable desire of honorable fame, are strong excitements to noble actions; but the prospect of progressive promotion to the highest distinction to which talents, zeal, and valor, may justly aspire, is not perhaps less active and stimulating.

Captains of long and honorable standing in the navy cannot but contrast the cheerless prospect of promotion in the naval service with the rapid and high distinction to which their military brethren, with equal but not higher pretensions, have attained.

The naval force, in officers, seamen, and marines, is probably two-fifth parts of the whole military force of the United States actually employed, in which there are, I think, eight major generals and sixteen brigadiers, exclusive of those of the staff, who enjoy the rank, pay, and emoluments, of brigadiers.

The effect of a limited grade, without hope of promotion, is to contract the range of study and professional attainment within the sphere of the command thus limited. Hold out but the prospect of elevated rank and command, and every officer of talents and worth will aspire to the highest qualifications.

Foreign example is to be received with caution, yet the practice of nations, of great maritime experience, may throw some light upon the subject. A comparison of the force of the British navy, with the number of admirals in that service, will exhibit the following result, viz: Of ships of seventy-four guns and upwards, there are

Building, about	-	-	-	-	-	24
In ordinary, about	-	-	-	-	-	54
Guards, hospital, prison, store ships, &c	-	-	-	-	-	33
In commission, about	-	-	-	-	-	99

Ships of seventy-four guns and upwards, 210

The list of admirals contains two hundred and nine, exclusive of twenty-seven superannuated rear admirals upon half pay: thus exhibiting more than two admirals for every ship of seventy-four guns and upwards, in commission.

We daily see, on our own coast, admirals with commands inferior to those which the American navy may even now afford.

The new grade to be established, and number of promotions, should be consistent with the scale and character of the naval establishment, which may not for some years require the distinction of flags, as in the British navy, viz: red, white, and blue, at the main, fore, or mizzen of each, making nine grades of admirals, rising in the order of the flags, from blue to red.

I am, therefore, of opinion, that it is now expedient to establish the grade of rear admiral, without any distinction of flags, leaving the promotions to vice admiral and admiral for future services, and an enlarged establishment.

I am also of opinion that the same principle which induced the establishment of brevet rank in the army, for gallant actions, meritorious conduct, or long service, is equally applicable to the navy, and cannot fail to excite to those actions which it is intended to reward; but no officer, so brevetted, should be entitled to any additional pay or emoluments, except when commanding on separate service.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

The Hon. CHARLES TAIT, *Chairman of the Naval Committee of the Senate.*

13th CONGRESS.]

No. 118.

[3d Session.]

## CONDITION OF THE SEVERAL NAVY YARDS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 1ST OF DECEMBER, 1814.

NAVY DEPARTMENT, November 30, 1814.

SIR:

I have the honor to transmit herewith sundry documents, marked A, B, C, in compliance with a resolution of the House of Representatives of the United States, passed on the 3d of March, 1813.

I have the honor to be, very respectfully, sir, your obedient servant,

W. JONES.

The Honorable the SPEAKER of the House of Representatives of the United States.

[Resolved, That the Secretary of the Navy be, and he is hereby, directed to report to this House, at the next session of Congress, a statement of the number of navy yards belonging to, and occupied for the use of, the United States; the accommodation provided in each, with the number of officers and men attached to each, with their rank and pay; also, the quantity and species of timber provided in each. Also, a statement of the expenditures made in each yard during the year 1811 and 1812; the number of vessels repaired during that time, with the species, quantity, and cost of repairs on each vessel, and the manner in which such repairs have been made, whether by contract or otherwise, and the terms. Also, the amount of timber provided under the law making an annual appropriation of two hundred thousand dollars, with a statement of the contracts made under said act, and the terms thereof: also, the number of officers in the naval service of the United States, their rank, pay, and employ.]

A.

*Statement of the number of navy yards belonging to, and occupied for the use of, the United States; the accommodations provided in each; the number of officers and men attached to each, with their rank and pay; the quantity and species of timber provided in each; the expenditures made in each yard during the years 1811 and 1812; and the number of vessels repaired during that time, with the species, quantity, and cost of repairs, on each vessel, and the manner in which such repairs have been made.*

There are six navy yards belonging to, and occupied for the use of, the United States, viz:

- No. 1. At Portsmouth, New Hampshire.
2. At Charlestown, Massachusetts.
3. At New York.
4. At Philadelphia.
5. At Washington, District of Columbia.
6. At Gosport, Virginia.

## No. 1.

The navy yard at Portsmouth, New Hampshire, is situated on an island on the east side of the river Piscataqua, within the jurisdiction of the State of Massachusetts; contains fifty-eight acres, and cost \$5,500.

*Improvements in the United States' Navy Yard at Portsmouth, New Hampshire.*

Description.	Length.	Breadth.	Height to roof.	Remarks.
Dwelling house, -	66	28	17	Originally built, and only fit for a master carpenter; wants painting and some small repairs.
Barracks, -	70	30	18	Wants painting and some small repairs.
Small house, -	-	-	-	In bad repair; now occupied as an office; ought to be removed.
Store, -	23	22	9	In bad repair; must be removed, being in the way of working at the ship.
Work shop, -	34	22	9	Now filled with carlines; is in bad repair; ought to be removed.
One timber shed, -	130	30	8	In bad repair; only fit for a work shop in bad weather.
Timber shed, -	100	30	10	Good roof and frame; underpinned with stone.
Boat house, -	44	17	9	In tolerable repair.
Two saw pits, -	-	-	-	Covered with sheds.
One saw pit, -	-	-	-	Wanting a shed.
Large timber dock, -	870	-	-	The piers in good repair. The railing, caps, plank, &c. want repairing.
Small dock, -	-	-	-	400 feet to a small island, which is connected to the main island by a bridge 160 feet long. On the small island a blacksmith shop is now erecting, 60 by 25 feet.
Bell house.				
Flag house and staff.				
Ways for a 74 gun ship,	-	-	-	In complete order, having been repaired since my arrival.
All the buildings are of wood.				

ISAAC HULL.

*List of Officers, Petty Officers, and Seamen, attached to the United States' Navy Yard at Portsmouth, New Hampshire.*

Names.	Rank.	Remarks.
Isaac Hull, -	Captain Commandant, -	\$100 per month.
Tunis Craven, -	Storekeeper, -	\$83½ do.
Joseph Watson, -	Captain's Clerk, -	\$25 do.
Adam Hill, -	Cockswain, -	\$19 do.
John Chandler, -	Seaman, -	\$12 do.
Wm. Black, -	Do. -	\$12 do.
James Kenney, -	Do. -	\$12 do.
Ephraim Triphern, -	Ordinary seaman, -	\$10 do.
Ephraim Amazeen, -	Do. -	\$10 do.
William Pettigrew, -	Do. -	\$10 do.

The above men are occupied in going in boats to bring such stores from town as are, from time to time, wanting, and in doing duty as laborers when not wanting for other purposes.

Respectfully, &amp;c.

ISAAC HULL.

*List of Officers, Petty Officers, and Seamen, attached to the United States' Gun Boats, in ordinary at the Navy Yard Portsmouth, New Hampshire.*

Names.	Rank.	Remarks.
Nath. Stoady, -	Sailing-master, -	\$40 per month.
Benj. Davis, -	Seaman, -	\$12 do.
John Webster, -	Do. -	\$12 do.
Charles S. Clinton, -	Do. -	\$12 do.
Job Woodson, -	Do. -	\$12 do.
Andrew Newman, -	Ordinary seaman, -	\$10 do.
Wm. Porter, -	Do. Do. -	\$10 do.
Jarvis Garritt, -	Seaman and cook, -	\$12 do.

A man rated as quarter gunner, to act as gunner of the yard, is much wanting to take care of the arms, and to keep things in order about the boats, &c. &c.

Respectfully, &amp;c.

ISAAC HULL.



*Account of Timber, Plank, &c. in the United States' Navy Yard at Portsmouth, New Hampshire, March 31, 1813.*

WHITE OAK PLANK.																													
	Of whom received.	Live Oak Timber.		White Oak Timber.		White Oak knees.		Number of keel pieces 40 feet long.		2 inch.		2½ inch.		3 inch.		3½ inch.		4 inch.		4½ inch.		5 inch.		5½ inch.		6 inch.		7 inch.	
		No. of pieces.	Cubic feet.	Number.	Number.	Number.	Inches.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	
1812. Dec. 12, -	H. and A. Ladd.	879	17,050½	1,039	46	349		5		2	42	6	171	109	3,306	229	7,718	269	10,276	744	29,392	189	7,996	43	1,670	72	3,159	6	342
1813. March 31, -	On hand,	879	17,050½	1,039	46	349		5		2	42	6	171	109	3,306	229	7,718	269	10,276	744	29,392	189	7,996	43	1,670	72	3,159	6	342
	Of whom received.	White Oak Plank, 8½ in.		Short refuse W. O. plank, 9½ to 6 in.		Refuse Live Oak Timber.		Refuse Live Oak Knees.		Number of planed Carlings.		No. of pieces of hewn Oak timber, designed for ledges, carlings, stanchions, and pillars, unsawed.		Pine Timber.		Two Yards, 12 and 15 inches.		1 Bowsprit 30 inches, 3 Masts 31, 26, 25, and 1 Refuse 27.		Number of bilge ways, each 126 feet in length.		Locust Trenails.		No. of pieces of grubbed maple Launching Ways, refuse.					
		Number.	Feet.	Number.	Feet.	Number.	Feet.	Number.	Cubic feet.	Number.	Cubic feet.	No. of pieces.	Cubic feet.	Number.	Total of inches.	Number.	Total of inches.	Number.	Total of inches.	Number of bilge ways, each 126 feet in length.	Locust Trenails.	No. of pieces of grubbed maple Launching Ways, refuse.							
1812. Dec. 12, -	Henry and Alex'r Ladd, - Thirty nine pieces southern pine, under the annual appropriation of two hundred thousand dollars,	29	1,350	85	1,108	108	1825 2/3	18	102	304	244	29	1,634	2	27	5	139	2	32,563	13									
1813. March 31, -	On hand,	29	1,350	85	1,108	108	1825 2/3	18	102	304	244	39	1,101½	2	27	5	139	2	32,563	13									

All the working tools, &c. will appear on the next return, no account having been taken of them as yet—but we are now doing it.

Respectfully, &c.

ISAAC HULL.

*Account of Expenditures of the United States' Navy Yard, at Portsmouth, N. H. from December 31, 1810, to December 31, 1812.*

	Freight, store rent, commission to agents, and other contin- gent expenses.	Expense, Navy Yard, Docks, Pay of Superin- tendents, Store- keepers, &c.	Whole amount Expenditures.	
To amount expenses one quarter ending March 31, 1811,	\$51 58	\$375 00	\$426 58	
To ditto ditto June 30, "	52 01	418 21	470 22	
To ditto ditto Sep. 30, "	51 42	391 66	443 08	
To ditto ditto Dec. 31, "	51 36	386 00	437 36	
To ditto ditto March 31, 1812,	51 27	377 50	428 77	\$1,777 24
To ditto ditto June 30, "	57 50	999 84	1,057 34	
To ditto ditto Sep. 30, "	65 27	697 57	762 84	
To ditto ditto Dec. 31, "	74 93	522 32	597 25	
				2,846 20
Dollars, - -	-	-	-	4,623 44

The above is a true copy of an account rendered by Mr. Langdon, but not signed by him.

#### No. 2.

The navy yard at Charlestown, Massachusetts, is situate on the north side of Charles river, on the easterly point of Charlestown, in front of Boston harbor, contains thirty-four acres, exclusive of extensive flats, and cost thirty-nine thousand two hundred and fourteen dollars, including commissions and charges.

#### REPORT ON THE NAVY YARD, CHARLESTOWN.

*In pursuance of an order from the honorable Secretary of the Navy, in conformity with a resolve of the honorable House of Representatives of the United States.*

The accommodations of the navy yard are as follows: viz.

*A dam*, of fourteen feet wide, and three hundred feet in length, extending across a basin in the yard, is the only wharf in the yard, and which cannot be approached, even with boats, until about half flood; at high water there is about six feet water, at which time a vessel not drawing more than that draught of water can come alongside of it, to receive or deliver any articles. It is built of timber, in the slight cobb wharf manner; the principal use (and intention, I presume) is to form the dam to the basin, for the purpose of docking timber.

*A stone slip*, or landing place, about twelve feet wide, and elevated about three feet above the natural surface of the beach, extending from the high to the low water mark: the only purpose it answers is for the landing of boats.

*One store*, a wooden building, three stories high, measures sixty feet by forty, with a dry cellar, capable of storing twelve hundred barrels. The other apartments are only sufficient to contain the sails and warrant officers' stores, (the rigging excepted) for one frigate. It is at present the receptacle of the copper and most valuable articles in charge of the navy store keeper, but, in my opinion, it is an improper depot for them, being built of wood. It could be usefully appropriated for a rigging and sail loft, which are much wanted in this yard.

*Two wooden sheds*, one story high, under which the live oak timber for the seventy-four is deposited.

*A blacksmith's shop*, an old wooden building, large enough for three forges.

*An old wooden building*, one story high, that is appropriated for the commandant and purser's offices, slop room, steward's room, issuing room, and medicines; but is entirely unfit for those accommodations.

*A small wooden building*, one story high, occupied by the boatswain of the yard.

The commandant's house, and marine barracks, with a brick powder magazine, are all the accommodations within this yard. For the want of a proper wharf and the necessary store houses and buildings, which could be erected at a moderate sum at the present favorable moment for contracting for the same, I think I may correctly state that the expenditure of public money for the repairs and accommodations of our public vessels at this place is increased 25 per cent. at least; and certainly a greater proportion in time would be saved in giving repairs to the vessels of our navy, provided this establishment had the necessary wharf and buildings.

In answer to the second inquiry embraced in the resolve, I have to reply that they are as follows: viz.

No.	Rank.	Monthly Pay.
1	Captain commandant,	100 Dollars.
1	Lieutenant, . . . . .	40
1	Surgeon, . . . . .	50
1	Purser, . . . . .	40
1	Master, . . . . .	40
1	Navy storekeeper, . . . . .	100
1	Acting boatswain, . . . . .	20
1	Acting gunner, . . . . .	20
1	Quartermaster, . . . . .	18
1	Steward, . . . . .	18
1	Clerk, . . . . .	50
5	Seamen, . . . . .	12
2	Ordinary seamen, . . . . .	10
2	Boys, . . . . .	8

} each.



The quantity and species of timber provided in this yard are as follows, viz.

- 11 keel and kelson pieces, sufficient for one 74 gun ship.  
 1940 pieces of live oak, (a frame for the 74) as per report of my predecessor, Captain Hull. The number of pieces of each respective part of the frame I cannot ascertain here, without incurring considerable expense in removing it; but which the Navy Department can furnish, if necessary, from documents in the Navy Office.  
 289½ tons of white oak, lately contracted for, and brought into this yard, intended for plank, &c. for the 74 contemplated to be built here.  
 1098 feet of knees of white oak, not seasoned.  
 75 pieces of white oak timber in the dock, contents not known.  
 25 tons of Canada oak.  
 450 pieces of oak plank, from 3 to 5 inches thick.  
 120 tons of Eastern hard pine timber.  
 200 pieces of plank, Southern pine, from 3 to 3½ inches thick.  
 7136 feet of short pieces of Eastern hard pine plank, 2½ inches thick.  
 260 feet of spruce oar rafters.  
 30 tons of spruce ranging timber, calculated for the wharf.  
 A considerable quantity of pine timber, lying in the dock, unfit for any purpose except for a wharf.

The expenditures for the years 1811 and 1812 in this navy yard, for accommodations and repairs of the same, amounted to, as per abstract marked A, \$5,752 43.

The frigates John Adams, Chesapeake, Constitution, President, United States, Congress, sloop Hornet, brig Nautilus and Argus, and four gunboats, were repaired in 1812. There were no repairs given to our vessels here in 1811, except commencing the repair of the John Adams.

*Cost of repairs, exclusive of articles delivered from the Navy Yard, as per abstract, No. 1.*

The ship John Adams,	-	-	-	-	as per abstract B,	-	-	\$33,579 38
“ Chesapeake,	-	-	-	-	“ C,	-	-	105,991 07
“ Constitution,	-	-	-	-	“ D,	-	-	46,638 46
“ President,	-	-	-	-	“ E,	-	-	14,928 04
“ United States,	-	-	-	-	“ F,	-	-	21,589 85
“ Congress,	-	-	-	-	“ G,	-	-	5,681 51
Sloop Hornet,	-	-	-	-	“ H,	-	-	5,430 73
Brig Nautilus,	-	-	-	-	“ I,	-	-	400 84
Sloop Argus,	-	-	-	-	“ K,	-	-	9,052 94
Gun boats, &c.	-	-	-	-	“ L,	-	-	1,932 31
								<u>\$245,225 13</u>

#### ABSTRACT, No. 1.

*Abstract of timber received from the Navy Yard at Charlestown, by the following ships:*

##### JOHN ADAMS.

*From 10th May to 29th June, 1812.*

- 10 feet square timber of live oak.  
 13 “ of scantling.  
 17 “ of 4½ inch, }  
 164 “ of 4 “ } oak plank.  
 11 “ of 3½ “ }  
 23 “ of 3 “ }  
 23 “ of 1½ “ }  
 76 “ of 3½ “ }  
 66 “ of 3 “ } pine plank.  
 25 “ of 2½ “ }  
 230 “ of 2 inch refuse do.  
 120 “ of 1 inch carlines.

*Copper and copper bolts for the same.*

- 17½ pounds copper bolts of 1½ inch.  
 165 “ sheet copper.

##### CHESAPEAKE.

*From May 19th to December 7th, 1812.*

- 97 tons thirty-eight feet of oak timber.  
 613½ feet of oak knees.  
 186 “ of scantling.  
 205 “ of 1 inch carlines.  
 15 “ of ½ inch, }  
 107 “ of 2½ “ }  
 249 “ of 3 “ }  
 830 “ of 3½ “ }  
 2,175 “ of 4 “ } oak plank.  
 2,344 “ of 4½ “ }  
 1,220 “ of 5 “ }  
 122 “ of 5½ “ }  
 172 “ of 6 “ }  
 128 “ of 7 “ }  
 163 tons nine feet of pine timber.  
 310 feet of 2½ inch, }  
 1,250 “ of 3 “ }  
 2,629 “ of 3½ “ } pine plank.  
 3,538 “ of 4 “ }  
 105 “ of ½ “ } boards.

48 feet inch boards.

- 33 pounds copper ruffs.  
 528 “ bolts of 1½ inch.  
 3 casks sheathing nails.  
 1,218 pounds copper bolts of 1½ inch.  
 284 “ spikes of 9 “  
 808 “ “ of 10 “  
 22,127 “ sheet copper.

##### CONSTITUTION.

- 3 tons thirteen feet live oak timber.  
 60½ feet of “ knees.  
 7½ “ of scantling.  
 40 “ of elm plank.  
 18 “ of 6 inch, }  
 8 “ of 5 “ } oak plank.  
 279 “ of 4½ “ }  
 334 “ of 3 “ }  
 63 “ of 4 “ } elm plank.  
 40 “ of 4 “ } pine plank.  
 21 “ of 3 “ }  
 26 “ of 2 “ }

333 pounds copper bolts of 1½ inch.

##### PRESIDENT.

*From September 7 to 15, 1812.*

- 68 feet of 4 inch oak plank.  
 53 “ of 4½ “ “  
 36 “ of 4 “ pine plank.  
 954 pounds copper bolts of 1½ inch.  
 138 “ spikes of 10 inches.  
 1,743 “ sheet copper.

##### UNITED STATES.

*From the 7th to the 15th September, 1812.*

- 16 feet of 6 inch oak plank.  
 8 “ of 5 “ “  
 38 “ of 3 “ “

196 feet of pine timber.  
 83 " of 4 inch pine plank.  
 116 " of 3½ " "  
 439 " of 3 " "

## CONGRESS.

September 14, 1812.

60 feet of 6 inch oak plank.  
 86 " of 4½ " "  
 46 " of pine timber.

## GUNBOAT No. 81.

From May 25 to September 2, 1812.

155 feet of pine boards.

The foregoing repairs were done at daily wages; no instance of contract existed except for the price of the daily wages, which was at the following rates:

Master carpenter, from three and a half to four dollars per day.

Good ship carpenters, at one dollar and fifty cents per day.

Sawyers, at one dollar and fifty cents per day.

Joiners, at one dollar and twenty-five cents per day.

Laborers at one dollar per day.

There has not been any timber purchased or delivered at the navy yard here, under the act of Congress appropriating two hundred thousand dollars per year for that purpose.

WILLIAM BAINBRIDGE.

NAVY YARD, Charlestown, Massachusetts, 14th April, 1813.

## ABSTRACT A.

For the improvement of the Navy Yard.

From November, 1811, to December, 1812.

For stone to build slip, - - -	\$868 83
For labor, - - -	1,894 62
For lumber, - - -	1,201 09
For hardware, - - -	315 03
For expenditure on the house, - - -	505 24
For boards for shed, fence, &c. - - -	200 88
For tin ware, - - -	14 30
For iron work, - - -	55 19
For chandlery, - - -	39 13
For coals, - - -	54 50
For teaming, - - -	56 00
For corn and hay for oxen, - - -	13 23
For tolls, - - -	17 00
For surveying, - - -	84 72
For stationary, - - -	38 54
For balance Com. Nicholson's salary, - - -	295 89
For an ensign, - - -	98 24
	<hr/>
	\$5,752 43

## ABSTRACT B.

For repairs of ship John Adams.

From March to November, 1812.

For lumber, - - -	\$484 65
For labor, - - -	8,333 97
For iron work, - - -	4,930 95
For duck and twine, - - -	3,470 92
For sail making bills, - - -	1,466 79
For spars, - - -	685 51
For blocks, - - -	527 96
For gun carriages, - - -	610 00
For carting iron, copper, &c. - - -	615 48
For hardware and chandlery, - - -	1,807 94
For paints and painting, - - -	1,122 85
For bolt rope, - - -	707 40
For cordage, - - -	6,074 63
For oakum, - - -	364 98
For naval stores, pitch, &c. - - -	70 15
For plumbing, - - -	384 66
For teaming, - - -	706 71
For wharfage and dockage, - - -	161 25
For carving a setting head, - - -	328 00
For ballast, - - -	36 35
For buckets, leather, - - -	196 05
For lights, \$22 00. Instruments, 41 50, - - -	63 50
For coopering, \$120, arms clean'g, 149 60, - - -	269 60
	<hr/>
	\$33,579 38

21 feet of oak boards.  
 6 " of 2 inch pine plank.

## GUNBOAT No. 85.

From June to July, 1812.

3 feet of oak knees.  
 23 " of 6 inch oak plank.  
 24 " of 5 " "  
 52 " of 3 " "  
 18 " of scantling.  
 13 " of pine timber.  
 87 " of 3½ inches pine plank.  
 37 " of 3 " "  
 130 " of 2½ " "

## ABSTRACT C.

For repairs of the Chesapeake.

From April to December, 1812.

For timber, - - -	\$6,526 38
For labor, - - -	23,914 41
For iron work, - - -	9,155 60
For copper and composition work, &c. - - -	6,782 58
For canvass, twine, and making sails, - - -	11,530 22
For masts and spars, - - -	2,329 12
For cordage, - - -	23,877 44
For block and pump bills, - - -	2,810 90
For coopers, - - -	1,430 13
For paints and oil, - - -	694 01
For plumber, - - -	812 20
For teaming and wharfage rents, - - -	527 36
For mathematical instruments, - - -	1,323 75
For boats, - - -	812 98
For oakum, - - -	769 85
For small arms, - - -	304 58
For bills hardware, chandlery, paints, and contingent armament, - - -	<hr/>
	12,389 56
	<hr/>
	\$105,991 07

## ABSTRACT D.

For repairs of the Constitution.

From July to October, 1812.

For lumber, - - -	\$23 25
For spars, - - -	12 00
For blocks, - - -	211 36
For hardware and chandlery, - - -	295 89
For paints, - - -	15 50
For cordage, - - -	588 15
For coopering, - - -	18 68
For sails, - - -	5,055 84
For lumber, &c. - - -	538 61
For labor, carpenters', joiners', &c. - - -	2,435 36
For iron work, - - -	3,435 55
For spars, - - -	3,358 24
For blocks and pumps, - - -	2,283 47
For hardware, chandlery, &c. - - -	5,555 39
For paints, - - -	329 59
For cordage, - - -	19,358 94
For boats, - - -	517 70
For instruments and charts, - - -	811 40
For copper work, - - -	697 33
For cleaning arms, - - -	428 71
For plumber, - - -	212 05
For cooper, - - -	437 18
For do. - - -	18 27
	<hr/>
	\$46,638 46



## ABSTRACT E.

*Frigate President.*

From September to October, 1812.

For sails, - - -	\$3,570 99
" lumber, carpenters, and joiners, -	230 83
" iron work, - - -	276 45
" spars, - - -	605 48
" blocks and pumps, - - -	609 02
" hardware and chandlery, - - -	3,332 69
" paints, - - -	420 24
" cordage, - - -	5,641 73
" boats, - - -	213 11
" charts, - - -	27 50
	<b>\$14,928 04</b>

## ABSTRACT F.

*Frigate United States.*

From September to October, 1812.

For sails, - - -	\$10,629 90
" lumber, labor, &c. - - -	507 73
" iron work, - - -	290 26
" spars, - - -	164 33
" blocks, - - -	572 93
" hardware and chandlery, - - -	4,103 34
" paints, - - -	97 76
" cordage, - - -	4,460 26
" instruments and charts, - - -	49 37
" boats, - - -	388 97
" engines, - - -	325 00
	<b>\$21,589 85</b>

## ABSTRACT G.

*Frigate Congress.*

From September to October, 1812.

For sails, - - -	\$1,273 70
" lumber, carpenters, and joiners, -	104 87
" boats, - - -	100 00
" iron work, - - -	237 69
" spars, - - -	148 60
" blocks, - - -	387 18
" hardware and chandlery, - - -	819 77
" paints, - - -	304 75
" cordage, - - -	2,024 85
" instruments and charts, - - -	280 10
	<b>\$5,681 51</b>

## ABSTRACT H.

*Sloop Hornet.*

From September to October, 1812.

For sails, - - -	\$1,196 92
" lumber, carpenters, and joiners, -	285 98
" iron work, - - -	110 78
" spars, - - -	35 85
" blocks, - - -	326 92
" hardware and chandlery, - - -	1,265 35
" paints, - - -	75 53
" cordage, - - -	1,938 40
" instruments and charts, - - -	175 00
	<b>\$5,430 73</b>

## ABSTRACT I.

*Brig Nautilus.*

June, 1812.

For sails, - - -	\$7 50
" lumber, carpenters, and labor, -	52 17
" iron work, - - -	21 42
" spars, - - -	1 72
" blocks, - - -	35 19
" hardware and chandlery, - - -	154 76
" cordage, - - -	23 45
" cooperage, - - -	44 63
" instruments, - - -	60 00
	<b>\$400 84</b>

## ABSTRACT K.

*Sloop Argus.*

From September to October, 1812.

For sails, - - -	\$4,366 57
" lumber, carpenters, and joiners, -	436 59
" iron work, - - -	478 98
" spars, - - -	145 78
" blocks, - - -	329 69
" hardware and chandlery, - - -	661 55
" paints, - - -	62 50
" cordage, - - -	1,939 68
" plumbers, - - -	71 60
" instruments and charts, - - -	560 00
	<b>\$9,052 94</b>

## ABSTRACT L.

*Gun Boats.*

From 12th March, 1812, to January, 1813.

For lumber, labor, &c. - - -	\$689 60
" iron work, - - -	96 57
" spars, - - -	34 26
" cordage, - - -	256 93
" paints, - - -	54 29
" blocks, - - -	4 10
" hardware, chandlery, signals, ensigns, stores, &c. - - -	796 56
	<b>\$1,932 31</b>

## No. 3.

The navy yard at New York is situate on Long Island, opposite to the city of New York, on the Wallabout Bay, contains forty acres, including the mill pond; cost \$40,000.

*Statement of the accommodations provided in the United States' Navy Yard, New York.*

House for the commandant.

One brick store house, 130 feet by 40.

One brick building containing offices for the commandant, store keeper, clerk, and purser.

Marine barracks for eighty men, with quarters for officers; brick.

An old frame building, small, occupied by boatswain.

One do do occupied as a blacksmith's shop.

One do do occupied as a cooper's shop.

One timber shed.

One small mast shed.

An old barn, occupied as work shop by joiners.

An old mill, upper part occupied by the armorer's crew, lower part used occasionally in storing provisions.

*Statement of the number of officers attached to the United States' Navy Yard, New York, with their rank and pay.*

1 commandant,	\$100 per month,	and 16 rations per day.
1 storekeeper,	1,500 per annum, \$200 house rent.	
1 purser,	40 per month, 300 do.	and 2 do.
1 sailingmaster,	40 do.	and 2 do.
1 clerk to commandant,	625 per annum,	
1 carpenter,	600 do.	
1 boatswain,	20 per month,	and 2 do.
1 gunner,	20 do.	and 2 do.
1 turner,	20 do.	and 2 do.
1 blacksmith,	2 per day, while at work.	
7 do.	average 1 57 do.	
1 armorer,	1 75 do. do.	
1 cooper,	18 per month,	and 1 do.
1 porter,	288 per annum.	
1 mechanic,	24 per month.	
2 do.	18 do.	and 1 do.
25 laborers and mechanics,	12 do.	and 1 do.
7 do.	10 do.	and 1 do.
3 do.	6 do.	and 1 do.
14 petty officers,	18 do.	and 1 do.
30 seamen,	12 do.	and 1 do.





## STATEMENT—Continued.

Frames Lettered,	⊕ A	A	B	C	D	E	F	G	H	I	K	L	M	N	O	P	Q	R	S	T	U	V	W	Y	Dead Blot. ⊕
Floors, .	3	3	1	1 cond	.	.	.	.	1	.	1	2	2	1	1	.	.	.	.	1 c'd. 1	.	.	.	.	.
First Futtocks	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1
Second Futtocks	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1
Third Futtocks	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1
Fourth Futtocks	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1
Top Timbers	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1	{ L1

Lower stern piece, condemned, 1 hawse piece, no mark.  
 Starboard lower C  $\frac{1}{2}$ , 42, 1 transom, shaky.  
 L barboard C, 40, 94 futtocks, serviceable,  
 L hawse piece, 4, 32 do.  
 S do, 4, 27 top timbers, serviceable,  
 do, 7 do.  
 Lower apron piece, con'd, 3, 4 floors, 1 not,  
 L barboard 3d hawse piece, 3, 12 pieces straight and square,  
 Starboard C top timbers, 3, 12 pieces different lengths,  
 Stern post, defective, different lengths,  
 Keel in 4 pieces, defective, and split in the scharps,

## KNEES SIDED.

Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.	Inch.
16	12	11	10	9	8	7	6	5	1
2	5	16	40	53	38	11	3	1	

Total, 159.

OTHER TIMBER.  
 1,400 feet oak plank.  
 1,700 locust treenails.

NAVY YARD, NEW YORK.

SAMUEL T. ANDERSON, Navy Storekeeper.



*A Statement of United States' Vessels at New York, in the years 1811 and 1812, with the cost of repairs on each vessel, and paid for by the Navy Agent at New York.*

NAMES OF VESSELS.					1811.	1812.	Total.
President,	-	-	-	-	\$20,172 87	\$8,607 31	\$28,780 18
United States,	-	-	-	-	7,222 54	70 00	7,292 54
Congress,	-	-	-	-	481 25	50 00	531 25
Essex,	-	-	-	-	1,316 25	12,002 82	13,319 07
Constitution,	-	-	-	-	338 25	-	338 25
John Adams,	-	-	-	-	215 11	6,769 04	6,984 15
Wasp,	-	-	-	-	2,594 91	1,079 81	3,674 72
Hornet,	-	-	-	-	101 50	3,413 30	3,514 80
Alert,	-	-	-	-	-	1,464 51	1,464 51
Argus,	-	-	-	-	12,244 35	927 81	13,172 16
Siren,	-	-	-	-	81 73	-	81 73
Oneida,	-	-	-	-	798 20	4,096 35	4,894 55
Nautilus,	-	-	-	-	143 68	2,031 55	2,175 23
					\$45,710 64	\$40,512 50	\$86,223 14

*Statement showing the number of Vessels repaired at the United States' Navy Yard, New York, during the years 1811 and 1812, with the species and quantity of repairs on each.*

		1811.
Thirty-one gunboats,	-	Bottoms sheathed; calked all over; supplied with spars; joiners' work done.
Frigate President,	-	Foremast and mainmast fished; small jobs incident thereto.
Sloop Hornet,	-	Joiners' work in her cabin altered.
Brig Argus,	-	New berth deck, calked; bottom hove out, calked, and coppered, with jobs incident thereto.
		1812.
Seventeen gunboats,	-	Bottoms sheathed and repaired; calked all over; supplied with new masts, booms, bowsprits, with gun carriages and sweep circles, new decks, and plank sheers.
Frigate President,	-	Supplied with new foremast and mainmast, new tops, and caps; calking done.
Brig Nautilus,	-	Channels repaired and calking done.
Ship Alert,	-	Gun deck doubled; fourteen port holes cut out; deck calked all over; supplied with twenty-four new gun carriages.
John Adams,	-	Supplied with thirty-four new gun carriages.
Ketch Vesuvius,	-	Four strakes shifted; deck calked.
Ten Fire Ships,	-	Fitted for service, with trunks and leaders; calked, &c.
Frigate Essex,	-	Hove out, false keel put on, copper repaired; calked all over; new mainmast made; a number of spars made; removed old mainmast for a foremast; with many incidental jobs.

## No. 4.

The navy yard at Philadelphia, situate on the west side of the river Delaware, within the district of Southwark, adjoining the city of Philadelphia, in the State of Pennsylvania, contains eleven acres to low water mark, and cost \$37,000.

*A description of the Navy Yard at Philadelphia in the year 1813, with the appropriate buildings.*

A commodious two story brick and frame building, occupied by the marine officers.  
 Marine barracks, built of brick, two stories high, one hundred and fifteen feet long, twenty-two feet wide.  
 An old shed room, formerly made use of as a hospital, now occupied as a tool house.  
 An old building, now occupied as a joiner's shop.  
 An old building used as an office. *Pulled down.*  
 Two large shed buildings which enclosed the timber for the seventy-four gun ship. *Pulled down.*

N. B. Most of the materials of the old frame buildings have been used in the erection of the new buildings, a description of which the resolution of Congress does not embrace.

WILLIAM READ,  
 For GEORGE HARRISON, *Navy Agent.*

*List of officers and men attached to the United States' Navy Yard, Philadelphia.*

Names.	Rank.	Pay per month.	Remarks.
Alexander Murray, - - -	Commodore.		
Samuel P. Todd, - - -	Purser.		
Simon Kingston, - - -	Sailing Master.		
Samuel D. Heap, - - -	Surgeon.		
Charles M. Reese, - - -	Acting Surgeon's mate.		
John N. Todd, - - -	Purser's Steward.		
John Miller, - - -	Laborer, - - -	\$20	In lieu of pay and rations.
Abraham Powell, - - -	Ditto, - - -	20	do
Charles Brown, - - -	Ditto, - - -	20	do
Henry Percival, - - -	Ditto, - - -	20	do
Robert Martin, - - -	Ditto, - - -	20	do
Jacob Landenberger, - - -	Ditto, - - -	20	do
John Kingston, - - -	Boy 1st class, - - -	8	do

NOTE.—The above laborers are employed in the gunboat service, in ordinary, and other duties in the navy yard.

UNITED STATES' NAVY YARD, *Philadelphia, November 2, 1814.*

A. MURRAY.

*A statement of timber on hand at the United States' Navy Yard, Philadelphia, as furnished in the month of February, 1812.*

1,032 pieces of live oak.	} Merchantable reduced feet.
8,913 feet 8½ inch oak plank,	
368 " 8 " "	
2,017 " 7 " "	
892 " 6 " "	
726 " 3 " "	
702 " 6 " "	} cullings.
360 " 8 " "	
8,999 gun carriage stuff.	

3,773 gun carriage stuff, half price.
13 launching plank and rubbers.
65 three feet treenails.
55 two " "
15 twenty inch " "
145 pieces of red cedar.
2 keel pieces.
1 kelson.
A quantity of Carolina yellow pine boards.

WILLIAM READ,  
 For GEORGE HARRISON, *Navy Agent.*



*Statement of the Expenditures at the Navy Yard at Philadelphia, as also the cost of repairs on vessels, &c. made for account of the United States, in the years 1811 and 1812, by George Harrison, navy agent at Philadelphia, viz.*

Date.	To whom paid.	The particular species of supplies, and repairs paid for, per vouchers furnished.	Amount of repairs for brig Argus.	Amount of repairs made to 19 gunboats.	Amount of ex-penses for accommodations provided, & taxes paid at Navy Yard.	Amount of repairs for the frigate Essex.	Amount of repairs for the ship Wasp.	Remarks.
1811. Apr.	Baker and Wayne,	For nails, screws, &c.	\$20 84	\$24 72				
May.	David Ware,	Paints, tar, oil, &c.	49 00		\$ 601 00			
June.	Sam. Smith, jun.	Taxes, (poor) 1803 to 1810,	-	-				
July.	Benj. Phillips,	Calking, &c.	-	42 41				
	David Ware,	Cordage, &c.	108 45					
	John Thompson,	Pump and paving taxes, 1803 to 1810,	-	-	450 00			
Sept.	George Hilderly,	A ball,	-	-				
	Alex. Urquhart,	Health and county taxes, 1803 to 1810,	-	-		\$131 20		
Nov.	Cornelius Tiers,	Blocks,	7 20					
1812, Feb.	Robert M'Muller,	Lumber,	2 30					
Apr.	Nagle and Hanson,	Calking,	-	8 25				
	Thos. M'Hovan,	A ball,	-	29 95				
May.	Halberstadt and Haynes,	Lumber,	29 50					
	George Dougherty,	A saw,	3 00					
July.	David Ware,	Tar, oil, varnish, &c.	-	109 96				
"	John Claxton,	41 pieces of duck,	-	656 00			\$270 14	
"	Benjamin Phillips,	Oakum, calking, &c.	-	-			666 72	
"	Rundie and Mollet,	Cordage,	-	-			16 00	
"	Jacob Bennet,	Painting,	-	-			222 03	
"	Joshua Hauss,	Boats, oars, and sweeps,	-	-			80 34	
"	Josh. Humphries & Son,	Joiner's work,	-	-			394 52	
"	John R. W. Mullan,	Spars,	-	-			122 44	
Aug.	Samuel Bowers,	Iron and iron work,	-	1,677 96				
"	Rundie and Mollet,	Timber and repairs,	-	2,955 00				
"	Josh. Humphries & Son,	Cordage, &c.	-	1,232 74				
"	William Ashbridge,	Timber, repairs, &c.	-	97 00				
"	Samuel Grice,	Caboose,	-	995 20				
"	James Keen and Co.	Repairs and timber,	-	327 64				
"	Benjamin Phillips,	Joiner's work,	-	2,149 00				
"	G. and Fras. Grice,	Repairing timber, &c.	-	1,896 69				
"	John Harned,	do.	-	-				
"	John Tittermary,	Copper nails,	-	-			3 20	
"	Arthur Howell and Son,	Lanterns, &c.	-	-			19 86	
"	Baker and Wayne,	Two coils of rope, &c.	-	-			69 50	
"	Michael Miller,	Leather,	-	-			27 00	
"	Snyder and Myers,	Screws and Files,	-	-			7 42	
Sept.	William Condon,	Digging cellar,	-	112 28				
"	Jonathan Jenks,	Anchor stocks, &c.	-	-				
"	Mall and Hains,	Iron work,	-	120 16				
"		Pitch, varnish, &c.	-	416 46				
"		Repairing 30 yawls,	-	117 00				
"			-	414 00				

Purchased and paid for at the lowest cash price.

## STATEMENT—Continued.

Date.	To whom paid.	The particular species of supplies and repairs paid for, per vouchers furnished.	Amount of repairs for brig Argus.	Amount of repairs made to 19 gunboats.	Amount of ex- penses for accom- modations provi- ded, & taxes paid at Navy Yard.	Amount of repairs for Essex.	Amount of repairs for the ship Wasp.	Remarks.
1812, Sept.	John Claxton,	For 7 pieces canvass,	-	\$112 00	-	-	-	Purchased and paid for at the lowest cash price.
"	Rundle and Molier,	Cordage, &c.	-	446 73	-	-	-	"
"	Jonathan Banks,	Cordage, &c.	-	28 00	-	-	-	"
"	Mall and Hains,	Timber, repairs, &c.	-	1,131 29	-	-	64 60	"
"	J. D. and E. Goodman,	Oil, Brodim, &c.	-	16 45	-	-	-	"
"	Snyder and Myers,	Iron and iron work,	53 77	-	-	-	-	"
"	Alex. Urquhart,	Taxes, 1811 and 1812,	-	-	-	-	-	"
Oct.	Inc. Thompson and Son,	9 bolts of canvass,	-	-	634 00	-	-	"
"	Samuel Davis,	Cordage,	-	-	-	-	-	"
"	William Smith,	Pump and rigging leather,	-	-	-	-	-	"
"	Robert Kidd,	Iron work and plank,	-	-	-	-	-	"
"	Joshua Humphries,	Copper bolts,	-	-	-	72 72	247 25	"
"	Frederick Stull,	Spars, plank, &c.	-	-	-	66 71	153 88	"
"	John C. Brown,	Marline, &c.	-	-	-	123 45	-	"
"	James Bennet,	Blacksmith's work,	-	-	-	287 66	-	"
"	Conrad Gurn,	Painting, &c. 19 boats,	-	275 27	-	78 50	-	"
"	John Lyndall,	Joiner's work,	-	33 50	-	-	-	"
"	Josh. Humphries & Son,	Making sails, &c.	-	363 75	-	-	-	"
"	Thomas Anderson,	Iron, iron work, &c.	-	512 83	-	-	-	"
"	Robert Sheppard,	Pump, and fixing, &c.	-	442 40	-	-	-	"
"	Thomas Dixey,	Lime, -	-	557 79	-	-	-	"
"	Coffin and Mott,	Nails, -	-	-	-	-	-	"
"	Ezra Martin,	Mason's work and materials,	-	-	-	-	-	"
Nov.	Joseph Lynsinger,	Lime, -	-	80 30	-	-	-	Officers' quarters are built of brick, 16 ft. by 14 ft., and two stories high.
"	Williamson & Flickwire,	Carpenter's work and materials,	-	23 60	-	-	-	The frame attached is 16 feet by 16 feet by 16 feet; two stories high.
"	Robert M'Mullan,	Lumber,	-	1,867 37	-	-	-	Barrels are in length 117 feet by 90 feet deep, and 14 feet high; and cellars under the whole.
"	Frederick Stull,	Twine, &c.	-	25 00	-	-	-	
"	Maul and Hill,	A boat, &c.	-	-	-	-	-	
"	Rundle and Molier,	Cordage, &c.	-	1,934 27	-	-	-	
"	William Davis,	Ditto,	-	-	-	-	-	
"	Jacob Bennet,	Painting,	-	-	-	-	-	
"	William Ashbridge,	Iron,	-	-	-	-	-	
"	Cornelius Tiers,	Pump, blocks, &c.	-	-	-	-	-	
"	Henry Voight,	Lead,	-	-	-	-	-	
"	Samuel Smith,	Rigging leather,	-	-	-	-	-	
"	Conrad Gwin,	Rigging, &c.	-	-	-	-	-	
"	William Smith,	Canvass,	-	-	-	-	-	
"	Robert M'Mullan,	Lumber,	-	-	-	-	-	
"	William Ashbridge,	Bar iron,	-	-	-	-	-	
"	Cornelius Tiers,	Blocks, &c.	-	-	-	-	-	
			15 63	-	-	-	25 61	
			-	-	-	-	14 70	
			-	-	-	-	244 89	



## STATEMENT—Continued.

Date.	To whom paid.	The particular species of supplies and repairs paid for, per vouchers furnished.	Amount of repairs for brig Argus.	Amount of repairs made to 19 gunboats.	Amount of expenses for accommodations provided & taxes paid at Navy Yard.	Amount of repairs for the frigate Essex.	Amount of repairs for the ship Wasp.	Remarks.
1819, Nov.	Frederick Stall,	For Twine, &c.	-	-	-	-	\$15 62	Purchased and paid for at the lowest cash prices.
"	Henry Voight,	Lead	-	-	-	-	28 70	
"	J. R. M'Mullan,	Repairs	-	-	-	-	8 01	
"	John M'Caulley,	4 sheets of copper,	-	-	-	-	15 00	
"	William Ashbridge,	Caboses,	-	\$133 00	-	-	-	
"	Maul and Hains,	Repairs,	-	65 61	-	-	-	
"	Robert M'Mullan,	Lumber,	-	1 94	-	-	-	
"	Henry Voight,	Leads, &c.	\$6 70	524 14	-	-	-	
"	Jno. and R. M'Mullan,	Iron work and iron,	-	1,494 18	-	\$111 00	-	
Dec.	William Smith, jun.	1 piece of canvass,	-	17 94	-	-	39 36	
"	J. Moses,	6 pieces raven's duck,	-	-	-	-	-	
"	Douglass and Ware,	Making sails,	-	24 90	-	-	-	
"	Benjamin Phillips,	Repairs,	-	-	-	-	-	
"	Robert M'Mullan,	Lumber	-	-	-	-	-	
			394 77	19,671 86	6,333 28	6,357 69	2,676 79	

*Statement of Expenditures made for the Repairs of Vessels, and forwarded to other departments, as also for articles on hand deposited with the Navy Storekeeper here, furnished in conformity with a resolution of Congress, dated on 3d March last, viz:*

Date.	To whom paid.	The particular species of supplies purchased for the repairs of vessels, &c. per vouchers furnished.	Cost and amount of articles sent to the Navy storekeeper at Washington, for the repairs of vessels.	Cost and amount of articles paid for, & in the hands of the Navy storekeeper, at this place, for the repairs of vessels.	Cost and amount of articles paid for and forwarded to Boston, for the frigate Congress.
1811.					
August,	Thomas McIlwane,	For manufacturing sheathing nails,	-	2,726 59	
October,	George Hedderly,	A bell,	-	-	126 10
1812.					
August,	B. & I. Bohlen,	101 ps. canvass,	1,919 00		
"	Bird & Co.	Files,	66 25		
"	Rundle & Molier,	Files, &c.	68 08		
"	Wm. Waln,	German steel,	207 60		
"	Geo. Dougherty,	Files,	110 00		
"	Haziel Smith,	Boxes for packing,	1 06		
"	Baker & Wayne,	6 doz. files,	54 00		
"	Thomas McIlwane,	2 bells,	158 70		
"	John Miller,	Carting sand,	7 75		
"	Samuel Lippencot & Co.	Iron wire,	520 12		
October,	Murdock & Duffield,	Lignumvitæ,	663 16		
"	Norris Stanley,	An anchor,	609 28		
November,	William Smith, Jun.	100 ps. canvass,	1,920 52		
"	Rundle & Molier,	144 lbs. twine,	108 00		
"	Frederick Stull,	150 lbs. ditto,	90 00		
			\$6,503 52	\$2,726 59	\$126 10

GEO. HARRISON, *Navy Agent.*

PHILADELPHIA, *May, 1813.*

#### No. 5.

The navy yard at Washington, District of Columbia, situate on the Eastern Branch of the river Potomac, contains thirty-seven acres, and cost \$4,000.

NAVY YARD, WASHINGTON, *10th October, 1814.*

SIR:

In compliance with your "circular" instructions of the 30th March, 1813, accompanied by a "copy of a resolution of the honorable House of Representatives," of the 3d of said month, calling for sundry statements, &c. &c. as were in said resolution particularly expressed, a statement of every article contemplated therein was immediately commenced on here, with a minute detail of all the particulars attendant thereon. Much time was expended, and every possible pains taken to render the whole perspicuous on the first view. Those documents were voluminous, and, it is believed, were as complete in detail, and correct in arrangement, as it was possible to effect. Copies of the whole were complete and collated, and a general account current was forming, to show the debits and credits due from and to this establishment, which wanted only a short additional time to close and transmit to you, when the whole, with every document appertaining thereto, and all the data from whence they were derived (then in my possession) were consumed with the general conflagration of the yard, on the night of the 24th August last.\*

It was expected, and with *much confidence believed*, that those documents would have exhibited and established a credit to the operations of this yard, which, for want of a general knowledge of those facts, has heretofore, perhaps, circuitously been disbelieved.

I can now have the honor *only* to transmit a statement of what remains in the present situation of the yard, so far as appears to be embraced in the intention of the resolution of Congress aforesaid.

The "accommodations" now in a state of usefulness in the yard are, the guard house at the gate, occupied by the marine sentinels, stationed to protect the property in the yard, now otherwise unguarded.

The house erected near the gate, for the residence of the commandant of the yard, occupied according to the original intention.

The house blended with the east wall of the yard, comprising the residence of the second officer, and the pay office of the purser and paymaster.

We have also an (*internally*) unfinished building, intended for accommodations for the officers of the public vessels, while equipping for sea, or repairing at this wharf, comprising, also, lodging and mess rooms for the crew of the navy in ordinary, and occasionally, for small detachments of men, belonging to the service, while passing to or from one distant station to another. In this building, the sailing master attached to the yard, and the people in the ordinary, are now lodged; and it also affords an office and store for the navy store keeper.

The "timber" remaining on hand, since the conflagration of the yard, is not inconsiderable; it consists principally of pine, oak, poplar, and ash logs, but as it lays in an intermixed state, in the dock applied to the purpose of keeping timber for water-seasoning, and for safety, it will require some time to ascertain the quantity, and particularize the different qualities thereof. The value of the whole may probably amount to twenty or twenty-five thousand dollars; say from twenty to twenty-five thousand dollars.

We have received no timber here, "provided under the law making an annual appropriation of two hundred thousand dollars." The contracts and agreements made by me under that law were transmitted to the Department: the copies being consumed with my other papers, I am enabled only to refer to memory for the *names* of those with whom such agreements and contracts were made. The principal ones, I believe, were formed with John Cornwall and others; with Holt, Wilson, and others; and with Henry M. Armistead, all of Norfolk, in Virginia, or its vicinity. The contract with the latter was principally for staves, which I believe he has had the sanction of

\*It may not be improper to observe that the *receipts* and *expenditures* of this yard, for the year 1811, were made out and laid before Congress in 1812, and were printed for the use of the House.



the Department to deliver at Norfolk yard, and in like manner, part of the timber, &c. of the others, on a proper deduction being made for the difference of freight—the enemy's force in the Chesapeake having rendered it impossible to deliver those materials at this station.

The vessels which may be considered as now attached to this station are, the schooner *Lynx*, now gone as a flag of truce to the British admiral, in the Chesapeake; the gunboats No. 70, and No. 71, sometime past built at this wharf, each equipped for mounting one long 18 pounder cannon, and two 24 pounder carronades, both (in their hulls and armament) fit for service; and, the old gunboat, No. 140, incapable of bearing any armament, and used only for transporting materials to and from the yard.

Enclosed herewith is a statement of the officers, &c. now attached to this establishment, and to the navy in ordinary. In addition to which, we have, at present, only a few mechanics, employed, for a short time, to complete the traveling gun carriages and apparatus which were lately ordered, and are far advanced toward a finish. Also a number of laborers, who are employed, together with the ordinary men, in recovering and collecting the valuable incombustible materials, out of the ruins of the store houses, and raising the guns and iron from the bottom of the late sloop of war *Argus*, and otherwise scattered about on the bottom of the Eastern Branch, adjacent to the yard, &c.

For a statement of all the officers of the mechanical branches of the yard, together with the number of persons employed in each branch, and their pay, respectively, prior to the 24th of August, I am now necessitated to refer to the "pay rolls," transmitted to the Department.

I have the honor to be, &c.

THOMAS TINGEY.

Honorable WILLIAM JONES.

*Statement of the officers, &c. attached to the Navy Yard at the city of Washington, viz:*

Thomas Tingey, commandant, general superintendent and navy agent, rank of a captain in the navy on separate service, with the pay and subsistence established thereto, per annum.	\$2,657 60
Nathaniel Haraden, second officer, superintendent in detail, of all the various works of the yard, rank, a lieutenant in the navy, with the pay and subsistence of a captain commanding a 20 gun ship.	1,445 10
Lewis Deblois, purser to the navy in ordinary, and paymaster to the yard, a purser in the navy with the rank and pay, &c. thereto established.	660 10
Edward Barry, master of the yard, a sailing master in the navy, with rank, pay, &c.	660 10
Salvadore Catalano, master gunner, a sailing master in the navy, rank, pay, &c.	660 10
George Hodge, boatswain of the yard, a boatswain in the navy, rank, pay, &c.	420 10
Buller Cocke, navy store-keeper, having the charge and responsibility of all receipts and expenditures of the public stores, salary, &c.	1,700 00
Benjamin More, clerk of the yard, musters the men, keeping and rendering the rolls of time of service of mechanics, laborers, &c. &c.	920 00
Mordecai Booth, clerk to the commandant, executing all the official duties thereto appertaining.	800 00
John Walker, purser's steward, at \$18 per month.	218 00

*In ordinary.*

1 seaman, at \$12 per month.	144 00
17 ordinary do. each \$10 per month.	2,040 00
1 do. 9 do.	108 00
3 boys, 8 do.	288 00
4 do. 6 do.	288 00
	<u>\$13,009 10</u>

THOMAS TINGEY.

NAVY YARD, WASHINGTON, 10th October, 1814.

NAVY YARD, WASHINGTON, October 15, 1814.

SIR: I have the honor to transmit, herewith, a general statement of the repairs of the public ships at this yard in the years 1811 and 1812, in which time also much internal improvement in the yard was made, in the steam engine, saw mill, &c. and in additional stores to two of the warehouses. It is recollected, also, that several new sails were made here, and sent to the frigate *Essex*, at Norfolk, as also, new cables and other cordage; provision and stores to the frigate *Constitution* at Annapolis, previous to her sailing for France in 1811.

I have the honor to be, very respectfully, your obedient servant,

THOMAS TINGEY.

Honorable Wm. JONES.

*Summary of the Repairs, &c. of the Navy, at the Navy Yard, at Washington, in the years 1811 and 1812, viz:*

The brig *Vixen*, having been hauled up on the wharf, in the fall of the preceding year, on the 4th January, 1811, her bottom was completely coppered from the keel up, and on the 5th was launched; after which, several new knees were fitted to her gun deck beams; had entire new upperworks, gun deck, orlop deck, and all the interior store rooms, cabin, ward room, &c. in the joiner's department, complete. The whole of her rigging refitted and replaced with new, as necessary; some new spars, her sails all repaired, and some new ones supplied, together with new cables, &c. painted throughout, and furnished with nearly her whole equipment of ammunition and stores, new, being in every respect completely fitted for sea; and, on the 30th May, sailed from the yard in excellent order.

The brig *Hornet*, on the 10th January, 1811, was hauled up on the wharf, her upper works, second and third futtocks, beams, breast hooks, and main transom, being all entirely rotten, as were also the major part of her first futtocks, many of her floor timbers, and all her plank, excepting only five or six strakes near the keel. She was, therefore, completely rebuilt, with new interior compartments, and joiner's work throughout; new coppered and relaunching on the 11th May. Rigged a ship, with an entire new set of masts, spars, rigging, and cables; her sails altered and repaired as far as practicable, with many new supplies therein; painted throughout, supplied with new cabin furniture, and nearly her whole equipment of ammunition, stores, &c. &c. and on the 20th September was ready for sea; virtually a complete new ship.

The schooner *Enterprise* arrived at the yard on the 24th February, 1811, was entirely unrigged, all her stores and armament landed, her rigging and sails refitted, or replaced with new, wherever necessary. Her masts taken out, and interior alterations made, so as to shift them farther aft; her bends and upper works repaired and calked; careened keel out on both sides; her copper cleaned, and repaired as necessary; new painted throughout, received new armament and ammunition, with a general supply of provisions, stores, &c. &c. and sailed from the yard in good order on the 25th April.

The ship *Wasp* arrived at the yard May 21, 1811, had all her rigging, sails, water casks, guns, ballast, and stores of every kind landed, her decks and upper works calked, receiving some slight repairs therein; was careened

keel out on both sides, her bottom cleaned and the copper repaired, where necessary, her rigging refitted, and sails mended, with such new supplies in every branch as were found requisite; painted throughout, stores of all kinds replenished, equipped complete, and ready for sea again in the last week of July next following.

NOTE. It may not be improper here to observe, that the *Wasp* was built at this yard, by the workmen on daily pay, at the very same time that the *Hornet* was built, by contract, at Baltimore, and by the same draught. It has been stated that the *Hornet* was so extremely rotten as to necessitate complete rebuilding, while, on a thorough examination of the *Wasp*, previous to careening, only one unsound timber was found in her.

In August, 1811, the *Adams* was fitted for a receiving ship, her decks all calked, and quarter deck sheathed, in order to make dry and comfortable lodgings for the officers and men.

Repaired also the masting sheers, and raised them again, and fitted a large scow, for an anchor boat, to aid in transporting the shipping, weighing anchors, &c.

The schooner *Enterprise*, in October, 1811, arrived again at this yard; was hauled up on the wharf, cut down, and stripped to her floor timbers; entirely rebuilt, coppered, launched, and rigged a brig. Having had her hull much improved in rebuilding, was furnished with a new set of masts, spars, sails, rigging, and stores. Her armament all changed from long light guns to carronades, and two heavy chase guns, with entire new gun and carronade carriages, and all the apparatus thereto appertaining. Equipped for sea, and sailed from the yard a complete staunch vessel, in every respect as good as new.

The frigate Congress having had, in the preceding year, a thorough repair in the carpenter's work of her hull, nearly equal to rebuilding, had, during the year 1811, all the interior arrangements in joiner's work entirely refitted new. In October and November, the carpenters made some alteration on her decks, &c. and she was completely new masted and sparred, with new sails, rigging, cables, boats, water casks, gun carriages, and apparatus, stored and fitted for sea; leaving the yard a better ship than when first launched.

The frigate *Constellation*, in February, 1812, was brought to the wharf, stripped down to the lower futlocks, many of which, and some of her floor timbers, replaced with new, from thence rebuilt up entirely new; being much improved by an extension of fourteen inches more beam at the main breadth. Her hull being finished, she was masted and careened keel out on both sides; the new copper bolts which had been driven through her bottom all ring riveted; three new metal rudder braces fixed to her stern post, and a new rudder made; new coppered, with the exception of a few strakes near the keel; her interior joiner's work all new fitted complete; had entire new water casks, gun and carronade carriages and apparatus, together with new masts, spars, rigging, and cables, sails, boats, and all her stores. Was completely rigged, fitted for sea, and, in the fall of the year, left the yard a better ship in every respect than when first from the stocks, and still continues so to be.

Cutter *Scorpion*. In March, 1812, the old gunboat No. 59, was hauled up on the wharf, cut down to her floor timbers, and thence rebuilt with much improvement; coppered, launched, and rigged completely new, with sails, boats, water casks, and all her armament and stores; fitted out, and named *Scorpion*.

The frigate *Constitution* arrived at the yard in April, 1812. All her armament, stores, sails, rigging, water casks, and ballast landed; was careened keel out on both sides, and nearly new coppered; received a new foremast and bowsprit; many of her spars altered; rigging refitted, and sails repaired, having new supplies in each, wherever necessary; equipped for sea, and sailed again in fine order.

The frigate *Adams*, in June, 1812, was hauled up on the wharf, stripped down to the lower futlocks, was cut asunder at dead flat, and lengthened fifteen feet, thence was entirely rebuilt new, coppered, and launched; having complete new masts, spars, sails, rigging, cables, &c. and boats, water casks, gun carriages, and all particulars thereto appertaining, all ready to go on board, and was fast progressing towards a finish at the close of the year.

Nine gun boats, which had been some time on the stocks in this yard, and in part built, were, in the summer of 1812, finished and launched; equipped with new masts, rigging, sails, anchors, and cables; and armed each with one eighteen pounder long gun, mounted on pivot carriages, and also each two thirty-two pounder carronades, with bed and slide carriages, and all the necessary apparatus. Joiner's work all completed, and stored for service.

In this year, also, the brig *Nautilus* came to the yard, received some small supplies, stores, &c. &c. and sailed again.

In the years 1811 and 1812 several small hired vessels were loaded here, for New Orleans and other southern stations, with provisions, rigging, cables, ammunition, and various stores which cannot now be particularized, from the loss of our documents by the late fire.

By the loss of those documents, much of the foregoing statements are derived from memory. It is not, therefore, improbable that some inaccuracies may have crept in, and there is also no doubt of many omissions, and of no small amount.

All which is respectfully submitted.

THOS. TINGEY.

NAVY YARD, WASHINGTON, October 15, 1814.

No. 6.

The navy yard at Gosport, situate on the south branch of Elizabeth river, adjoining the town of Portsmouth, in the state of Virginia, contains sixteen acres, and cost twelve thousand dollars.

NAVY YARD, GOSPORT, May 25th, 1813.

SIR:

I have the honor to enclose you a statement of the accommodations provided in this yard, with the number of officers and men attached, with their rank and pay; also the quantity and species of timber provided, including the expenditures made since I have had the honor of this command. Not being made acquainted with the contracts entered into, I have to refer you to the navy agent for information; and my predecessor not leaving any books or data for my government, I fear that my report will be but a lame one.

The commander's dwelling, of brick, two stories high, made comfortable quarters; marine barracks miserable huts of wood, wanting much repair; the officers' quarters a low two story frame building, the whole one hundred and fifty feet from the west wall, which is only five and a half feet high; the northwest is bounded by warehouses and timber sheds, having to extend a fence at the east end to low water mark.

The marine hospital stands in the centre of the yard, two stories high; was formerly occupied as a boatswain and gunner's store rooms; built of wood; the centre of which is occupied as the hospital; the garret as a rigging loft; and lower part gunner's store, store keeper's office, purser's issuing room and office.

The blacksmith's shop, begun of brick, one hundred and sixty-five feet by fifty, including anchor and plumber's shops, not completed; the old shop being dangerous to heat a large fire.

One large timber shed, three hundred feet long, with brick pillars, and forty feet wide.

A small shed for the armorer and plumber; two sheds appropriated, one for the joiners, the other for mast makers.

I have the honor to be, &c.

JOHN CASSIN.

The Hon. WILLIAM JONES.



*A statement of public moneys on account of the Navy Department, for the repairs and outfits of the gunboats, with the expenses of the Navy Yard, Gosport, in the months of August, September, October, November, and December, 1812, also, a list of the officers and men attached to the Navy Yard in the year 1812, and the quality and species of timber now in the Navy Yard, May 25th, 1813.*

Cash paid joiners, carpenters, armorers, plumbers, and laborers, per pay rolls, at fitting joiner's work for blacksmiths, plumbers, and anchormen's shop, stocking, repairing and cleaning the arms, casting hawse and scupper leads, musket and pistol balls, &c. receiving and delivering stores, driving piles, stowing away plank, &c. in the months of August, September, October, November, and December, 1812, - - - - -		\$4,842 18½
Materials used from the navy store, for the use of the navy yard at Gosport, viz. - - - - -		
Nails, 373 lbs. at 12½ c. \$46 62½; paint oil, 34 gals. at \$1 50, \$51, - - - - -	\$97 62½	
Spirits turpentine, 23 gals. at 50 c. \$11 50; twine, 11 lbs. at 50 c. \$5 50, - - - - -	17 00	
Pump tacks, 7 lbs. at 20 c. \$1 40; whiskey, 86½ gals. at 70 c. \$60 37½, - - - - -	61 77½	
Oars, 20 in No. at \$2 50, \$55; boat hooks, 2 in No. at \$1, \$2, - - - - -	57 00	
Iron, 4,337½ lbs. at 5 c. \$241 87½; copper nails, 5 lbs. at 50 c. \$2 50, - - - - -	244 37½	
Sheet copper, 41½ lbs. at 45 c. \$18 67½; white lead, 364 lbs. at 25 c. \$91, - - - - -	109 67½	
Pig lead, 4,509 lbs. at 17 c. \$766 53; black paint, 260 lbs. at 20 c. \$56, - - - - -	822 53	
Files, 61 in No. at 25 c. \$15 25; fish oil, 5 gals. at \$1, \$5, - - - - -	20 25	
Signal halliards, 25 lbs. at 25 c. \$6 25; tar, 7 barrels, at \$2 50, \$17 50, - - - - -	23 75	
Spikes, 506 lbs. at 12½ c. \$63 25; red ochre, 10 lbs. at 5 c. 50 c. - - - - -	63 75	
Tin, 4 boxes, at \$45, \$180; bright varnish, 15½ gals. at 37½ c. \$5 81½, - - - - -	185 81½	
Nail rods, 56 lbs. at 6 c. \$3 36; copper tacks, 500 in No. at \$5, \$25, - - - - -	28 36	
Flannel, 46 yards, at \$1, \$46; putty, 18 lbs. at 10 c. \$1 80, - - - - -	47 80	
Grindstone, 1 in No. at \$3; bunting, 100 yards, at \$1, \$100, - - - - -	103 00	
Marline, 10 lbs. at 40 c. \$4; steel, 84 lbs. at 37½ c. \$31 50, - - - - -	35 50	
Flannel, 3 pieces, at \$50, \$150; sheet lead, 75 lbs. at 17 c. \$12 75, - - - - -	162 75	
Lamp oil, 10 gall. at \$1 50 \$15; cut nails, 110 lbs. at 10 c. \$11, - - - - -	26 00	
Thread, 1 lb. at \$1 50, \$1 50; ticklenberg, 8 yards, at 45 c. \$3 60, - - - - -	5 10	
Pleyers, 2 in No. at \$1, \$2; stoves, 2 in No. at \$15, \$30; - - - - -	32 00	
Rotten stone, 4 lbs. at 37½ c. \$1 50; carpenter's compasses, 2 pair at 25 c. 50 c., - - - - -	2 00	
Bolt copper, 12½ lbs. at 45 c. \$5 62½; stock locks, 5 in No. at \$1, \$5, - - - - -	10 62½	
Blank books, 7 in No. at 50 c. \$3 50; writing paper, 20 quires at 25 c. \$5, - - - - -	8 50	
Quills 100 in No. at \$4, \$4; slate and pencil, \$2, - - - - -	6 00	
Yellow paint, 28 lbs. at 20 c. \$5 60; window glass, 1 box at \$10, - - - - -	15 60	
Augers, 12 in No. at 50 c. \$6, - - - - -	6 00	
For materials, - - - - -		2,192 77½
Cash paid for sundry materials, and workmen's bills, &c. for the use of warehouses, smith shop, dwelling houses, &c. - - - - -		
Repairing marines boat, \$57; horse hire for the month of August, \$13, - - - - -	70 00	
Steer hire for the month of August, - - - - -	19 50	
Horse hire for the month of September, - - - - -	25 50	
Steer hire for the month of September, - - - - -	36 75	
Knees, 14 in No. \$24 92; lighter hire \$2, - - - - -	26 92	
Horse hire for the month of October, - - - - -	26 00	
Steer hire for the month of October, - - - - -	35 25	
1 set brace and bits, \$15; 1 plow plane and iron, \$6, - - - - -	21 00	
1 pair tongue and grooving planes, \$8; 1 double sash plane \$5, - - - - -	13 00	
1 chisel and gouge, 62½c.; 8 pair of hollows and rounds, \$14, - - - - -	14 62½	
3 overloes, \$5 25; 7 bead planes assorted, \$7, - - - - -	12 25	
Horse hire for the month of November, - - - - -	23 50	
Steer hire for the month of November, - - - - -	15 75	
For materials, &c. - - - - -		340 04½
Cash paid for 24 root knees, \$3 50; fire wood, 4 cords at \$3, - - - - -	132 50	
1 lathe and set of turning tools, - - - - -	80 00	
Trimming 82 sweeps at 75 c. \$61 50; 4 boats 14½ feet each at \$3 50 \$203, - - - - -	264 50	
58 feet of oars for each boat, at 10 c. \$23 20; chocks and rollers for each boat, \$7, - - - - -	30 20	
Horse hire for the month of December, \$23 50; steer hire for the month of Dec. \$15 75, - - - - -	39 25	
650 bushels of coals at 25 c. \$162, paid sworn measurer \$1 62½, - - - - -	164 12½	
34½ cords fire wood at \$3, - - - - -	104 25	
Improvements, and building kitchen to Captain Cassin's dwelling house, - - - - -	2,500 00	
1,588 feet of inch oak plank at 20 c. per foot, - - - - -	52 88	
315 feet of ½ inch do. at 20 c. do. - - - - -	10 49	
Hull and spars of a pilot boat complete, - - - - -	1,000 00	
Picking 3,608 lbs. oakum, at 3 c. per lb. - - - - -	168 24	
1,397 feet of oak boards at \$30 per thousand, - - - - -	41 91	
10,055 feet of pine boards, at \$15 per do. - - - - -	150 82	
108 feet of oar rafters at 10 c. - - - - -	10 80	
For materials, - - - - -		4,749 96½
Cash paid workmen in the months of August, September, October, November, and December, on the repairs and outfits of sixteen gunboats, viz: - - - - -		
1 master carpenter employed five months, at \$100 per month, - - - - -	500 00	
20 carpenters employed 2,070½ days at \$1 75 per day, - - - - -	3,623 37½	
3 carpenters, do. 201½ do. 1 50 do. - - - - -	302 25	
1 carpenter, do. 47 do. 1 25 do. - - - - -	58 75	
6 calkers, do. 583½ do. 1 50 do. - - - - -	875 25	
1 master blacksmith, do. 70 do. 2 25 do. - - - - -	157 50	
3 blacksmiths, do. 355½ do. 1 75 do. - - - - -	622 12½	
3 Do. do. 210½ do. 85 do. - - - - -	178 92	
1 master rigger, do. 63 do. 1 81½ do. - - - - -	114 18½	
2 riggers, do. 95 do. 1 50 do. - - - - -	142 50	
1 master boat builder, do. 32 do. 2 50 do. - - - - -	80 00	
1 boat builder, do. 17½ do. 1 75 do. - - - - -	30 62½	
2 do. do. 27½ do. 1 25 do. - - - - -	34 37½	
1 do. do. 52½ do. 1 00 do. - - - - -	52 50	
1 do. do. 24 do. 75 do. - - - - -	18 00	

## STATEMENT—Continued.

1 master joiner, employed 27 days, 2 00 per day,	-	-	-	54 00
4 joiners, do. 74½ do. 1 50 do.	-	-	-	111 37½
1 master mast maker, do 41 do. 2 28 do.	-	-	-	92 25
1 master plumber, do 53 do. 2 00 do.	-	-	-	106 00
For materials,	-	-	-	7,153 98½
Materials used from the navy store for the use of the gunboats:				
Nails, 272 lbs. at 12½ c. per lb. \$34; paint oil, 40 gall. at \$1 50, \$60,	-	-	-	94 00
Spirits turpentine, 12½ gall. at 50 c. \$6 25; twine, 97½ lbs. at 50 c. \$48 50,	-	-	-	54 75
Pump tacks, 29 lbs. at 20 c. \$5 80; iron 2,133 lbs. at 5 c. \$106 65,	-	-	-	111 65
Copper nails, 49½ lbs. at 50 c. \$24 37½; sheet copper, 500 lbs. at 45 c. \$225,	-	-	-	249 37½
White lead, 378 lbs. at 25 c. \$94 50; pig lead, 300 lbs. at 17 c. \$51,	-	-	-	145 50
Black paint, 140 lbs. at 20 c. \$28; signal haliards, 36 lbs at 25 c. \$9,	-	-	-	37 00
Tar, 38½ barrels at \$2 50 \$96 25; pitch 5 barrels at \$3; \$15,	-	-	-	111 25
Spikes, 1,073½ lbs. at 12½ c. \$134 18½; bright varnish, 3 gall. at 50 c. \$1 50,	-	-	-	135 68½
Marline, 45½ lbs. at 40 c. \$18 10; flannel, 4 pieces at \$50, \$200,	-	-	-	218 10
Sheet lead, 638 lbs. at 17 c. \$108 46; ticklenburg, 121 yards at 45 c. \$54 45,	-	-	-	162 91
Stoves, 6 in No. at \$15, \$90; copper bolts 5 lbs. at 18 c. 90 c.	-	-	-	90 90
Damaged cylinders, 124 in No. at 10 cents,	-	-	-	12 40
Log lines, 20½ lbs. at 40 c. \$8 30; house line, 16 lbs. at 40 c. \$6 40,	-	-	-	14 70
Scupper nails, 34½ lbs. at 20 c. \$6 90; lampblack, 50 lbs. at 12½ c. \$6 25,	-	-	-	7 15
Lead lines, 36 lbs. at 49 c. \$14 40; rope, 891 lbs. at 14 c. \$124 74,	-	-	-	139 14
Brimstone, 4 lbs. at 5 c. 20 c.; canvass, 246 yards at 62½ c. \$153 76,	-	-	-	153 96
For materials,	-	-	-	1,738 47½
Canvass, 20 bolts at \$35, \$700; deep sea leads, 27½ lbs. at 17 c. \$4 71½,	-	-	-	704 71½
Spun yarn, 74 lbs. at 14 c. \$10 36; black varnish, 17 gall. at 37½ c. \$6 37½,	-	-	-	16 73½
For materials,	-	-	-	711 44½
Cash paid for sundry materials and workmen's bills, and for completing sixteen gunboats.				
Furnishing plank, nails, and hinges, and doing the joiner's work of five gunboats,	-	-	-	855 50
Leading hawse holes, and scuppers for three gunboats,	-	-	-	137 86
Blockmaker's bill, and pump gear for the gunboats,	-	-	-	1,615 00
For materials, &c.	-	-	-	2,608 36

*An abstract from muster book for the year 1812, including all the officers, petty officers, seamen, ordinary seamen, and boys, that have been employed at different periods during the year, on recruiting service for gunboats, the hospital service, gunner's department, for ordnance, magazine, &c. boatswain's department, carpenter's department for repairing dwelling houses, warehouses, lighters, boats, &c. armory, smith's shop, store rooms, the duties of the yard, and the equipment of sixteen gunboats.*

John Cassin, Esq. captain commandant,	-	-	-	\$466 66
Samuel Evans, Esq. master commandant, discharged,	-	-	-	450 00
Robert Henley, lieutenant, do	-	-	-	326 66
John M. Gardner, do. do	-	-	-	91 12½
Edmund P. Kennedy, do. do	-	-	-	333 40
Walter G. Anderson, sailing master,	-	-	-	480 00
James B. Potts, do.	-	-	-	189 33
Richard C. Archer, purser,	-	-	-	480 00
Larkin Griffin, surgeon,	-	-	-	600 00
Joseph Schoolfield, assisting surgeon,	-	-	-	360 00
Allen Griffin, midshipman, discharged,	-	-	-	114 00
John H. Horsdick, do. do.	-	-	-	45 00
Stephen Wilson, do. do.	-	-	-	101 50
James Smith, captain's clerk,	-	-	-	300 00
James Hughes, boatswain, discharged,	-	-	-	240 00
Daniel Miller, gunner, do.	-	-	-	179 80
William Miller, do. do.	-	-	-	108 00
William Pender, carpenter, do.	-	-	-	168 00
James Frazier, joiner, do.	-	-	-	226 00
Edward Nixon, do.	-	-	-	191 37½
Joseph Brown, cooper, discharged,	-	-	-	41 40
Joseph Kendall, do. do.	-	-	-	169 20
Toby Milhado, blacksmith,	-	-	-	216 00
Archibald Williamson, armorer,	-	-	-	216 00
John Mills, do. do.	-	-	-	44 40
Robert Bingham, do.	-	-	-	216 00
James Ward, quarter gunner, discharged,	-	-	-	123 60
Allen Cliffin, do. do.	-	-	-	165 60
John Brown, do. do.	-	-	-	41 40
Wm. Johnson, boatswain's mate, do.	-	-	-	188 10
Thomas L. Graham, purser's steward,	-	-	-	189 60
Peter Roberts, captain's cook, discharged,	-	-	-	25 96
Emory Generis, do.	-	-	-	82 80
William Twine, do. discharged,	-	-	-	178 20
William Mason, seaman, do.	-	-	-	84 00
James Carmine, do. do.	-	-	-	95 00
James Owens, do. do.	-	-	-	106 80
John Rush, do. do.	-	-	-	48 00
George Frobus, do. do.	-	-	-	76 40
William Smith, do. do.	-	-	-	98 00



## STATEMENT—Continued.

Lorea Frates, seaman,	-	-	-	-	-	\$66 00	
William Gardner, do.	-	-	-	-	-	44 80	
John Wharf, do.	-	-	-	-	-	43 20	
Littleton Warren, do.	-	-	-	-	-	42 40	
Charles Frazier, do. runaway,	-	-	-	-	-	42 40	
Samuel Pritchett, ordinary seaman,	-	-	-	-	-	120 00	
John Bear, do.	-	-	-	-	-	120 00	
Robert Caldwell, do. dead,	-	-	-	-	-	80 00	
Thomas Wood, do. runaway,	-	-	-	-	-	30 66	
Lewis Wilkins, do. discharged,	-	-	-	-	-	120 00	
Philip Coutanchee, do. do.	-	-	-	-	-	80 00	
Charles Dougherty, do.	-	-	-	-	-	57 60	
Daniel Davis, do.	-	-	-	-	-	45 94	
Julius Gray, do.	-	-	-	-	-	45 94	
James Durity, do.	-	-	-	-	-	40 00	
John Denby, do. discharged,	-	-	-	-	-	120 00	
George Foster, boy, do.	-	-	-	-	-	72 00	
Major Fitchell, do.	-	-	-	-	-	72 00	
London Surrey, do. discharged,	-	-	-	-	-	72 00	
James Dailey, do. do.	-	-	-	-	-	67 80	
George McCandlish, do. do.	-	-	-	-	-	72 00	
Anthony Cunningham, do.	-	-	-	-	-	72 00	
John Moore, do.	-	-	-	-	-	32 40	
For materials,						\$2,330 34	\$43,755 69½

The following timber has been provided in the United States' Navy Yard, Gosport, as per statement from the Navy Agent, viz:

Live oak,	-	-	-	-	20,000 cubic feet.
White oak,	-	-	-	-	73,700 do.
Pitch pine boards,	-	-	-	-	8,189 feet.
White pine do.	-	-	-	-	37,335 do.
Yellow pine,	-	-	-	-	58,300 cubic feet.

JOHN CASSIN.

A Statement exhibiting the number of Officers and Men attached to the Navy Yard at Gosport, with their rank and pay, the 25th May, 1813.

Names.	Rank.	Monthly pay.	Names.	Rank.	Monthly pay.
John Cassin, Esq.	Captain command'g.	\$100	John Wharf,	Seaman,	\$12
Walker P. Anderson,	Acting lieutenant,	40	Littleton Warren,	do.	12
James B. Potts,	Sailing Master,	40	Emory Generis,	do.	12
Richard C. Archer,	Purser,	40	Samuel Pritchett,	Ordinary seaman,	10
Larkin Griffin,	Surgeon,	50	Lewis Welkins,	do.	10
Joseph Schofield,	Surgeon's Mate,	30	Charles Dougherty,	do.	10
James Smith,	Clerk,	50	Daniel Davis,	do.	10
William Miller,	Gunner,	20	Julius Gray,	do.	10
Edward Nixon,	Joiner,	18	James Durity,	do.	10
Joseph Kendall,	Cooper,	18	Richard Willoughby,	do.	10
Toby Milhado,	Blacksmith,	18	Thomas Gray,	do.	10
Archer Williamson,	Armorer,	18	George Foster,	Boy,	8
John Mills,	do.	18	John Moore,	do.	8
Robert Bingham,	do.	18	Stephen Almond,	do.	8
Thomas L. Graham,	Purser's Steward,	18	Major Fitchell,	do.	6
Lored Frates,	C. Coxswain,	18	Anthony Cunningham,	do.	6
William Gardner,	Seaman,	12			

JOHN CASSIN.

## B.

*Statement of all the contracts and purchases made by the U. S. Navy Department, under the act of Congress passed on the 30th of March, 1812, making an annual appropriation, for three years, of \$200,000, for the purchase of timber.*

Date.	Names of Contractors.	Quantity and price.	Dolls. Cts.	Where to be delivered.
1812. April 12,	Benjamin J. Neale,	3,700 feet of white oak timber for trestle trees and cross trees, at 33 $\frac{1}{2}$ cents per cubic foot,	1,233 33 $\frac{1}{2}$	Navy Yard Washington City.
		20 anchor stocks, at \$12 each,	240 00	
		do. at \$9 60 each,	192 00	
July 11,	Richard Love and Henry Forrest,	white oak root knees, at 50 cents per inch, amounting to	1,799 60 $\frac{1}{2}$	Ditto.
		12,000 locust treenails, at \$23 per thousand,	276 00	
		400 cubic feet of black walnut, at 40 cents per foot,	160 00	
Sept. 11,	P. Magruder and Wm. Lindsay,	white oak, at 30 cents per foot,	120 00	Ditto.
		do. at 25 cents per foot,	100 00	
		elm. at 25 cents per foot,	9,000 00	
Nov. 21,	Thomas Lindsay,	white oak timber, assorted, at 30 cents per foot,	2,000 00	Ditto.
		30,000 do. white poplar, at 25 cents per foot,	1,800 00	
		8,000 do. white ash, at 30 cents per foot,	700 00	
Dec. 23,	Henry M. Armistead,	do. keels, kelsons, and deadwood, at 35 cents per foot,	1,200 00	Ditto.
		2,000 do. white oak root knees, at 50 cents per inch,	900 00	
		3,000 cubic feet of white oak timber, at 30 cents per foot,	900 00	
		2,000 do. crooked white oak, at 30 cents per foot,	500 00	Ditto.
		do. poplar, at 25 cents per foot,	1,000 00	
		white oak root knees, at 45 cents per inch,		
		20,000 cubic feet of square pine timber, part thereof in beams, at 36 cents per foot, the remainder in square sticks,		
		at 37 $\frac{1}{2}$ cents per foot. Paid on this contract,		
<i>Purchases.</i>				
1813. Feb. 24, July 12,	M. F. Maher, Jos. Dorsey, and L. Taylor, A. Brown,	565 logs of mahogany, amounting to	22,680 85	Baltimore.
		533 $\frac{3}{4}$ tons of pitch pine timber, at \$11 50 per ton,	\$6,138 12	
		do. do. at 5 75 per ton,	11 92	
" 22, " 5, 1814. May 26,	Jacob Barker, A. Brown, A. Brown,	do. do. amounting to		Bath, Me.
		840 $\frac{1}{16}$ do. do. at \$11 50 per ton,	6,150 04	
		442 do. do. at 11 50 per ton,	8,822 40	New York.
		397 $\frac{1}{16}$ do. do. at 5 75 per ton,	5,083 00	New Bedford.
		5 $\frac{1}{16}$ do. do. at 11 50 per ton,		
		do. do. at 5 75 per ton,	\$4,567 22	
		Timber of various kinds furnished and delivered at the navy yard at Washington, from the 22d of May, 1812, to the 3d of March, 1813, both inclusive, amounting to	4,598 55	Wiscasset.
			2,846 44	
			72,302 98	



## C.

*List of the Officers in the Naval Service of the United States, with their rank, pay, and employ.*

Names and Rank.	Pay per month.	Employ.	Names and Rank.	Pay per month.	Employ.
<i>Captains.</i>			<i>Lieutenants.</i>		
Alexander Murray, -	\$100	At Philadelphia.	John Porter, -	\$40	Congress.
John Rodgers, -	do	Frigate Guerriere.	John T. Shubrick, -	do	President.
James Barron, -	do	Absent.	William Finch, -	do	On Lake Ontario.
William Bainbridge, -	do	At Charleston.	William B. Shubrick, -	do	" Constitution.
Hugh G. Campbell, -	do	" St. Mary's, Geo.	Henry Wells, -	do	" Lake Ontario.
Stephen Decatur, -	do	Frigate President.	Benjamin W. Booth, -	do	" Macedonian.
Thomas Tingey, -	do	At Washington.	Alexander Claxton, -	do	" Lake Ontario.
Charles Stewart, -	do	Frigate Constitution.	Enos R. Davis, -	do	At Charleston, S. C.
Isaac Hull, -	do	At Portsmouth, N.H.	Charles W. Morgan, -	do	Guerriere.
Isaac Chauncey, -	do	" Lake Ontario.	Samuel P. Macomber, -	do	Lake Ontario.
John Shaw, -	do	Frigate U. States.	Raymond H. T. Perry, -	do	" Champlain.
John Smith, -	do	Frigate Congress.	Lawrence Kearney, -	do	At Charleston, S. C.
John H. Dent, -	do	At Charleston, S. C.	William H. Watson, -	do	
David Porter, -	do	Steam Battery, N.Y.	Thomas Hendry, jr. -	do	On Lake Ontario.
John Cassin, -	do	At Gosport.	Foxall A. Parker, -	do	
Samuel Evans, -	do	" New York.	Edward R. McCall, -	do	" Java.
Charles Gordon, -	do	Frig. Constellation.	Daniel Turner, -	do	" Lake Erie.
Jacob Jones, -	do	Lake Ontario.	William H. Allen, -	do	
Charles Morris, -	do	Charlestown, Mass.	Stephen D. McKnight, -	do	
Joseph Farbell, -	do	Norfolk.	David Connor, -	do	" Hornet.
Arthur Sinclair, -	do	Lake Erie.	John Gallagher, -	do	President.
Oliver H. Perry, -	do	Baltimore.	Thomas Holdrup, -	do	" Lake Erie.
			Samuel H. Bullus, -	do	" "
			James A. Dudley, -	do	" " Ontario.
			James P. Oellers, -	do	" "
<i>Masters Commandant.</i>			William M. Hunter, -	do	Constitution.
James T. Leonard, -	\$60	New York.	John D. Sloat, -	do	President.
Joseph Bainbridge, -	do		John Packett, -	do	Lake Ontario.
William M. Crane, -	do	On Lake Ontario.	William H. Cocke, -	do	Congress.
James Biddle, -	do		John J. Yarnall, -	do	
Lewis Warrington, -	do	Peacock.	Mathew C. Perry, -	do	President.
Thomas Macdonough, -	do	Lake Champlain.	Charles W. Skinner, -	do	Lake Ontario.
Charles G. Ridgely, -	do	" Ontario.	Joseph Wrags, -	do	Do do
Samuel Angus, -	do	John Adams.	James Saunders, -	do	Contellation.
Johnston Blakeley, -	do	Wasp.	James Reilly, -	do	Wasp.
Melanchton T. Woolsey, -	do	On Lake Ontario.	Samuel W. Adams, -	do	Lake Ontario.
Robert T. Spence, -	do	At Baltimore.	John R. Madison, -	do	
John O. Creighton, -	do	" Newport.	Dugomier Taylor, -	do	Lake Ontario.
Edward Trenchard, -	do	" Lake Ontario.	George Pierce, -	do	Do
John Downes, -	do	Brig Epervier.	Frederick W. Smith, -	do	Do
George Parker, -	do	" Siren.	Henry S. Newcomb, -	do	Guerriere.
Daniel T. Patterson, -	do	At New Orleans.	Nathaniel D. Nicholson, -	do	Syren.
John D. Henley, -	do	" Charleston, S. C.	Thomas Tillinghast, -	do	Wasp.
Jesse D. Elliott, -	do	" Lake Ontario.	Otho Norris, -	do	Enterprise.
Robert Henley, -	do	" Wilmington, N.C.	John T. Newton, -	do	Hornet.
			P. A. J. P. Jones, -	do	Lake Ontario.
<i>Lieutenants.</i>			Samuel Henley, -	do	Peacock.
Michael B. Carroll, -	\$40	At New Orleans.	Augustus Conckling, -	do	Erie.
John M. Gardner, -	do	" Norfolk.	Joseph Smith, -	do	Lake Champlain.
Stephen Cassin, -	do	" Lake Champlain.	Thomas A. Beatty, -	do	
Daniel S. Dexter, -	do	" Erie.	Lawrence Rousseau, -	do	Lake Ontario.
James Renshaw, -	do	" New York.	George W. Storer, -	do	
David Deacon, -	do	" Lake Ontario.	Archibald Hamilton, -	do	President.
Louis Alexis, -	do	" New Orleans.	Henry B. Rapp, -	do	Rattlesnake.
Sidney Smith, -	do	" Lake Champlain.	Lewis German, -	do	Syren.
Thomas Brown, -	do	" Ontario.	Joseph Cassin, -	do	Constellation.
Nathaniel Harradan, -	do	" Washington.	Robert M. Rose, -	do	Congress.
George Merrill, -	do	" New Orleans.	Beverly Kennon, -	do	Do.
Samuel Woodhouse, -	do	" Lake Erie.	Edward Shubrick, -	do	Guerriere.
Charles C. B. Thompson, -	do	" New Orleans.	Francis H. Gregory, -	do	
Francis J. Mitchell, -	do	" Lake Champlain.	Kerwin Waters, -	do	
Joseph Nicholson, -	do	" Newport, R. I.			
Alexander S. Wadsworth, -	do	" Portsmouth, N.H.			
John Pettigrew, -	do	" Lake Ontario.			
George W. Rodgers, -	do	" "			
George C. Read, -	do	Frigate Java.	<i>Surgeons.</i>		
Henry E. Ballard, -	do	At Charlestown.	Edward Cutbush, -	\$50	At Washington.
Thomas Gamble, -	do	Frigate Guerriere.	Peter S. Medard, -	do	At Boston.
William Carter, jr. -	do	On Lake Ontario.	George Davis, -	do	At Lake Ontario.
Benjamin J. Neale, -	do	Frig. Constellation.	Samuel R. Marshall, -	do	At New York.
Joseph J. Nicholson, -	do	" Congress.	Lewis Herman, -	do	At New Orleans.
Walter Stewart, -	do	On Lake Ontario.	Joseph G. P. Hunt, -	do	At New York.
Fitzherry H. Babbitt, -	do	Frigate President.	Jonathan Cowdery, -	do	At Norfolk.
Wolcott Chauncey, -	do	On Lake Erie.	Samuel D. Heap, -	do	At Philadelphia.
John H. Elton, -	do	" Ontario.	Robert L. Thorn, -	do	At Portsmouth.
Edmund P. Kennedy, -	do	" Erie.	Samuel R. Trevett, jun. -	do	President.
Jesse Wilkinson, -	do		William P. C. Barton, -	do	At Philadelphia.
Horace Walpole, -	do	At Savannah.	Joseph W. New, -	do	At Charleston.
Alexander J. Dallas, -	do	" Lake Ontario.	Joseph S. Scholfield, -	do	At Gosport.
John B. Nicholson, -	do	Peacock.	George Logan, -	do	At Charleston, S. C.
Beckman V. Hoffman, -	do	Constitution.	Amos A. Evans, -	do	Do.
George Budd, -	do	On Lake Ontario.	Robert Morrell, -	do	At New Orleans.
Thomas A. C. Jones, -	do	At New Orleans.	Robert S. Kearney, -	do	John Adams.
Joseph S. McPherson, -	do	" Lake Ontario.	John A. Brereton, -	do	On furlough.
			James Page, -	do	At Baltimore.

## C—Continued.

Names and Rank.	Pay per month.	Employ.	Names and Rank.	Pay per month.	Employ.
<i>Surgeons.</i>			<i>Pursers.</i>		
John D. McKeynolds, -	\$50	On Lake Ontario.	Samuel Robertson, -	\$40	
Robert Miller, -	do		Samuel Hambleton, -	do	
Robert Stark, -	do	At Philadelphia.	Robert C. Ludlow, -	do	Charlestown.
Thomas Harris, -	do	On Lake Ontario.	Robert Pottinger, -	do	Constitution.
William Turk, -	do	Guerriere.	John P. Timberlake, -	do	President.
Hyde Ray, -	do	On Lake Ontario.	Thomas J. Chew, -	do	Congress.
William Baldwin, -	do	At St. Mary's.	Thomas Shields, -	do	At New Orleans.
Walter W. Buchanan, -	do	On Lake Ontario.	Richard C. Archer, -	do	At Gosport.
Samuel Ayer, -	do	At Portland.	Lewis Deblois, -	do	At Washington.
E. L. Lawton, -	do	Ship Neptune.	George S. Wise, -	do	At New York.
Charles Cotton, -	do	At Newport.	Francis D. Thornton, -	do	
Gerard Dayers, -	do		Edwin T. Satterwhite, -	do	
William Caton, jun. -	do	On Lake Ontario.	James M. Halsey, -	do	Guerriere.
Robert A. Barton, -	do	On Lake Erie.	Edward Fitzgerald, -	do	Lake Ontario.
Benjamin P. Kissam, -	do	Hornet.	Alexander P. Darragh, -	do	Do.
Charles Campbell, -	do	On Lake Ontario.	Edward W. Turner, -	do	At Wilmington.
John A. Kearney, -	do	Constitution.	Robert Ormsby, -	do	
Richard C. Edgar, -	do	United States.	Henry Dennison, -	do	Argus.
Baily Washington, -	do	Congress.	Ludlow Dashwood, -	do	John Adams.
William M. Clarke, -	do	Wasp.	William S. Rogers, -	do	Do.
Thomas Chidester, -	do	Enterprise.	Henry Fry, -	do	Lake Ontario.
James Inderwick, -	do	Argus.	John R. Shaw, -	do	Essex.
George T. Kennon, -	do	Constellation.	Samuel P. Todd, -	do	At Philadelphia.
Walter W. New, -	do	Frolic.	Nathaniel W. Rothwell, -	do	At St. Mary's.
Josephus M. S. Conway, -	do	On Lake Ontario.	George Beale, -	do	At Lake Champlain.
Samuel Horsley, -	do	Do.	James H. Clark, -	do	
Daniel Hatfield, -	do	Argus.	William P. Zantzinger, -	do	Hornet.
Robert C. Randolph, -	do	Rattlesnake.	Joseph North, -	do	Lake Ontario.
Joseph G. Roberts, -	do	Lake Erie.	Joseph Wilson, Jun. -	do	Rattle Snake.
Charles B. Hamilton, -	do	Peacock.	Herman Thorn, -	do	Peacock.
Usher Parsons, -	do	On Lake Erie.	Thomas Wayne, -	do	Syren.
William Swift, -	do	Syren.	Lewis Fairchild, -	do	Wasp.
<i>Surgeon's Mates.</i>			John S. Skinner, -	do	Baltimore.
John Harrison, -	\$30	At Washington.	M. C. Atwood, -	do	On Lake Ontario.
Sith Lewis, -	do	President.	William Sinclair, -	do	
Gustavus R. Brown, -	do	On Lake Champlain.	J. B. Wilkinson, -	do	
Thomas C. Vanwyck, -	do	Constitution.	B. F. Bourne, -	do	
Manuel Philips, -	do	On Furlough.	Samuel Livermore, -	do	On Lake Ontario.
Samuel Blair, -	do	Vixen.	Richard T. Timberlake, -	do	On Lake Erie.
William Barnewell, -	do	At New Orleans.	Ezekiel Solomon, -	do	Do.
Richmond Johnson, -	do	Congress.	Greome K. Spence, -	do	At Baltimore.
William Belt, -	do	On Lake Ontario.	M. W. Bostwick, -	do	
Donaldson Yeates, -	do	At Sackett's Harbor.	<i>Midshipmen.</i>		
John D. Armstrong, -	do	Delaware Flotilla.	Walter G. Anderson, -	\$19	
Herman M. Clarke, -	do	New York do.	St. Clair Elliott, -	do	
William C. Whittlesey, -	do	On Lake Ontario.	Robert Spedden, -	do	
Peter Christer, -	do	At New York.	Samuel Renshaw, -	do	
John Young, jun. -	do	Constellation.	Charles A. Budd, -	do	
Samuel Jackson, -	do	At New York.	Samuel Bond, -	do	
Andrew B. Cook, -	do	On Lake Ontario.	Edward Hadaway, -	do	
James C. Garrison, -	do	Do.	William H. Hadaway, -	do	
Richard C. Gregory, -	do	Constellation.	James Raney, -	do	
E. D. Morrison, -	do	At Wilmington, N.C.	George Senat, -	do	
Horatio S. Waring, -	do	At Charleston.	William Jasper, -	do	
John M. Lynn, -	do	On Lake Ontario.	Richard G. Edwards, -	do	
John H. Gordon, -	do	Do.	Thomas T. Webb, -	do	
Samuel M. Kissam, -	do	Hornet.	John D. Goodwin, -	do	
Leonard Osborn, -	do	On Lake Ontario.	John W. Gibbs, -	do	
Thomas Williamson, -	do		John T. Drury, -	do	
John Dix, -	do	President.	John Hill, jun. -	do	
Thomas B. Salter, -	do	Lake Ontario.	Robert Douglass, -	do	
Thomas Sprague, -	do	Guerriere.	Charles E. Crowley, -	do	
Benjamin Austin, Jun. -	do	Constitution.	Lucius Q. C. Roberts, -	do	
Thomas Cadle, -	do	Peacock.	Julius Humphreys, -	do	
Leuco Mitchel, -	do	Nonsuch.	William A. C. Faragut, -	do	
Silas D. Wicks, -	do	President.	Charles F. M'Cawley, -	do	
Isaac Baldwin, Jr. -	do	At Savannah.	Nelson Webster, -	do	
Wilmot F. Rodgers, -	do	At Charleston.	Benjamin Cooper, -	do	
Jabez W. Husted, -	do		Enoch H. Johns, -	do	
George S. Spastan, -	do	At Boston.	Charles Lacy, -	do	
Thomas Rogerson, -	do	Do.	John M'Maury, -	do	
John C. Richardson, -	do	Lake Erie.	Henry Gilliam, -	do	
Thomas J. H. Cushing, -	do	New York.	Green Lynch, -	do	
John W. Peaco, -	do	Maryland Flotilla.	John H. Bell, -	do	
Nichimedes Smith, -	do	Erie.	William Mervine, -	do	
<i>Pursers.</i>			George Vancleave, -	do	
Isaac Garrettson, -	\$40	Constellation.	Charles T. Stallings, -	do	
Clement S. Hunt, -	do	At Newport.	A. C. Stout, -	do	
Gwinn Harris, -	do	At Lake Ontario.	Dulany Forrest, -	do	
John H. Carr, -	do	At Charleston.	William Elliott, -	do	
Nathaniel Lyde, -	do	At Portsmouth,	Charles Lecompte, -	do	
James R. Wilson, -	do		Bladen Dulany, -	do	



## C—Continued.

Names and Rank.	Pay per month.	Employ.	Names and Rank.	Pay per month.	Employ.
<i>Midshipmen.</i>			<i>Midshipmen.</i>		
Thomas W. Magruder,	\$19		Andrew Fitzhugh,	\$19	
John Gwin,	do		Clement W. Stephens,	do	
Frederick Baury,	do		James M'Lachlan,	do	
Francis B. Gamble,	do		Joseph Cross,	do	
George Hammersly,	do		Edgar Freeman,	do	
Richard Dashiell,	do		Charles Boardman,	do	
William Laughton,	do		Richard Hunter,	do	
William K. Lattimer,	do		Walter W. Monteath,	do	
James H. Ludlow,	do		James Williams,	do	
George W. Graham,	do		William Ramsay,	do	
Gustavus W. Spooner,	do		James W. H. Ray,	do	
Isaac Mayo,	do		William Pottinger,	do	
James Stewart,	do		Robert F. Stockton,	do	
Paul Zantzinger,	do		James M'Gowan,	do	
John Tayloe,	do		Albert A. Alexander,	do	
Henry Aulic,	do		Charles Gaunt,	do	
Philip F. Voorhees,	do		Abraham S. Ten Eyck,	do	
William D. Salter,	do		William Boerum,	do	
John H. Clack,	do		William Temple, Jr.	do	
William Cutter,	do		Robert Field,	do	
James Rogers,	do		Samuel Downing,	do	
Thomas Crabb,	do		Charles H. Caldwell,	do	
George Patton,	do		William S. Belt,	do	
William A. Spencer,	do		John M'Can,	do	
William L. Gordon,	do		William W. Feltus,	do	
David Geissinger,	do		George M'Cawley,	do	
John Saunders,	do		Charles M. Berry,	do	
Richard Winter,	do		Ira Titus,	do	
Edward B. Babbitt,	do		John M'Alister,	do	
Pollard Davis,	do		Hugh N. Page,	do	
Silas H. Stringham,	do		Robert Mitchell,	do	
Thomas S. Blodgett,	do		Ralph Voorhees,	do	
Edward Essex,	do		Hiram Paulding,	do	
Richard Stewart,	do		Henry W. Ogden,	do	
Charles T. Clark,	do		Charles J. Springer,	do	
James Armstrong,	do		James W. Delany,	do	
Silas Duncan,	do		James Elzy,	do	
Thomas S. Cunningham,	do		Thomas J. Lieb, Jr.	do	
James Nicholson,	do		Enoch Lowe,	do	
Isaac M'Keever,	do		John D. Williamson,	do	
Ambrose D. Field,	do		Charles L. Williamson,	do	
William H. Brailsford,	do		Maximilian A. Devaux,	do	
John Chew,	do		Philip F. Livingston,	do	
Joseph Smoot,	do		John A. Belcher,	do	
Thomas Suggette,	do		Robert H. Nichols,	do	
Robert B. Randolph,	do		James M. M'Intosh,	do	
Thomas S. Brown,	do		J. T. W. H. Dayton,	do	
J. A. D. Brown,	do		William Jameson,	do	
William Berry,	do		David C. Nichols,	do	
Samuel L. Breese,	do		William M'Cluney,	do	
John Evans,	do		Henry Gray,	do	
William H. Chaille,	do		William M'Lean,	do	
Edward W. Dowse,	do		Joseph Thompson,	do	
Abraham J. Delyon,	do		Allen Griffin,	do	
James G. Farragut,	do		John S. Chauncey,	do	
Richard S. Heath,	do		Robert Hammersly,	do	
Edward F. Howell,	do		Charles A. C. Thompson,	do	
Andrew Haslet,	do		Augustus Swartwout,	do	
John M. Locket,	do		Lewis Keene,	do	
Laurence Montgomery,	do		Thomas H. Bowyer,	do	
Benjamin Page,	do		Ephraim Whitlock,	do	
John T. Ritchie,	do		John Cook,	do	
Charles Smith,	do		James Nicholson,	do	
John A. Wish,	do		Thomas Pettigrew,	do	
Edward Olmstead,	do		Robert Searcy,	do	
Thomas W. Wyman,	do		William Taylor, Jr.	do	
William Odenheimer,	do		Thomas A. Conover,	do	
William A. Weaver,	do		Albert G. Wall,	do	
Richard Caton,	do		Robert Lewis Snelson,	do	
Edward Greenwell,	do		Lachlan Cuthbert,	do	
Thomas P. Harrison,	do		Jesse Higgins,	do	
John L. Kane,	do		William R. Allison,	do	
William M'Kinney,	do		Wm. S. T. Washington,	do	
Thomas A. Tippet,	do		Richard O'Neal,	do	
Daniel R. Walker,	do		Charles W. Minchin,	do	
Thomas M'Nier,	do		Arthur Lattimer,	do	
Frederick Gibbon,	do		James V. Taylor,	do	
William Mayo,	do		Frank Ellery,	do	
William H. Lee,	do		Alexander Eskridge,	do	
Joseph Eastburn,	do		Richard M. Potter,	do	
James H. Perry,	do		Archibald Campbell,	do	
French Forrest,	do		William Inman,	do	
Paul R. Mazzyck,	do		Richard M'Call,	do	
James L. Morris,	do		Joseph Spicknall,	do	

## C—Continued.

Names and Rank.	Pay per month.	Employ.	Names and Rank.	Pay per month.	Employ.
<i>Midshipmen.</i>			<i>Midshipmen.</i>		
Robert Cranston, Jr.	\$19		Henry W. McClintock,	\$19	
Walter Abbot,	do		William Boden,	do	
Londowick W. Crary,	do		John P. Cambreleng,	do	
Garret T. Pendergrast,	do		William G. Lewis,	do	
Tobias Tyler,	do		James M. Cutts,	do	
James Voshell,	do		James Legare,	do	
Charles Yates,	do		Jerathmael Bowers,	do	
Peleg K. Dunham,	do		Lewis M. Goldsborough,	do	
Franklin Ballinger,	do		Charles T. Platt,	do	
Joseph S. Cornwall,	do		William House,	do	
Richard Brashiers,	do		John Dennis, Jun.	do	
William H. Baldwin,	do		Edward H. Lansing,	do	
Richardson Buck,	do		Richard A. Jones,	do	
Benjamin Harrison,	do		Hugh Sweeney,	do	
Benjamin Bryan,	do		David Hunter,	do	
William B. Randolph,	do		Moses Hunter,	do	
Thomas M. Bonneville,	do		John Cook, Jun.	do	
Stephen B. Wilson,	do		John H. Lee,	do	
Horatio Beatty,	do		J. C. Hardy,	do	
Ebenezer Ridgeway,	do		Duncan N. Ingraham,	do	
Archibald McNeill,	do		John Kelborn,	do	
Lewis E. Simonds,	do		W. C. Nicholson,	do	
William Steele,	do		James B. Thornton,	do	
John Loveday,	do		Abraham Bigelow,	do	
Horace B. Sawyer,	do		Nathaniel Carter, Jun.	do	
Walter Newcomb,	do		John C. Benson,	do	
Samuel W. Leconte,	do		Thomas B. Curtis,	do	
Thomas McCall,	do		Jacob Gilmere,	do	
John B. Montgomery,	do		Thomas C. Fennimore,	do	
Joseph L. Harper,	do		John M. Sullivan,	do	
Richard Dale,	do		Edward Price,	do	
Montgomery Dale,	do		Samuel Beck,	do	
James Greenlaw,	do		John Marston, Jun.	do	
Samuel W. Adams,	do		John B. Shute,	do	
Miles Street,	do		Daniel H. Mackey,	do	
John M. Charlilton,	do		William Skiddy,	do	
James Goodrum,	do		Russell Baldwin,	do	
William H. Cocke,	do		Samuel B. Phelps,	do	
Levy Harby,	do		Edward Carpenter,	do	
Samuel A. Eakin,	do		Benjamin Carpenter,	do	
James Mason,	do		Joseph H. Ashbridge,	do	
Oscar Davis,	do		Hill Carter,	do	
John C. Long,	do		Samuel Rogers,	do	
Delozier Higinbotham,	do		James Spaulding,	do	
Yorick Baker,	do		Thomas W. Daily,	do	
John D. Fisher,	do		Mathew W. Stout,	do	
Z. W. Nixon,	do		Thomas H. Brown,	do	
Samuel Foxcroft,	do		William T. Rodgers,	do	
Charles H. Bell,	do		Nehemiah Tilton,	do	
Thomas W. Freelon,	do		John M. Channing,	do	
Henry C. Newton,	do		James Hodge,	do	
Henry S. Langdon, Jr.	do		Charles P. Derby,	do	
Otho Stallings,	do		Archibald Stewart,	do	
John Carter, Jr.	do		Thomas Greeves,	do	
Nathaniel A. Prentiss,	do		Israel Israel, Jun.	do	
Joshua R. Sands,	do		Benjamin S. Williams,	do	
John H. Graham,	do		Hale S. Lovell,	do	
Cornelius Stribbling,	do		Henry Tardy,	do	
W. C. W. Whetmore,	do		Henry Bruce,	do	
Edmund M. Russell,	do		John E. Prentiss,	do	
Charles C. Russell,	do		John Bubier,	do	
Edward H. Hamilton,	do		Henry Ward,	do	
John W. Wendell,	do		William Rice,	do	
Clement Whittington,	do		Augustus Cutts,	do	
Beverly R. Scott,	do		Clement Paine,	do	
Enos Childs,	do		Jott S. Paine,	do	
Joseph R. Jarvis,	do		Thomas Patten,	do	
Frederick Varnum,	do		Ashton S. Hall,	do	
Joel Abbot,	do		Eli Brown,	do	
Edward Watts,	do		W. F. Satterwhite,	do	
James F. Curtis,	do		Joseph Hall, Jun.	do	
Shubael Pratt,	do		John Swartwout,	do	
Eliphalet Ball,	do		Edward S. Manning,	do	
Frederick Wolbert,	do		Daniel L. De Saussure,	do	
George H. Leverett,	do		H. Cotineau,	do	
James H. Dobbins,	do		James Moorehead,	do	
Jacob M. Jacobs,	do		Thomas B. Handy,	do	
William H. Jenkins,	do		Adam S. Kuhn,	do	
Frank Toscan,	do		J. F. Howell,	do	
Skellington S. Jameson,	do		William Peterson,	do	
David Mitchell,	do		Robert Carson,	do	
A. W. Luffborough,	do		Robert Ritchie,	do	
Joshua White,	do		Francis B. Taggart,	do	
Varden M. Whippie,	do		Joseph B. Nones,	do	



## C—Continued.

Names and Rank.	Pay per month.	Employ.	Names and Rank.	Pay per month.	Employ.
<i>Midshipmen.</i>			<i>Sailing Masters.</i>		
William D. Newman,	\$19		William Blaney,	\$40	
John Stephenson,	do		Claude Besse,	do	
George W. Hunter,	do		Alexander Beard,	do	
John Kelley,	do		Philip Brum,	do	
Edmund Byrne,	do		James Bassett,	do	
Daniel S. McCauley,	do		James E. Carr,	do	
William F. Shields,	do		Salvadore Catalano,	do	
Joseph S. Cannon,	do		William Coit,	do	
John Chew,	do		Thomas Chambers,	do	
David Conyngham,	do		John K. Carter,	do	
William R. Lord,	do		Stephen Champlin,	do	
David W. M'Rorie,	do		Richard Cox,	do	
Joshua W. Cochran,	do		John Carraway,	do	
Owen Davis,	do		John Clough,	do	
David R. Stewart,	do		S. P. Chamberlain,	do	
George N. Hollins,	do		William Collins,	do	
Robert M. Summers,	do		William M. Caldwell,	do	
Solomon Rutter, Jun.	do		William Causler,	do	
Seth A. Wheaton,	do		Charles Cromwell,	do	
William Masher,	do		Thomas Caldwell,	do	
Charles Ellery,	do		Benjamin D. Coakley,	do	
John L. Hopkins,	do		Linton Duntun,	do	
William L. Gill,	do		Richard Dealy,	do	
William Pollard,	do		Biscoe Doxey,	do	
Frederick Jarrett,	do		James Davis,	do	
Mahlon M. Downing,	do		Marmaduke Dove,	do	
Henry Allen Adams,	do		Daniel Dobbins,	do	
William B. Nicholson,	do		J. H. Dill,	do	
Thomas Ross,	do		Billy Dodge,	do	
Clement Rogers,	do		George F. De la Roche,	do	
Alex. McK. Andrews,	do		Andrew Dorgan,	do	
John D. Bird,	do		Shubael Downes,	do	
Richard Dominick,	do		John Davis,	do	
Irvine Shubrick,	do		Beverly Degg,	do	
Samuel Thwing,	do		George Evans,	do	
James M. Freeman,	do		Francis Elbersson,	do	
John F. Pelot,	do		Francis H. Ellison,	do	
Walter F. Jones,	do		Jonathan D. Ferris,	do	
Victor M. Randolph,	do		Augustus Ford,	do	
Robert T. French,	do		Squire Fish,	do	
Thomas Hays,	do		William Fleetwood,	do	
Alex. B. Pinkham,	do		George Fitzhugh,	do	
Ebenezer Campbell,	do		James Furguson,	do	
John Heth,	do		Winslow Foster,	do	
Orris S. Payne,	do		Thomas N. Gautier,	do	
James Terry,	do		Samuel H. Gerry,	do	
James R. Lyman,	do		John R. Grayson,	do	
Samuel Duzenbury,	do		William Green,	do	
Sharp D. Moore,	do		John Geoghegan,	do	
Robert Armistead,	do		Joshua Herbert,	do	
R. S. Pinkney,	do		John Hulburd,	do	
D. H. Porter,	do		John S. Hutton,	do	
Richard Lemmon,	do		Thomas Hammersly,	do	
James White,	do		Henry Henry,	do	
Henry R. Warner,	do		David Hall,	do	
Henry Dyson,	do		George Hallowell,	do	
Richard Robinett,	do		Leonard Hall,	do	
Joshua B. Stearns,	do		Jesse Huffington,	do	
John Keasley,	do		Daniel Hazard,	do	
S. B. Larrabee,	do		Robert Hamilton,	do	
<i>Chaplain.</i>			Thomas Hardwick,	do	
Andrew Hunter,	\$40		Samuel C. Hixon,	do	
David P. Adams,	do		Henry Hill,	do	
John Cook,	do		Isaac Haller,	do	
William Biscoe,	do		Edward Jones,	do	
<i>Sailing Masters.</i>			William Johnson,	do	
Robert Arundell,	do		Nathaniel Jennings,	do	
Thomas C. Almy,	do		Joseph D. Jenkins,	do	
Howard Allen,	do		Daniel Jones,	do	
James H. Adams,	do		Samuel Jeffers,	do	
Samuel W. Adams,	do		Robert Johnston,	do	
John Arnold,	do		Robert Knox,	do	
Joseph H. Ashbridge,	do		Henry Keele,	do	
Samuel Brooke,	do		Simon Kingston,	do	
James Bell,	do		Sylvester Kemper,	do	
Edward Barry,	do		John Kitts,	do	
Eli Brown,	do		John Kiddiall,	do	
Abraham Bloodgood,	do		William Lewis,	do	
George Binder,	do		John B. Leacraft,	do	
Henry Breeze,	do		A. B. Lord,	do	
Cornelius Bennet,	do		William Laughton,	do	
Samuel R. Brigge,	do		Uriah Levy,	do	
Nicholas Biker,	do		William Lowe,	do	
			Alexander Luckett,	do	

## C—Continued.

Names and Rank.	Pay per month.	Employ.	Names and Rank.	Pay per month.	Employ.
<i>Sailing Masters.</i>			<i>Sailing Masters.</i>		
Vincent Lowe,	\$40		William V. Taylor,	\$40	
Joseph Lindsey,	do		Philip M. Topham,	do	
John Mooney,	do		Henry Thomas,	do	
Jacob Mull,	do		Henry Terr,	do	
James Mark,	do		Robert Talem,	do	
John C. Manson,	do		Robert B. Vanvoorhies,	do	
William D. McCarty,	do		George Ulrick,	do	
Joseph Middleton,	do		Eli A. F. Vallette,	do	
Henry Moliere,	do		William Vaughn,	do	
Lucas Moliere,	do		Henry Verner,	do	
William McConnell,	do		James L. Williamson,	do	
Elijah Mix,	do		John T. Wade,	do	
Francis Mullaby,	do		Thomas Watts,	do	
Richard Mulford,	do		Henry Wilkinson,	do	
George B. McCulloch,	do		John Wolfenden,	do	
William Martin,	do		George M. Wilson,	do	
Hugh McPherson,	do		Charles F. Waldo,	do	
William T. Malbone,	do		John Warner,	do	
David Manlove,	do		Henry Worthington,	do	
James E. McDonald,	do		James B. Wright,	do	
Philip McLachlin,	do		James Wright,	do	
John Nantz,	do		John A. Webster,	do	
William Nicholson,	do				
James Nicholson,	do		<i>Boatswains.</i>		
Thomas Newell,	do		John Adams,	do	
John C. Orrings,	do		William Berry,	do	
James P. Oellers,	do		William Brown,	do	
Joseph Osgood,	do		John Ball,	do	
Nicholas O'Connor,	do		John Cannon,	do	
Paul A. Oliver,	do		David Eaton,	do	
David Phipps,	do		George Hodge,	do	
Jabez Prentiss,	do		James Hughes,	do	
John Percival,	do		Evans Jenkins,	do	
Lewis B. Page,	do		Thomas Jackson,	do	
William Pluright,	do		William Keith,	do	
James B. Potts,	do		Edward Linscot,	do	
Thomas Payne,	do		John McCloud,	do	
Samuel Richardet,	do		Cbllin McCloud,	do	
James Rodgers,	do		John McFale,	do	
William M. Robins,	do		James Menzies,	do	
Edward Rumney,	do		Thomas R. Smith,	do	
James Ramage,	do		Abraham Walton,	do	
Samuel Rinker,	do				
William Rudder,	do		<i>Gunners.</i>		
Josiah Rutter,	do		John Baker,	do	
Thomas Rutter,	do		Thomas Barry,	do	
George S. Sontag,	do		Anthony Currie,	do	
Jos. Stephens,	do		James Gosgrove,	do	
Moses R. Smith,	do		Augustus Dundass,	do	
Horace Smith,	do		John Farris,	do	
William P. Smith,	do		Peter Joseph,	do	
Thomas W. Story,	do		George Jackson,	do	
William M. Sheed,	do		John Johnson,	do	
Nathaniel Stoodley,	do		James Moore,	do	
James Sellers,	do		George Marshall,	do	
Daniel Stellwagen,	do		John Myrick,	do	
James Trant,	do		Joseph Morrell,	do	
James Taylor,	do		Matthew Rodgers,	do	
Joseph Taylor,	do		Joseph Sheppard,	do	
Benjamin Trevett,	do		William Taylor,	do	

NOTE. There are a number of sailing masters, and officers in subordinate stations, acting under the immediate commanders of stations, &c. returns of which are not regularly received or complete in the Department.

All the inferior officers, called petty officers, are appointed by the commanders.



13th CONGRESS.]

No. 119.

[3d Session.]

## PRIZE MONEY AND THE NAVY PENSION FUND.

COMMUNICATED TO THE SENATE, DECEMBER 8, 1814.

Mr. TAIT made the following report:

The Committee on Naval Affairs, to whom was referred a resolution of the Senate of the 2d instant, instructing them to inquire into the expediency of making provision by law that the officers and crews of the vessels authorized to be built or purchased, by an act, passed the fifteenth day of November, one thousand eight hundred and fourteen, may be entitled "to receive the whole of the prize money which may arise from the sale of such vessel or vessels and their cargoes, as they may capture," &c. have had the same under consideration, and report:

That, by the laws now in force, all the money which accrues to the United States from the sale of prizes constitutes a fund for the payment of pensions in certain cases. That the laws creating the navy pension fund have been in operation for many years, and, so far as the committee are informed, have given general satisfaction; they appear to be founded on the principles of liberal policy and humanity; and should not be repealed or relaxed, but for reasons strong and conclusive. But your committee are decidedly of opinion that, if the navy pension fund is to be interfered with—the laws creating and regulating it are to be repealed, suspended, or relaxed, that the regulation should be a general one. The committee can see nothing in the naval force authorized by the act passed the fifteenth of November of the present year, which should induce a departure from an established and beneficial system. The vessels authorized by that act, when acquired, will form a part of the navy of the United States, and to discriminate in their favor to the exclusion of other national vessels would seem to be both impolitic and unjust.

The committee respectfully submit the following resolution:

*Resolved*, That it is inexpedient, at this time, to alter the laws respecting the navy pension fund.

13th CONGRESS.]

No. 120.

[3d Session.]

## SYSTEM OF DEFENCE, BY LAND OR WATER, BY THE USE OF INFLAMMABLE FLUID.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 2, 1815.

NAVY DEPARTMENT, December 23d, 1814.

SIR: In obedience to an order of the honorable the House of Representatives, of the 6th instant, referring the memorial of Uriah Brown, "and such parts thereof as relates to operations on the water," to the Secretary of the Navy, I have the honor to report:

That the system of annoyance presented by Uriah Brown appears to combine principles of science distinct in their nature, and which may be classed under the following heads:

1st. The construction, capacity, and stability of the vessel, for the purposes proposed.

2d. The power of the machinery for propelling, and the security of the engine for ejecting the inflammable fluid successfully to its object.

3d. The efficacy of the whole system, and its probable effects on the enemy's vessels in our waters.

*First.* The construction of the vessel of a sufficient thickness to render it impervious to the shot of an enemy, of capacity to contain the whole machinery, with men, fuel, &c. and covered with sheet iron to prevent combustion, appears well calculated, upon the principle of an inclined plane, to reflect shot at any possible angle at which they can be fired from a ship to be assailed; and upon the well known principle of *ricochet* firing, if a ball be fired, and impinge a plane of oak timber, at an angle of about forty-five degrees, it will be reflected at nearly the same angle as the angle of incidence, and will continue to rebound until its force is overcome by its gravity and the resistance of the atmosphere. The guns of a ship of war cannot be depressed more than ten, or, at most, twelve degrees, which angle meeting the approaching vessels, at any point, cannot penetrate the mass of wood and iron, so as to endanger her safety, or impede her progress, and the means of defence are ample to defeat an attempt at boarding with armed boats, and to destroy those who may be in them.

*Second.* The power of the machinery for propelling, and the security of the engine works within the vessel for ejecting the inflammable fluid. The propelling power by steam is practically known; the security from injury by the shot of an enemy's ship, is clearly demonstrated in the plan and drawing, while the rapidity of approach by steam, at the rate of five miles an hour, and the low surface presented to the enemy's fire, lessen the chances of any one shot taking effect injuriously, while this vessel, pursuing her course in the night, or approaching an enemy in a calm, and choosing the point of attack, combines more advantages than any other plan, in proportion to the expense, that has been offered to the Navy Department.

*Third.* The efficacy of the whole system, and probability of success in operating against the enemy's vessels. As respects the security of the machinery, in connexion with the power necessary to effectual operation, the care of the artist, the solidity of the workmanship, and thorough knowledge of its principles, are all so essential, that the operator must combine the talents and mechanical knowledge to direct and decide these important points for self preservation.

The experiment having been recently made, in the presence of thousands, of the irresistible power of Mr. Brown's liquid fire to envelop in flames any combustible object at which it is directed, appears to have produced conviction of its efficacy.

I humbly conceive that it may be successfully applied to drive the enemy from our bays and harbors; and, more particularly on the lakes, it may be the means of obtaining our absolute ascendancy.

Should Congress in their wisdom patronize the attempt, the result would, probably, justify the means and the expense.

All which is respectfully submitted.

I have the honor to be, very respectfully, sir, your obedient servant,

BENJAMIN HOMANS.

The Honorable the SPEAKER of the House of Representatives.

[13th CONGRESS.]

No. 121.

[3d Session.]

## REORGANIZATION OF THE NAVY DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 9, 1815.

Mr. WILLIAM REED, from the committee to whom was referred the resolution, adopted by the House on the 18th of March last, directing the inquiry whether any, and, if any, what means of retrenchment and economy, and of reform in the general management, and of extension and efficiency in the naval establishment, may be practicable and expedient, reported:

That, having considered the several important subjects referred to them, they do not deem it useful to exhibit to the House a detail of the various abuses which have prevailed in the naval establishment. Such a detail, though it might lead to the detection of individual delinquents, would not afford redress for former abuses or prevent their repetition: for it was obvious to your committee that these abuses were either sanctioned by the forms of law, or, for the want of adequate provisions and penalties in the law, must remain unpunished. After having examined and availed themselves of the labors of their predecessors in their investigations, made under the direction of this House, and referred to this committee, they have concluded that it is unnecessary and unprofitable further to extend that investigation, and that it would be more satisfactory to the House, and more promotive of the object of their appointment, to limit their efforts to "a reform in the general management of this establishment." Under a full conviction that the experience of this war has already satisfied the most scrupulous of the ability of this country to create and equip a naval force, competent not only to the defence of our extensive maritime frontier, but also for the great annoyance of a foreign enemy; and that such a force is now equally demanded by every section of our country, as indispensable for its security; the committee have likewise deemed it unnecessary to go into an argument to show the propriety of bestowing upon this branch of our national force, that measure of increase and support which its brilliant exploits on the ocean and on the lakes, and its efficiency in annoying the trade of the enemy, during this war, under all the abuses to which it has been exposed, have shown, should only be limited by our means.

The opinion that has existed from the first establishment of this Department, and been declared successively by almost every Secretary, that the duties incumbent on them were greater and more diversified than the most capable and laborious could discharge, with honor to himself and justice to the nation, led the committee to an examination of the system as now established, and the abuses that resulted from it. In prosecution of this examination, especially on that part which applies to the detail of service, they have principally relied on the information derived from the intelligent and experienced officers of the navy, whom they have always found ready and desirous of giving all the information in their power. By the information obtained from this and other sources, the committee are convinced that most, if not all, the abuses complained of are attributable to three distinct causes:

First. The excessive and laborious duties of the Secretary.

Second. The want of sufficient checks upon, and the consequent irresponsibility of, subordinate agents.

Third. The large latitude allowed commanders in altering, repairing, and furnishing their ships.

It is presumed to be unnecessary to offer to the House any further evidence of this statement than is contained in the following extract from the report of the late Secretary of the Navy, made to the Senate of the United States on the 15th November last:\*

"But regulations, however correct and adequate to the end, become nugatory or worse, unless the authority and the means are co-extensive and competent to enforce the execution or punish the violation thereof. This may account for the non-existence of many wholesome regulations in the civil administration of the navy of the United States, and for the imperfect execution of those which exist. Breaches of the latter too frequently escape with impunity, from the impossibility of the Head of the Department taking cognizance of all the multifarious concerns of the establishment."

Great and obvious as the defects in this establishment are by all confessed to be, the committee have felt no little anxiety as to the best mode of correcting them. Desirous equally of avoiding the opposite errors, of rashly changing from one system to another without an attempt to correct known abuses, or loading it with formal but inefficient appendages, which more frequently encumber than relieve, or give energy to its operations: and, concurring in the opinion expressed by the late Secretary, in the report before referred to, that a board, composed of intelligent and experienced officers, in aid of the executive of this Department, would most effectually accomplish this object, and, if properly organized, avoid the dangers from too great innovation on one hand, and inefficiency on the other, they directed a copy of his report to be forwarded to every captain in the navy of the United States, with the annexed circular, marked A. From the answers thereto, which invariably approve the general design, it was thought unnecessary to publish more than those which contained particular observations upon the plan submitted. These are annexed, numbered 1 to 8.

From these materials, collected from intelligent and practical sources, the committee have endeavored to digest a plan which, they unanimously believe, if adopted, will immediately correct many of the abuses complained of, and lay the foundation of an improved system for the management of this Department. They, therefore, beg leave to recommend the adoption of the two bills accompanying this report.

A.

CIRCULAR.

WASHINGTON, November 17, 1814.

SIR:

I am directed, by the committee appointed under a resolution of the House of Representatives, adopted on the 15th of March last, "authorizing and directing an inquiry into the expediency and practicability of reform in the Naval Department of the United States," to forward for your examination a letter from the Secretary of the Navy to the Senate of the United States, of the 18th, communicating his views and plans for effecting this object; and to request you to favor the committee with your opinion of the plan proposed by the Secretary, and to suggest such additions and alterations as shall appear to you necessary for attaining this desirable object.

With respect I am, sir, your very obedient servant.

No. 1.

*Observations, submitted to the Naval Committee, on the report of the Secretary of the Navy to the Senate of the United States, dated the 15th November, 1814, relative to the better organization of the Navy of the United States.*

I should, for the reasons which follow, recommend three instead of five navy inspectors: that they be taken from the captains in the navy; and that the officer of the oldest date of commission should preside. 1st. I believe that three inspectors are adequate to the performance of the duties contemplated, and this number will be sufficient to form a quorum. If it should be said, that, by confining the board to the number of three, it might be rendered incompetent by the death or disability of a member, it may be replied, that, while the President has the power of supplying the deficiency from the captains in the navy, this objection can have no force. 2d. I recommend the ap-

\* See No. 116.



pointment of navy officers in preference to gentlemen out of the navy, who may be skilled in naval affairs, because, in a science in which, of all others, experience has set theory at defiance, practical men only should be allowed to act; and I firmly believe the officers of the navy, after many years of experience in the naval service, and of constant reflection on the subject, are better qualified to execute the duties required, than any other characters. 3d. The officer whose commission is of the oldest date should preside, because, by such an arrangement, no offence could be given to individual feeling, and that union and harmony would be preserved which are so necessary to ensure a co-operation of mind and action.

2d. I should recommend the following alteration in the fourth section: Instead of the Secretary of the Navy preparing the rules and regulations for conducting the business of the naval constructor's department, that that duty be assigned to the board of inspectors, who would always be professional men, and thereby judges of the matter. And it might happen that the Secretary of the Navy would not be a nautical character.

3d. The respective duties, designated in five classes, it appears to me would be much better conducted under the general direction of the board than could be done under the separate direction of the respective members; inasmuch as the greater part of the duties detailed therein are specified in the general duties of the board, and the whole are placed under its control; and more especially as a considerable part would require, for the public interest, the united talents of the board. And should it be found, from experience, which is the only test, that a select distribution of duties ought to be made among the members of the board, with due deference I suggest that the board would be enabled, from actual experiment, to recommend the best classification of duties for such inspector. A system so complicated and extensive as a perfect organization of the civil department of the navy cannot be expected, even under the direction of the best talents, to be the work of a day. But the want of some uniform system in the Naval Department of our country has evidently manifested itself; and the adoption of the general principles for such a system, as recommended by the honorable Secretary of the Navy, I doubt not would be attended with the most favorable result.

WM. BAINBRIDGE.

#### No. 2.

UNITED STATES' FRIGATE CONSTITUTION, BOSTON HARBOR, November 26, 1814.

SIR: I received the honor of your circular letter of the 17th instant, enclosing a report of the Honorable Secretary of the Navy to the Honorable Senate of the United States, relating to the organization of the Navy Department. You express a desire that the committee may be possessed of my opinion of the plan proposed, and that I should suggest such additions and alterations as may appear to me necessary for attaining so desirable an object.

It appears to me, sir, and is my opinion, that the plan proposed by the report will contribute towards the desired end, but I do not think it calculated to obtain the whole object proposed by Congress. Viewing it as an auxiliary to the Navy Department, it will unquestionably facilitate the operations and relieve the officers of that Department from much of the detail duties, which all must be aware are too extensive and diversified for any one person to discharge with necessary and due attention. We must also be aware how difficult it is to change a system once begun, and whose basis is not established on the best foundation, though it should afterwards be found inadequate to the object.

If we compare this new and young nation, rising in the Western hemisphere, and progressing towards a zenith of greatness which may cast a shade over some of the oldest and most enlightened nations of the Eastern, to a young man commencing life, with the experience of his predecessors, whereby to regulate his conduct and economy, would not his error strike us forcibly, on observing him erecting temporary structure after structure, instead of raising on solid foundation the groundwork of his future comfort and prosperity, which would bid defiance to time, and could only be shaken by the general wreck of things? Presuming the Legislature wish to establish the marine of this country on the best possible foundation, and calculated to be conducted with the greatest economy in all its various branches, I do apprehend the plan submitted will not be found to effect that object, and will fall far short of the end contemplated.

Of the first section, it will only be necessary to remark, that it would be injudicious to destroy the Department, but highly essential to reorganize it.

The second section provides five inspectors of the navy, to form a sort of navy board, which will contribute no further than to relieve the Department from some of the detail service, and sharing with it certain portions of the responsibility. The principal objection to a board of inspectors constituted as I apprehend, arises from its not combining the variety and necessary practical knowledge and information among its members requisite on many important subjects that will come before them.

The assigning to individuals of the board of inspectors (as contemplated by the third section) distinct control over, and responsibility for, specific portions of the service, can and will answer no purpose whatever.

The provisions of the fourth section will be highly essential at all events.

Section the fifth may or may not be requisite; in the latter case the office could at any time be created.

Sections six and seven will only be requisite if the plan is adopted.

As the principal features in the plan of the bill proposed are contained in the section providing the board of inspectors, it will only be necessary to remark, in support of my objection above, that the duties contemplated to be assigned to this board would require, at least, one member in it conversant with each of the important branches of the establishment. The drawing up all the rules and regulations for each branch of the service; the examination of all the officers below the rank of masters commandant for appointments or promotion; the adopting models, for vessels of war to be created from; the planning and arranging their internal apartments; the external equipment and armament; the arranging the proper stores for a given time for each department; the regulating dock yards, navy yards, foundries &c. &c. demand the combined talents and professional experience of men conversant with the different professions. By referring to my letter of the 20th January, 1813, to the Honorable Langdon Cheves, you will observe by the plan of a board there proposed that I had those objects in view, and therefore constituted it of such characters and professions as are essential to give every subject submitted to them a fair and professional examination. The above duties comprise almost the whole economy of the establishment, and form a subject of the first importance to the nation.

With respect to the flotilla, it ought either to form a part of the navy, and be subject to its rules, regulations, and economy, and be under the superintendence and control generally of the Navy Department and navy board, or else be entirely separated therefrom.

One great source of expenditure and inconvenience to the navy service arises from the short enlistment of our seamen, ordinary seamen, and boys, and the principal cause which would defeat any particular object or expedition of our marine, more so than any imagined deficiency of seamen. During part of our war with Tripoli, the crews were enlisted only for one year; the consequence was, that a ship could scarcely arrive at her station, and have time to organise her crew, before she was obliged to return and discharge them. The term of enlistment now is two years; but such is the difficulty of getting men, for the small pay and bounty allowed, compared with what they can get in other service, and the ship is so long delayed in procuring her complement, that the times of one half expire before the crew is completed. The inducements given to fill the ranks of the army being much greater than that of the navy, many seamen have joined it; some, from necessity, have gone into foreign service, and are even navigating the commerce of the enemy; many are in the private armed ships and privateers, owing to the exclusive advantages given them over the navy. By this means the glory and maritime reputation of the nation is made to yield to the inglorious warfare of plunder, which deeply affects some individuals of the enemy, but makes only a small impression on the nation at large; some are locked up in the prisons of our foe, who is aware of the short period of their enlistment, and is wary enough to detain them from exchange until their term of service expires, when our Government can no longer command their services. The frequency of changing men from the ship they select to cruise in, to another, or into different service, such as the lakes and flotilla, contributes much to impede the recruiting service. When the above causes are considered, it is only wonderful that any men can be procured for



our ships of war. The registering and classing of the seamen of the United States would produce much good, but the compulsory command of their services would produce much evil, and should only be resorted to in the most extreme necessity. None will serve so well as those who serve voluntarily. To this account may be placed much of our superiority over the British, which has hitherto baffled all their boasted advantages of *experience, skill, and long practice.*

With respect to a naval academy, the best school for the instruction of youth in the profession is the deck of a ship, presuming that none would be offered or received into the service as midshipmen whose education had not been such as to fit them for officers, and calculated for gentlemen. To derive advantage from expenditure, and induce that corps of officers to pursue their profession, in time of peace, through private service, I would allow no half pay to midshipmen, except for such term as they can produce a journal of their voyages, and certificates of the master or owner of the vessel, countersigned by the collector of the port. By this means, many will be induced to pursue that calling to acquire the essential knowledge of seamanship, the properties of different species of vessels, an acquaintance and familiarity with coasts, countries, and nations; a knowledge of their marine, commerce, and fortresses; the genius of the people, and their language; which would be essential to them as officers, and important to the nation. It would enable them to form a true estimate of the requisite force for the attack of any point, place, or object, and the seasons best calculated for expeditions and enterprises, with the least hazard to themselves, when they should be called to execute the object, or plant the standard of our Union over the humbled foe.

The love of country and patriotism of the seamen of the United States stand unrivalled, or only equalled by their intrepidity and perseverance in commercial pursuits, and their valor in naval combat. We see them encountering all the horrors of the enemy's prisons, the privation of liberty and comfortable support, in preference to bearing arms against their country: impressed (during a state of peace with us) on board the British ships of war, and, by oppression, compelled to serve them against other enemies, they submitted with patience to their misfortune; but, when they heard of the war with their own country, no inducement or force could prevail on them to take arms against her. Sir, the navy looks up to the Government, with confidence, for its fostering care, and the nation trusts that they will place this important and essential national force on a systematic and solid foundation, that it may progress to maturity by gradual and regular augmentation. Although it may present to the enemies of our country a front too formidable for them to penetrate, it never can be rendered a machine to menace the constitution or liberties of our country; it will at all times strengthen the arm of Government, bind the Union together, protect our coast and harbors from blockade, menace, or insult, our commerce from plunder, and our citizens from the slavery and dungeons of Barbary. I have the honor to be, very respectfully, sir, your obedient humble servant,

CHARLES STEWART.

No. 3.

NAVY YARD, PORTSMOUTH, November 30, 1814.

SIR:

I have had the honor to receive your letter of the 17th instant, covering a letter from the Honorable the Secretary of the Navy to the Senate of the United States, dated the 15th instant, communicating his views and plan of effecting a reform in the management of the naval department, and requesting my opinion thereon.

I now beg leave to inform you that I have examined the letter, and am of opinion that the plans, *generally*, proposed by the honorable Secretary, are such as would, if carried into effect, go far towards effecting the object so much wished for, particularly as it respects the establishment of a navy board. It would be presumption in me to propose additions or alterations of a plan proposed by the Honorable the Secretary of the Navy, with the knowledge he has of naval affairs, and the means he possesses of getting at the transactions of every branch of the establishment; I can, therefore, only say, in general terms, that I think the changes in the naval establishment, proposed by him, are such as will remedy many of the evils that now exist. If, however, it is not thought absolutely necessary to make the proposed changes immediately, (and it would not be thought presumption in me) I beg leave to suggest the idea of appointing, *this session*, the gentlemen that are to compose the navy board, and let them enter immediately on the duties of that office. They, together with the Honorable the Secretary of the Navy, would, before the next meeting of Congress, be able to lay before the Senate a complete system for the reform of the establishment, founded on observation and facts taken from these gentlemen collectively, that may not be known or inquired into as individuals. If I dare give an opinion, these would be my sentiments. The board would have time to examine particularly into the establishment as it now is. They would be able, some of them, to visit the different naval establishments, and inform themselves of what improvements are necessary, and how far it will be expedient to occupy all the navy yards we now have, or, rather, whether it will not be advisable to fix on some two or three establishments, as being important ones, and only improve the others for temporary purposes, such as repairing ships, or giving them an outfit when they fall in, and cannot, without risk, get to the larger establishment. In short, a board appointed immediately, and commencing on the duty of the office, would, in my opinion, as I have before stated, lay before the Government a system, with such rules and regulations for the better government of our naval establishment as cannot fail to meet their approbation, and, I am sure, such as will save millions to the nation, if we are to have a navy of any magnitude. I have the honor to be, most respectfully, sir, your obedient servant.

ISAAC HULL.

HON. WILLIAM REED, *Chairman of the Naval Committee.*

No. 4.

NEW YORK, 1st December, 1814.

SIR:

Circumstances have prevented me from replying, until now, to your letter accompanying the report of the Secretary of the Navy, on the subject of a new organization of that Department. The objects of reform contemplated in that report being those on which I had heretofore communicated my ideas, I shall merely remark, in compliance with your request, upon the only subject which remains, namely, the organization of one board of inspectors, as recommended by the Secretary.

It appears to be the intention of that officer, that the board is to be so constituted as simply to exercise such powers as may be delegated to them by the Secretary of the Navy, and approved by the President of the United States, and that it is not to be located at the seat of Government.

After having maturely considered the subject in every point of view that presented itself to my mind, it appears to me that the object contemplated would be attained much more effectually, by so constituting this board, that the Secretary of the Navy should be its presiding officer, and the members his counsellors, with whom he might and would be expected to consult, in all those affairs which they would be supposed, from their professional experience, to be better acquainted with than himself: I say better acquainted, because it is presumed that the Secretary will not, generally, be a person thoroughly versed in the details of the service. The members of the board thus constituted, might, in addition to the duties of counsellors, exercise the respective powers contemplated in the report, and as effectually execute the duties of inspectors and comptrollers of abuses as if they formed a separate and distinct establishment, placed in a central part of the United States, and having their separate districts particularly defined.

By this arrangement, the Secretary of the Navy might, at all times, and at the instant, have the advice of one or more competent officers, responsible for their counsel and conduct, and with whom he could at all times consult, without incurring the delay which would result from placing the board at a distance from his head. There is always an advantage in hearing and comparing the different opinions of experienced men on every subject. Letters must, of necessity, be less particular and explanatory than verbal communications, and it is much more easy to come at the whole truth by the latter medium.



In short, sir, I can conceive no advantages that can result from placing this board in a central situation, that will counterbalance the probable disadvantages of the arrangement contemplated in the report of the Secretary. One principal object of this arrangement appears to me, ought to be to bring into the department the experience and activity of a number of professional men, who should be at all times ready on the spot, to furnish either Congress or the Secretary with such information as either might call for, and which their professional experience enable them to communicate.

The board, with the exception of the Secretary of the Navy, should consist of naval officers exclusively, of a grade not inferior to post captains, and composed of not more than three in number, as that would, I think, be fully competent to the discharge of all the duties required. A greater number might tend rather to embarrass and retard, and would take from the navy officers that, on some occasions, could not be spared from the service. These officers to be selected by the President of the United States, and changed as he should find it expedient. The accountant and clerks of the Navy Department to remain, as heretofore, under the Secretary of the Navy, who should be the only disbursing officer of the board; the great duty of this board to consist in forming, arranging, and bringing into operation, a system of order and economy for the navy, which would remedy the defects and abuses now existing in that department. A board thus constituted would, I feel satisfied, reduce the expenses of the establishment at least one-fourth. I am, with much respect, sir, your obedient servant.

STEPHEN DECATUR.

O. H. PERRY.  
D. PORTER,  
L. WARRINGTON.

The above accords entirely with our opinion.

No. 5.

NAVY YARD, BROOKLYN, December 6, 1814.

SIR:

In compliance with the request of the committee appointed by the House of Representatives to inquire "into the expediency and practicability of reform in the management of the Navy Department of the United States," I have examined attentively the letter from the Secretary of the Navy, which you did me the honor to transmit me; and my sentiments on the subjects it embraces, with such remarks as appear to me of weight, and applicable to those subjects, are respectfully submitted.

In examining the plan proposed by the Secretary, I am at a loss to discover clearly his views of the duties and powers that are to remain with the Secretary of the Navy, after the board he has recommended is in full operation. I assume it as admitted, that the duties and powers of that office are loosely defined now, and I consider it very important, if the office is continued with a board, that the extent of its operations should be clearly marked: if this is done, I believe the officer holding must possess but a small share of power and his duties be very limited, or he must combine in himself the authority to direct and control the board in all cases.

It will be considered scarcely worth while, I presume to retain it, for unimportant purposes; but if it be clothed with the extensive powers alluded to, it appears to me, that ill consequences may easily arise from it, because the judgment of an individual, who it does not appear must necessarily be conversant with naval affairs, may, and might, frequently, be placed in competition with that of a board of five, who are selected expressly for their knowledge in those matters, and with power to reject, modify, or render useless, their most important decisions. This power, I am persuaded, should be held by the President of the United States alone.

It is true, I believe, that, with special and limited authority, vested by an act of Congress, which would clearly define the powers and duties of the office, some benefit might be derived from it. I am decidedly of opinion that the navy should be represented in the cabinet, if I may use the expression, and the office would most probably be of advantage for that purpose; but then, if there is a board created as recommended, it appears to me that the Secretary of the Navy should be more the advocate of that board than the controller of it; he might also be serviceable as the organ of communication between the President of the United States and the board, and between the latter and Congress; but there I think his labors should cease.

He should have no absolute control over either the civil or military department of the establishment. In the light, therefore, which I view the subject, it is manifest to me that the benefits to be derived from the office, limited as above stated, would be of little importance, and could all be executed with equal advantage, if it had no existence; but if it is to exist with all the qualities of a directing and controlling power, I am of opinion that the service would be much benefited by the alteration of the second section proposed, so as to constitute a board of three, to be selected from the captains of the navy, and located at the seat of government. These would, most probably, be competent to the discharge of all the duties that would devolve on a board of this nature, under any circumstances that could arise, until our navy is considerably increased, when, it is to be presumed, the number of members could be increased from the same materials.

I am averse to the introduction of gentlemen into a board of this description, that have lived principally in the merchants' service, who, however well they might be skilled in the duties devolving on mariners in general, cannot, I conceive without distending the imagination, be supposed to be acquainted with the ramifications of a naval service, and who would, most probably, from these circumstances, rather retard and embarrass than be of advantage to it. If it is considered necessary to introduce other than naval officers in this board, I would greatly prefer their being selected from other classes of citizens, possessing sound judgment and extensive information, without regard to maritime qualifications. There are duties, perhaps, that would be allotted to a board of this nature, which gentlemen possessing those qualities could execute with advantage.

On the proposition to authorize the President to appoint a naval constructor, with assistants. I will only trouble the committee by observing, that an able naval architect could, I believe, be employed to advantage in the department; but I am of opinion that more importance is proposed to be given to the office than is necessary or advisable, and that this officer should be under the direction of the board.

The appointment of a paymaster, as proposed, would not, as far as I am enabled to judge, be attended with advantage to the service. It appears to me that a well regulated system to govern the pursers, which it should be the duties of the board to prescribe, and the accountant's office, as it now exists, is all that is necessary on this subject.

The establishment of a naval academy, as recommended, would unquestionably be productive of great advantage to the service. A well regulated establishment of this nature I consider to be much wanted.

These comprise all the objects that the Secretary deems it necessary for the Legislature to provide. I am of opinion, however, that there would be advantages obtained by extending the law, so as to define, as clearly as possible, the duties and powers of the board, and to designate the boundaries of the naval districts.

All the regulations recommended I believe to be necessary, and much wanted, but I am of opinion that the appointments of pursers had better be limited by law, and the distribution of the duties of the board would, most probably, be made with more advantage by the members of it.

Upon the whole, it is my opinion that the duties and powers of the Secretary of the Navy, as they now exist, and all the duties and powers that it is necessary should be invested in a Navy Department, would be most advantageously settled in a board, to consist of five members and a secretary; one to be selected by the President, for his abilities as a statesman, who should preside at the board, and the remaining four to be selected by the same authority, from the officers of the Navy. This plan would, I believe, combine all the qualities that are wanting to compose a Navy Department fundamentally efficient for the administration of a permanent and extensive naval establishment.

I have the honor to be, with great respect, sir your obedient servant,

SAMUEL EVANS.

Honorable WILLIAM REED, Chairman of the Naval Committee.

## No. 6.

PORTSMOUTH, NEW HAMPSHIRE, *December 9, 1814.*

SIR:

Your circular of November 17th, covering a letter from the Secretary of the Navy to the Senate of the United States, I had the honor to receive a few days since.

The appointment of a board for the assistance of the Secretary of the Navy has long been advocated by the different commanders in service, upon the presumption that, with their advice and assistance, the naval force might be rendered much more efficient, without an increased expense to the country. I should, however, suppose three persons sufficient, at this time, for the performance of all the duties of such a board. I cannot but think that part of the plan authorizing the President to appoint the presiding officer, as unnecessary, or improper, since no other rule of precedence can be established among officers than that of rank. I should also presume, that the naval officers possess that information on general naval subjects, and the particular details of service, which render them more peculiarly qualified for the duties of this board, than persons whose attention has been generally devoted to other subjects.

The different duties assigned to the particular members of the board, as classed by the Secretary, I should presume might be more advantageously distributed by the advice of the board itself, after its organization. The appointment of a naval constructor would be attended with many advantages. That of a paymaster, I should think unnecessary at present.

Anxious for the establishment of a board, composed of men whose vigilance and professional talents would enable them to discover and correct abuses; to furnish all the information which might be required upon naval affairs; and to superintend the general police and all those details of service which have hitherto necessarily interfered with the more important duties of the Secretary, I am particularly gratified that it has been officially recommended at a time when the Legislature are endeavoring to discover and reform the existing abuses of the naval establishment. The advantages which will naturally result from it appear too obvious to require enumeration; but not the least important would be the information they could soon furnish the honorable committee of naval reform upon the different subjects of their present inquiries.

With sincere respect I have the honor to be, your obedient servant,

C. MORRIS

HON. WILLIAM REED, *Chairman of the Committee of Naval Reform, Washington.*

## No. 7.

FRIGATE UNITED STATES, *December 9, 1814.*

SIR:

A few days since I had the honor to receive your circular of the 17th ultimo, enclosing a letter from the Secretary of the Navy, transmitting a report relative to the better organization of the Department of the Navy of the United States.

From long experience, and so far as my knowledge extends of naval transactions, and to naval regulations, it has been but too obvious that many imperfections have existed in the civil administration of our establishment, and that the only and best method that can be devised to remove the evil, will be to elect, by law, a naval board, to consist of three post captains, (or of a higher grade if there should be such) and that the Secretary of the Navy, where it may be deemed necessary, in joint council to be the presiding officer. This board of inspection, if well selected, I am perfectly satisfied will be enabled to give to our establishment a tone satisfactory in effect, and salutary in its operation. It will be to our navy its sheet anchor; all points of duty will be equally made explicit by its salutary and well defined regulations, and all untoward and unnecessary expenses, which have but too long continued to exist in our establishment, will in a great measure be brought to a final termination. When that object be obtained, the navy cannot do otherwise than progress, under the fostering care which, it is hoped, the Executive of the country will feel disposed to appreciate agreeably to its consequences.

Sir, I have the honor to be, with high respect and consideration, your obedient servant,

JOHN SHAW.

HONORABLE WILLIAM REED.

## No. 8.

NAVY YARD, WASHINGTON, *December 10th, 1814.*

SIR:

I have been honored with your letter of the 26th ultimo, as chairman of a committee of the House of Representatives for "inquiring into the expediency and practicability of a reform in the naval department of the United States," transmitting therewith, a letter from the late "Secretary of the Navy, of 15th November, to the Senate, communicating his views and plans for effecting this object," and requesting my opinion, &c. of the plan proposed.

I have perused with attention the said "report" to the Senate, and now proceed to give you my opinion on the several parts thereof, as the nature of the subject appears to me to require.

It has been long evident to every experienced officer in our navy, and experience has made it known to the community at large, that *no one man* (whatever his intellectual powers and endowments may be) is fully competent to execute the multiplicity of complex duties which have been incumbent on the head of the Navy Department.

Thus, then, another branch of power in that department appears to have become indispensably necessary, and none so appropriate, in my opinion, as a Board of three or more experienced, practical, professional men.

Whether the appellation given to the Board, in the report of Mr. Jones, is the most appropriate, it is considered unnecessary herein to discuss; but it is incontrovertibly demonstrable, that such a Board, with proper powers, under an act of the Legislature, will effect a saving of many thousand dollars annually, in the expenses of our naval establishment.

The Secretary having presented his report in the form of "a bill," it may, I conceive, be found convenient to the committee, as well as to myself, to follow its sections in their regular course, with such a fair and candid opinion thereon, as their propositions appear more or less forcible and conclusive on my mind.

The first section, being totally indefinite and prospective, appears to be susceptible of no comment.

In the adoption of the second section, for the organization of the Board, I conceive particular care should be taken to avoid any probable cause for disunion in its members. I would, therefore, respectfully advise that the presiding member be designated by law, and not embarrass the President of the United States with the selection, which, from resignation, death, or other casualty, may very frequently occur; it appears to me more eligible, therefore, that the law should enact that the senior navy officer of the Board should be the presiding member; and being once so established, should continue so to act, as long as he remains a member thereof; notwithstanding any changes that might thereafter take place, by the supply of vacancies.

The Board conjointly should have the power to nominate one or more persons, qualified for the duties of the Secretary thereof, and submit such nominations to the President of the United States for his selection and approval.

A quorum of the Board, or, at least, the presiding member and its Secretary, should reside at the seat of government of the United States, for the great convenience of frequent communications and conferences with the Secretary of the Navy, or with the President of the United States, in cases of particular importance. The Board should hold its regular stated meetings in its office at the seat of government, unless, on emergency, or some important occasion, the Secretary of the Navy may deem it more eligible to be held elsewhere.

The duties of the Secretary of the Board are clearly and amply defined in the "report," as well as is also, the powers of the Board for the establishment of its rules, and the regulations of its proceedings, &c.

The third section appears to require some elucidation respecting the contemplated time or times for holding "each stated meeting" of the Board; as this section states that an abstract of the transactions of each such meeting shall be "transmitted *monthly* to the Secretary of the Navy," &c. Now the transmission of such "abstracts"



*monthly*, would necessitate an almost perpetual session of the Board, and perhaps such continual sitting of a quorum thereof, might be found imperative, especially in time of war; but otherwise, it is respectfully conceived that, after the first complete organization of the Board; once in two or three months will be sufficient for general stated meetings, and transmission of the transactions thereof to the Secretary of the Navy, thus affording time for a part of the members to visit personally the several naval stations, which I conceive to be one of the most essential points of their duty. And if, as heretofore suggested, a quorum of the Board, or at least the presiding member, and the Secretary thereof, reside at and hold their office at the seat of government, the other members will be better enabled to inspect the proceedings at the different naval stations, or the equipment of any squadron or single ship, (if deemed necessary) and report daily, or otherwise, as may appear requisite, by correspondence, to the President of the Board; or those executing the duties of the Board at the seat of government, who can immediately confer thereon with the Secretary of the Navy, or the President of the United States, if deemed essential, and thus a judgment may be formed whether or not it may be expedient for the presiding member to convene the Board earlier than the next approaching general stated meeting, or at any other port or place than their permanent office. Thus, also, by this constant correspondence, the President of the Board, with the aid of the Secretary, will always have the business necessary for the consideration of the Board methodically arranged, and ready to lay before them immediately on their meeting.

On the fourth section I would only observe that, in my opinion, it would be more eligible that the Board, contemplated in the "report," should "prepare such rules and regulations, for conducting the business of the constructor's department, as shall appear proper and necessary," and submit them for the approval of the President of the United States, through the Secretary of the Navy.

The fifth section, appointing a "paymaster" of the navy, it is believed, will be productive of great saving in the appropriation to which that office applies, and lessen in a great degree the risk of misapplication or long retention of the moneys appertaining thereto.

The sixth section is believed to be very just and proper.

The seventh section is respectfully submitted to the wisdom and judgment of the committee. Its provisions are, however, considered as adequate and equitable, but it is nevertheless conceived that the travelling expenses of the members, while on duty, should be provided for.

It is firmly believed that a naval academy will have an amply beneficial effect on the naval establishment, and tend to preclude the probability of public ships and vessels falling under the management of incompetent uninformed men.

"The powers and duties of the Board" are, I conceive, amply illustrated and defined in the "report," except that, *immediately following* the first general regulation, it might be proper and highly useful to add, that no officer, whatever his grade may be, shall in anywise alter the internal or external equipments, or arrangements, of the ship or vessel under his command, or to which he may be in any manner attached, under pain of —; but, on perceiving that any eligible improvement may be made in any particular whatever, he shall, as speedily as practicable, submit his ideas of such improvement to the Board, with his reasons therefor, for their decision.

The latitude that has been practised in this respect has cost the naval establishment many thousands of dollars.

In addition to the form of the bill, I would respectfully suggest the following:

*And be it further enacted, &c.* That, from and after the passing of this act, no person shall be commissioned as a lieutenant in the navy of the United States, until he shall have attained the full age of — years, shall have been full five years in sea service, two of which at least he shall have served in the capacity of midshipman, master's mate, or sailing master, in the navy of the United States; and shall have and produce a certificate of his abilities (after a full examination before a court of competent officers\*) to manage and conduct the duties of a ship of war, in ballasting and stowing the hold, masting, rigging, docking, careening, arming and exercising the great guns and small arms; shall be capable of working a ship at sea, under all the forms and variety of sailing; making and taking in sail, anchoring, and getting under way; mooring and unmooring, and laying at single anchor in a tides-way, and in still water; shall be competently skilled in mathematical navigation, to conduct a ship to pilot water, on any known coast; island, bay, river or harbor, in this world. All which is respectfully submitted.

I have the honor to be, very respectfully, sir, your obedient servant,

THOMAS TINGEY.

HONORABLE WILLIAM REED,  
Chairman of the Committee, &c.

\* Not below the rank of post captains.

## PROVISIONS OF THE PRIZE ACTS EXTENDED TO THE CAPTORS OF THE BRITISH PRIVATEER RETALIATION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 13, 1815.

Mr. PLEASANTS, from the Committee on Naval Affairs, to whom was referred the petition of Weston Jenkins, in behalf of himself and thirty-two others, inhabitants of Falmouth, Barnstable county, Massachusetts, reported:

That, in the month of October last, a British private armed schooner, called the Retaliation, of seventy tons burthen, belonging to Liverpool, in Nova Scotia, whereof William J. Potter was master and commander, carrying five guns, and having a commission to cruise against the United States, came into Tarpaulin Cove, near the town of Falmouth, and there committed many depredations by fitting out armed boats and capturing the coasting vessels and small craft of the neighborhood; that, after some days, the said Weston Jenkins, as captain, with a lieutenant and thirty-one others, formed a resolution to endeavor to take the said privateer, or drive her off the coast: for which purpose they fitted out a small sloop, called the Two Friends, with one brass piece of cannon and some small arms, and, thus equipped, went in search of the privateer, which, after having found, they succeeded in capturing after a short skirmish. That the prisoners have all been delivered to the proper officer of the United States, and the papers of said privateer to the clerk of the district court; where the said vessel, her apparel, tackle, and furniture, have been condemned to the United States as droits of admiralty, in consequence of the said Weston Jenkins not having had a commission to cruise against the enemy. This circumstance was produced by the haste with which it was necessary to fit up the sloop, and the distance of the officers of the United States from whom the proper authority could have been obtained. All the foregoing facts are certified by the attorney, the collector, and the judge, of the district. The petitioners pray that distribution of the captured property may be made among them, upon the principles of distribution recognised by the acts of Congress authorizing the private ships of the United States to capture vessels of the enemy: the committee think the prayer reasonable, and that it ought to be granted, for which purpose they ask leave to report a bill.

[13th CONGRESS.]

No. 123.

[3d SESSION.]

## MIDSHIPMEN AND SAILING MASTERS.

COMMUNICATED TO THE SENATE, JANUARY 16, 1815.

*To the Honorable the Senate of the United States, the memorial of the subscribers, Midshipmen in the Navy of the United States, respectfully sheweth:*

That your memorialists conceive themselves aggrieved, and their prospects of future promotion and advancement in their profession materially injured, by the practice which has of late obtained, of promoting and commissioning sailing masters to the rank of lieutenants in the navy.

Your memorialists beg leave, most respectfully, to represent, that it is a practice which they believe is not allowed in the naval service of any other country, and that it is not likely to be attended with any beneficial results. Sailing-masters are taken from the merchant service, with qualifications no doubt perfectly sufficient for that most essential office; but they are in no respect accustomed to the peculiar and necessary regulations of vessels of war; and they are generally of an age when it is extremely difficult to lay aside old, and become familiar with new habits: while, on the contrary, midshipmen are trained and educated, from very early years, in the practice of subordination and command, and in all the duties and discipline which may, at future periods, be required from them, as military men. And they are, moreover, instructed theoretically and practically in the sciences connected with that element on which they are to act. Sailing masters enter on their employment, (if it be their intention to hold it permanently) knowing that it is one to which promotion is not properly attached. But, in truth, they more frequently accept of it as an occasional resource and livelihood when thrown out of their ordinary pursuits by the casualties of war, and with the resolution of abandoning it, and returning to their original occupation on the first favorable opportunity: midshipmen, on the other hand, commence by devoting themselves exclusively to the public service of their country: they embrace that service as a permanent profession, always ready to die in it; but hoping, if it should be their good fortune to live in it, that they may be permitted to earn, by their exertions and dangers, at least rank and honor.

Your memorialists beg they may not be understood as objecting to those promotions which may be the reward of gallant and conspicuous merit. Even although these be irregular, and interfere with their own prospects, yet they too much admire and value the cause of such occasional departures from established rules, not to yield to them with the utmost cheerfulness, and applaud the gratitude by which they may be dictated. Nor should they ever have objected, if such sailing masters only were commissioned to be lieutenants, as had served in the public navy the same number of years that is required of themselves: but they regret to state that no such limits have restrained the discretionary exercise of conferring that promotion. It has been given, as they understand and believe, to sailing masters who were not more than nine months in the service of the United States, and had never been able to signalize that short time by any illustrious act, while there were, and still are, many midshipmen who have served for five years, and were fit for promotion, but could not, and cannot even now, obtain it, because the vacancies have been already filled up by such irregular preferences. Your memorialists hope that no justification of what they complain against can be derived from their conduct or incompetency. The history of the American navy affords no room for that suspicion; and they trust that the examples of those whom they look up to and obey, have inspired them with such a sense of their duty and honor, that the lustre of their profession will not be tarnished in their hands. But they beg leave further to observe, that their extent of information and acquirements depends only in a slight degree upon themselves. They have been separated, at very early ages, from their families and friends, and made, as it were, the wards and children of the public. The education they may have received depended not on their parents, guardians, or private preceptors, but on the constituted authorities of the country, and on the teachers of their choice. Your memorialists, without presuming to praise themselves, hope they will be found to have availed themselves of every opportunity given to them for acquiring knowledge. But if there could be any doubt (which they trust there cannot be) that a midshipman, regularly serving his time in the navy of the United States, is fit for promotion, they, with the utmost deference, submit, whether that great evil would not be better remedied by devising some more effectual plan for their instruction, than by promoting over their heads strangers entering from the merchant service.

Your memorialists are aware that an application of this kind, from persons so young as they are, to your august assembly, is singular, and perhaps presumptuous: for this intrusion their situation and their inexperience might well be offered as their apology. But they think they have also peculiar claims to the attention they solicit, as they have already said they are the wards and children of the public, and they address themselves to the representatives of that public, who are constitutionally vested with the power of acting towards them as fathers and guardians. They complain not merely of what may affect them with present inconvenience, but of what must interfere with prospects and interests in the more advanced periods of their lives, when it will be too late to retrace their steps, and seek for honorable independence in any other profession.

Your memorialists, therefore, respectfully and confidently submit the protection of their interests, and, as they believe, of the naval service, to your honorable body.

EDWARD F. HOWELL, and others.

[13th CONGRESS.]

No. 124.

[3d SESSION.]

## BURNING OF THE NAVY YARD AT WASHINGTON.

COMMUNICATED TO THE SENATE, JANUARY 18, 1815.

COMMITTEE ROOM, 9th November, 1814.

SIR:

A petition has been presented to the Senate by Edward Barry, Sailingmaster, and George Hodge, Boatswain, in the navy of the United States, praying compensation for certain private property destroyed by the burning of the navy yard.

The committee, to whom the petition has been referred, has directed me to inquire of you by whose orders, or under what authority, the navy yard was set on fire.

With great respect,

JOSEPH ANDERSON, Chairman of the Committee.

Honorable WILLIAM JONES, Secretary of the Navy.



NAVY DEPARTMENT, November 11th, 1814.

SIR:

In answer to your letter of yesterday, founded on the petition of Edward Barry, Sailingmaster, and George Hodge, Boatswain, praying compensation for certain private property destroyed by the burning of the navy yard, and requesting to be informed by whose orders, and under what authority, the navy yard was set on fire, I have the honor to state that the eventual order, for the burning of the public shipping and stores, was given by the Secretary of the Navy, with the approbation of the President of the United States, and in conformity with the opinions of the Secretary of War and Navy, and assent of the other Heads of Departments, upon a consultation on that subject, in front of General Winder's quarters, on the morning of the 24th of August last, and in order to prevent the said shipping and stores from falling into the hands of the enemy.

The manner in which the fire was communicated to the buildings, which contained the furniture of Sailing-master Barry, and Boatswain Hodge, will appear by the following extract of a report from the commandant of the yard, made on the 18th ultimo.

"The buildings destroyed by the fire from the frigate, &c. were the mast shed and timber shed, the joiners' and boat builders' shops, and mould loft; all the offices; the medical store; the plumbers' and smiths' shops, and blockmakers' shop; the saw mill and block mill, with their whole apparatus, tools, and machinery; the building for the steam engine, and all the combustible parts of its machinery and materials; the rigging loft; the apartments for the master and boatswain of the yard, with all their furniture; the gun carriage makers' and painters' shops, with all the materials and tools therein at the time.

"Also the hulls of the old frigates Boston, New York, and General Greene."

I have the honor to be, &c.

W. JONES.

Honorable JOSEPH ANDERSON, Senator of the United States.

NOTE. See Military Affairs, No. 137.

13th CONGRESS.]

No. 125.

[3d Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 24, 1815.

NAVY DEPARTMENT, January 23, 1815.

The Commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the navy of the United States" respectfully report to Congress the following statements in relation to that fund:

Paper A, which shows the amount of stock on the books of the treasury to the credit of the commissioners.

Paper B, statement of bank stock belonging to the fund, and abstracts of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 1st of January, to the 31st of December, 1814.

Paper C, list of navy pensioners with the pension allowed to each. [Aggregate amount of which is \$13,667 20.]

Paper D, account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund. [Balance in his hands, \$47,852 60.]

Paper E, account of prize money deposited to the credit of the Treasurer of the United States, not included in his account D, for the year ending the 31st of December, 1814. [Amounting to, \$88,265 43.]

All which is respectfully submitted. For the commissioners,

B. W. CROWNINSHIELD.

A.

Statement of the Stock on the Treasury books to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with interest and reimbursements which accrued for the year 1814.

STOCKS.	Commencement of Interest.	Nominal amount of Stock.	Interest and reimbursement for the year 1814.	Reimbursement of 6 per cent. and deferred stocks, to December 31, 1814.	Unredeemed am't on the 1st of January, 1815.
Six per cent. stock, -	Jan. 1, 1814,	\$39,579 04	3,166 30	29,638 92	9,940 12
Deferred, do. -	" " "	56,532 23	4,522 57	23,988 85	32,543 35
Three per cent. do. -	" " "	30,895 93	926 88	-	30,895 93
Louisiana domestic do. -	" " "	38,000 00	2,280 00	-	38,000 00
Six per cent. of 1813, loan of 7½ millions, -	Dec. 29, 1813,	113,314 44	6,855 50	-	113,314 44
Six per cent. of 1814, loan of \$10,000,000, -	June 17, 1814,	170,454 54	5,511 35	-	170,454 54
		448,776 18	23,262 60	53,627 80	395,148 38

Amount per statement for the year 1813, - - - \$165,007 20

## ADDITIONS

Six per cent. stock of 1813, loan of 7½ millions, - - - 113,314 44  
 Six per cent. of 1814, loan of 10,000,000, - - - 170,454 54

\$448,776 18

TREASURY DEPARTMENT, Register's Office, January 1, 1815.

JOSEPH NOURSE, Register.

## B.

*Statement of Bank Stock belonging to the Navy Pension Fund, standing in the name of the Commissioners.*

SHARES.	Nominal amount.	Amount of cost.
476 complete shares of Columbia Bank stock, - - -	47,600	} 60,102 60
150 short do. do. do. - - -	6,000	
700 complete shares of Washington Bank stock, - - -	14,000	
600 do. do. Union do. - - -	15,000	15,340 50
Dollars, - - -	82,600	89,703 10

Amount of warrants drawn, on account of the fund, from 1st of January, to 31st of December, 1814, - - - \$152,820 00

NAVY DEPARTMENT, *Accountant's Office*, December 31, 1814.

THOMAS TURNER, *Accountant*.

13th CONGRESS.]

No. 126.

[3d SESSION.]

### DISTRIBUTION OF PRIZE MONEY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 30, 1815.

Mr. PLEASANTS made the following report:

The Committee on Naval Affairs, to whom was referred the petition of Joseph G. Roberts, have, according to order, had the said petition under consideration, and thereupon present the following report:

The petitioner states that he is a surgeon in the navy of the United States, and as such was attached to the squadron on Lake Erie, commanded by Commodore Perry; that whilst the squadron lay in port, the men becoming sickly, a hospital was established on shore, and the petitioner placed over it as surgeon; that whilst discharging his duty on shore, the action on the lake took place, on the 10th of September, 1813, in which the whole of the enemy's squadron was captured; that some of the wounded seamen were sent to the hospital after the action; that, in dividing the prize money, such a construction has been given to the law as to exclude the petitioner from any part thereof, under which construction the whole of the said prize money has been distributed among the officers and crew; the petitioner prays that Congress would grant him such a sum as will be equal to what his proportion of the said prize money would have been, had it been determined that he was entitled to a proportion thereof.

The committee are of opinion that the construction given to the law in the case stated is a correct one, and conformable to naval usage in similar cases. Prize money is allowed as a stimulus to courage and exertion *in action*, and a reward for valor, danger, and victory. They therefore recommend to the House the following resolution:

*Resolved*, That the prayer of the petitioner ought not to be granted.

13th CONGRESS.]

No. 127.

[3d SESSION.]

### PENSION FOR THE GREATEST DISABILITY LIMITED TO HALF PAY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 30, 1815.

NAVY DEPARTMENT, *January 28, 1815.*

SIR:

In reply to an order of the honorable the House of Representatives, of the 3d instant, referring the petition of Thomas Riddels, of Philadelphia, to the commissioners of the navy pension fund, I have the honor to report, that Thomas Riddels was regularly shipped in the United States' service, at six dollars per month wages, and was stationed on board gunboat, No. 121, commanded by sailing master William Sheed; that, on the 29th day of July, 1813, in an action with the enemy, which took place near the entrance of the Delaware Bay, the said Thomas Riddels lost his leg. After recovering from amputation, he was employed at the navy yard, Philadelphia, and on the 30th May, 1814, a pension was granted to him of three dollars per month, being the highest rate authorized by law.

There are many cases of peculiar hardship similar to this, particularly in the corps of marines, in which a man, for the greatest degree of disability, can receive no more than half his monthly pay, which heretofore has been only six dollars.

As the pension granted to this boy, Thomas Riddels, is for life, he might be bound apprentice to some profitable *sedentary* trade, and the accumulation of his pension, under guardianship, and proper management, may enable him to be usefully employed both for himself and the country.

All which is respectfully submitted.

B. W. CROWNINSHIELD.

The Hon. the SPEAKER of the House of Representatives.



13th CONGRESS.]

No. 128.

[3d Session.]

## EXPLANATIONS OF THE ESTIMATES FOR THE SUPPORT OF THE NAVY AND MARINE CORPS, FOR THE YEAR 1815.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 10, 1815.

WASHINGTON, February 6, 1815.

SIR: On an examination of the estimates from the Navy Department, for the year 1815, there appears to be an increase of expenditure proposed of \$1,951,908 50, under the following heads, viz:

	Increase.
Pay and subsistence of the navy,	\$680,283 50
Ordnance,	400,000 00
Navy yards,	60,000 00
Contingent account,	600,000 00
Marine corps, pay, and subsistence,	206,625 00
Clothing, per ditto,	5,000 00
	<u>\$1,951,908 50</u>

I am instructed by the Committee of Ways and Means to apply to you for such information as may enable them to decide on the propriety of authorizing the proposed increase of expenditure.

I have the honor to be, your most obedient,

JOHN W. EPPES.

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

NAVY DEPARTMENT, February 8, 1815.

SIR: I have had the honor to receive your letter of the 6th instant, requiring information respecting a proposed increase of expenditure, under the following heads of appropriation, viz:

Pay and subsistence of the navy,  
Ordnance,  
Navy yards,  
Contingent account,  
Pay of the marine corps, and  
Clothing for ditto.

In reply to which, I beg leave respectfully to state that the estimates for the navy, for the year 1815, were predicated upon the actual number of officers, petty officers, seamen, ordinary seamen, and boys, required for the service, forming an aggregate of fifteen thousand two hundred, agreeably to the accompanying exhibit, marked A, showing the various grades, the number of each, and the amount of pay and extra rations. The distribution of this force will probably be in the manner following:

In sea service,	4,000 00
On Lake Ontario,	4,300 00
On Lake Champlain,	1,100 00
On Lake Erie,	600 00
Flotilla service,	5,200 00
	<u>15,200 00</u>

It being found impracticable to procure boatswains, gunners, carpenters, sailmakers, and master's mates, possessing the requisite qualifications, particularly for the service on the ocean and the lakes, for the compensation of twenty dollars per month, heretofore allowed, it has been deemed expedient to provide for the augmentation of the pay of this valuable class of officers twenty-five per centum, making the monthly pay of each, hereafter, twenty-five dollars.

A similar augmentation of pay for seamen, ordinary seamen, and boys, has become of vital importance, as, without such a provision, it would be excessively difficult, if not impossible, to recruit a force adequate to the public exigence. The powerful inducement of a large bounty offered in the army; the encouragement and high wages given by private armed vessels; the enhanced price of clothing, which, in the naval service, is charged to the seamen; and the hopeless prospect of prize money, owing to the general destruction of captured property, combine to produce a state of things extremely inauspicious to the recruiting service.

These observations are intended to explain the proposed increase, so far as it relates to the pay and subsistence of the navy.

With respect to the other items, embraced by your inquiry, ordnance, navy yards, and contingent account, the sum introduced for these objects into the estimates for the present year, is, notwithstanding the apparent increase, the same, very nearly, as the actual expenditure under those respective heads during the year 1814; and it is believed that an appropriation, for these purposes, of less amount, would be injurious to the public interest, as the Department, deprived of a sufficiency of means, would be liable to have its best directed efforts rendered abortive, from its incapacity to impart efficacy to the naval operations. To avoid the exposure to the enemy, which a discussion might develop, of the extent of the preparations contemplated on the lakes, the sum of one million of dollars, necessary for that purpose, was blended under the following heads of appropriation, and in these proportions, viz:

Under ordnance,	\$300,000 00
Under contingent account,	400,000 00
Under repairs of vessels,	300,000 00
	<u>\$1,000,000 00</u>

This course was deemed preferable to a specific appropriation for building vessels on the lakes, and the views of the Department, on this subject, were intended to have been disclosed to the honorable Committee of Ways and Means. The heads of appropriation, which would appear to have been increased, will, after the sum merged in each shall have been withdrawn, show the amount estimated for the service of the current year to be as follows:

Pay and subsistence of the navy, as per annexed exhibit, A,	\$3,259,624 50
Ordnance,	400,000 00
Navy yards,	160,000 00
Contingent account,	700,000 00

Although the estimates for the three last mentioned items were, for the year 1814, for considerably less sums, yet it became indispensable to have recourse to the President of the United States, as the operations of the year progressed, to direct the increase of these heads of expenditure to the extent required for the present year, by transferring to them moneys appropriated for other branches of the service.

Relative to the proposed increase on account of the pay and clothing of the marine corps, it may be proper to observe that the sum estimated for the pay and clothing of that force, for the year 1814, was two hundred and twenty-eight thousand two hundred and thirty-two dollars and ten cents; and that proposed, for the same objects, during the current year, is three hundred and sixteen thousand ninety-one dollars and fifty cents, making a difference of eighty-seven thousand eight hundred and fifty-nine dollars and forty cents, which, it is presumed, will be considered a moderate increase, when viewed in connexion with the act of Congress, passed on the 16th day of April, 1814, authorizing the augmentation of the corps of marines, by the appointment and enlistment of eight hundred and forty-six officers and men.

I have the honor to be, very respectfully, sir, your obedient servant,

B. W. CROWNINSHIELD.

Honorable JOHN W. EPPES,

*Chairman of the Committee of Ways and Means.*

A.

*Estimate of the Pay and Rations of the Officers and Seamen of the Navy of the United States, (including the Flotilla service) for the year 1815.*

	Pay per month.	Amount of pay per annum.	Rations per day.	Number of Rations per annum.	Price of Rations.	Amount of Rations.	Amount of pay and Rations.
30 Captains, - - -	\$100	\$36,000	7	76,650	25 cts.	\$19,162 50	\$55,162 50
25 Masters Commandant, - -	60	18,000	4	36,500	do	9,125 00	27,125 00
141 Lieutenants, - - -	40	67,680	2	102,930	do	25,732 50	93,412 50
24 Lieutenant Commandant, -	50	14,400	3	26,280	do	6,570 00	20,970 00
510 Mid-hipmen, - - -	19	116,280	-	-	-	-	116,280 00
230 Sailingmasters, - - -	40	110,400	1	83,950	do	20,987 50	131,387 50
50 Surgeons, - - -	50	30,000	1	18,250	do	4,562 50	34,562 50
12 Chaplains, - - -	40	5,760	1	4,380	do	1,095 00	6,855 00
50 Purser, - - -	40	24,000	1	18,250	do	4,562 50	28,562 50
10 Coast Pilots, - - -	40	4,800	1	3,650	do	912 50	5,712 50
45 Captain's clerks, - - -	25	13,500	-	-	-	-	13,500 00
80 Surgeon's mates, - - -	30	28,800	1	29,200	do	7,300 00	36,100 00
220 Boatswains, - - -	25	159,000	1	193,450	do	48,362 50	207,362 50
220 Gunners, - - -							
45 Carpenters, - - -							
45 Sailmakers, - - -							
530							
240 Master's mates, - - -	25	72,000	-	-	-	-	72,000 00
96 Boatswain's mates, - - -	19	61,104	-	-	-	-	61,104 00
96 Gunner's mates, - - -							
56 Carpenter's mates, - - -							
20 Sailmaker's mates, - - -							
268							
220 Quarter gunners, - - -	18	238,896	-	-	-	-	238,896 00
180 Quartermasters, - - -							
45 Masters-at-arms, - - -							
45 Armorers, - - -							
96 Yeomen, - - -							
40 Coxswains, - - -							
20 Coopers, - - -							
20 Ship's Corporals, - - -							
220 Stewards, - - -							
220 Cooks, - - -							
1,106							
5,000 Able seamen, - - -	16	960,000	-	-	-	-	960,000 00
6,849 Ordinary seamen and boys, -	14	1,150,632	-	-	-	-	1,150,632 00
15,200							\$3,259,624 50

[END OF NAVAL AFFAIRS.]



14th Congress.]

No. 129.

[1st Session.]

DISBURSEMENTS AT NAVY YARDS; PURCHASE OF TIMBER; INCREASE OF THE NAVY;  
NAVY HOSPITALS; DOCK-YARDS; REGISTER OF THE NAVY AND MARINE CORPS.

COMMUNICATED TO THE SENATE, DECEMBER 11, 1815.

NAVY DEPARTMENT, December 7, 1815.

SIR:

In obedience to the resolutions of the Honorable Senate of the United States, of the 28th of January, and the 28th of February last, I have the honor to report upon the several subjects as per papers enclosed, numbered one to six inclusively.

I am, very respectfully, sir, your most obedient servant,

B. W. CROWNINSHIELD.

Hon. JOHN GAILLARD, *President of the Senate.*

No. 1.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 4, 1815.

SIR:

I now hand you a statement of the amount expended under the third section of the act of Congress of the 30th March, 1812, prepared in pursuance of the resolution of the Senate of the 28th of February, 1815.

The account required by the resolution of the Senate of the 28th of January, 1815, cannot be furnished from this office. The aggregate amount expended by the several Navy Agents in each year could be furnished, but there is no distinct account rendered by them for the disbursements at the navy yards; if reference could be had to the agents' accounts, with considerable labor, perhaps a dissection might be made, and the expenditures at the navy yards selected so as to render a tolerably correct account; but it is understood that all the accounts settled at this office, prior to the year 1812, were destroyed by the burning of the Treasury Office by the enemy in August, 1814.

With great respect, I have the honor to be, sir, your most obedient servant,

THOMAS TURNER.

The Hon. B. W. CROWNINSHIELD.

No. 2.

*A statement of the amount expended under the third section of the act of Congress of the 30th March, 1812.*

VIZ:	Purchase of timber,	-	-	-	-	-	-	-	\$128,774 15
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THOMAS TURNER, *Accountant.*

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 4, 1815.

No. 3.

*Report relative to the gradual and permanent increase of the navy.*

The importance of a permanent naval establishment appears to be sanctioned by the voice of the nation, and I have a satisfaction in stating that the means of its gradual increase are completely within the reach of our national resources, independently of any foreign country. The materials for building and equipping ships of war are all at command. Steps have been taken to ascertain the best growth and quantities of timber for naval construction, preparatory to contracts and purchases. The want of a mould loft for the naval constructor to lay out the moulds, by which the timber is to be cut and shaped previously to transportation, has delayed the completion of arrangements for an adequate supply. A building has been erected at the navy yard in this city for that purpose, and will soon be finished, when the business will progress.

Cannon foundries, manufactories of sheet copper, cordage, canvass, and all the mechanical branches, are in a state to furnish the several supplies which may be required.

The commerce of the United States, increasing with the resources and population of the country, will require a commensurate protection, which a navy alone can afford; and the experience derived from the active and vigorous employment of a limited navy, during the period of the late war, has demonstrated its efficient utility.

I do, therefore, with confidence, recommend an annual increase of our navy of one ship, of the rate of 74 guns: two frigates of the first class, rated at 44 guns; and two sloops of war, which can be built with the surplussage of smaller timber, and with a great saving in that material.

The act to increase the navy, passed January 2d, 1813, authorized the building of "four ships, to rate not less than 74 guns, and six frigates, to rate 44 guns each." This act has been partly carried into effect, by building three ships of the rate of 74 guns, and three frigates of 44 guns, in the Atlantic ports; the residue of the appropriation under that act was applied to the building of large ships and frigates upon Lake Ontario.

The concentration of our navy in one or two of the principal ports of the United States, where the depth of water is sufficient for the convenient ingress and egress of the larger vessels, will necessarily lead to the enlargement of the navy yards at such places, with docks for repairs, and the collection of all important materials for the armament and equipment of the different classes of vessels, in order to bring them into active service upon any emergency, with the advantage of combined force.

A general system for the gradual and permanent increase of the navy, combining all the various objects connected with an enlarged naval establishment, such as building docks, and extending the accommodations of navy yards and arsenals of general deposit, will form the subject of a more extensive report, to be laid before Congress during the present session.

No. 4.

*Report relative to the measures taken respecting navy hospitals.*

The subject of navy hospitals was necessarily suspended during the late war, in consequence of the more important duties of the commissioners appointed under the act of Congress of February 26, 1811.

The commissioners met in the early part of the year 1812, and surveyed the several sites in this city most eligible for the erection of an hospital, and directed an able architect to prepare a plan of the building and estimate of the cost. The eldest and most skillful surgeons of the navy have reported upon the general system, organization, and economy of an hospital; all which are now under consideration, and the commissioners are preparing a report upon the subject.

The appropriation of fifty thousand dollars, by the abovementioned act, "out of the unexpended balance of the marine hospital fund," has not been drawn out of the treasury; and it is considered that this sum, in addition to the contributions by the officers and men of the navy of twenty cents per month, will be inadequate to carry the intention of Congress into full execution, without further provision.

The subject merits the attention of Congress, and will receive all the consideration of the commissioners, to complete such an establishment as may meet the public expectations, and furnish relief to those brave officers and men, whose faithful services and wounds entitle them to all the benefits, accommodation, and comfortable maintenance which such an asylum can afford.

## No. 5.

*Report relative to the establishment of a dock-yard.*

The act of March 3, 1813, appropriating "one hundred thousand dollars for the purpose of establishing a dock-yard, for repairing vessels of war," &c. could not be carried into effect during the late war, from the multiplicity of imperious duties which devolved upon the Secretary of the Navy in the active operations of the general service. The subject, however, received all the attention which the Secretary could bestow upon it; surveys of particular sites, and the opinions of experienced and scientific men, were collected, preparatory to a decision, which was suspended by the events of the year 1814; and no further measures were taken until after the peace. During the summer past inquiries and surveys have been made, the result of which will be laid early before Congress. The importance of this appendage to the naval establishment, the necessary arrangements connected with it, and the amount requisite to carry the system into complete effect, require a more detailed statement and estimate than can be embraced in the present report, without anticipating the result of a survey in the southern section of the United States, which is not yet completed.

I cannot omit this occasion of repeating the opinion of the absolute necessity and urgency of having docks constructed as soon as possible, for the repairs of our vessels of war.

## No. 6.

*A register of the commissioned and warrant officers of the United States' navy, and officers of the marine corps, with the dates of their commissions and warrants.*

Names and rank.		Dates of commissions.	Names and rank.		Dates of commissions.
CAPTAINS.			LIEUTENANTS.		
Alexander Murray,	-	July 1, 1798.	Nathaniel Harradan,	-	March 31, 1807.
John Rodgers,	-	March 5, 1799.	Francis J. Mitchell,	-	February 18, 1809.
James Barron,	-	May 22, 1799.	George Merrill,	-	April 30, 1809.
William Bainbridge,	-	May 20, 1800.	Samuel Woodhouse,	-	† May 4, 1808.
Hugh G. Campbell,	-	October 16, 1800.	Charles C. B. Thompson,	-	May 15, 1809.
Stephen Decatur,	-	February 16, 1804.	Joseph Nicholson,	-	June 15, 1809.
Thomas Tingey,	-	November 23, 1804.	Alexander P. Wadsworth,	-	April 21, 1810.
Charles Stewart,	-	April 22, 1806.	John Pettigrew,	-	April 22, "
Isaac Hull,	-	April 23, "	George W. Rodgers,	-	April 24, "
Isaac Chauncey,	-	April 24, "	George C. Read,	-	April 25, "
John Shaw,	-	August 27, 1807.	Henry E. Ballard,	-	April 26, "
John H. Dent,	-	December 29, 1811.	Thomas Gamble,	-	April 27, "
David Porter,	-	July 2, 1812.	William Carter, Jr.,	-	April 28, "
John Cassin,	-	July 3, "	Benedict J. Neale,	-	June 4, "
Samuel Evans,	-	July 4, "	Joseph J. Nicholson,	-	June 4, "
Charles Gordon,	-	March 2, 1813.	Walter Stewart,	-	June 4, "
Jacob Jones,	-	March 3, "	Wolcott Chauncey,	-	June 7, "
Charles Morris,	-	March 5, "	John H. Elton,	-	June 8, "
Arthur Sinclair,	-	July 24, "	Edmund P. Kennedy,	-	June 9, "
Oliver H. Perry,	-	Sept. 10, "	Jesse Wilkinson,	-	June 10, "
Thomas Macdonough,	-	September 11, 1814.	Alexander J. Dallas,	-	June 13, "
Lewis Warrington,	-	November 22, "	John P. Nicolson,	-	May 20, 1812.
Joseph Bainbridge,	-	November 23, "	Beekman V. Hoffman,	-	May 21, "
William M. Crane,	-	November 24, "	George Budel,	-	May 23, "
* Johnstone Blakely,	-	November 25, "	Thomas A. C. Jones,	-	May 24, "
James T. Leonard,	-	February 4, 1815.	Joseph S. Macpherson,	-	May 26, "
James Biddle,	No. 1	February 28, "	John Porter,	-	May 27, "
Charles G. Ridgely,	2	" "	† John T. Shubrick,	-	" "
Robert T. Spence,	3	" "	William Finch,	-	January 4, 1813.
Daniel T. Patterson,	4	" "	William B. Shubrick,	-	January 5, "
MASTERS COMMANDANT.			Henry Wells,	-	January 6, "
Samuel Angus,	-	July 24, 1813.	Benjamin W. Booth,	-	January 7, "
Melancthon T. Woolsey,	-	" "	Alexander Claxton,	-	January 8, "
John Orde Creighton,	-	" "	Enos R. Davis,	-	January 10, "
Edward Trenchard,	-	" "	Charles W. Morgan,	-	March 3, "
John Downes,	-	" "	Samuel P. Macomber,	-	March 4, "
John D. Henley,	-	" "	Raymond H. J. Perry,	-	March 5, "
Jesse D. Eliot,	-	" "	Lawrence Kearney,	-	March 6, "
Robert Henley,	-	August 12, 1814.	Wm. H. Watson,	-	March 7, "
Stephen Cassin,	-	September 11, 1814.	Thomas Hendry, Jr.,	-	March 8, "
Daniel S. Dexter,	No. 1	December 10, 1814.	Foxall A. Parker,	-	March 9, "
James Renshaw,	2	" "	Edward R. McCall,	-	March 11, "
David Deacon,	3	" "	Daniel Turner,	-	March 12, "
Lewis Alexis,	4	" "	William H. Allen,	-	July 24, "
Michael B. Carroll,	-	February 4, 1815.	David Connor,	-	" "
Sidney Smith,	-	February 28, "	John Gallagher,	-	" "
Thomas Brown,	-	March 1, "	Thomas Holdup,	-	" "
† William Lewis,	-	March 3, "	James A. Dudley,	-	" "
			James P. Oellers,	-	" "
			William M. Hunter,	-	" "

\* In the Wasp, supposed to be lost.

† In the Epervier, supposed to be lost.

‡ This date has been entered in the Register one year too late, as appears by the nomination to, and the confirmation of, the Senate.



## REGISTER—Continued.

Names and rank.	Dates of commissions.	Names and rank.	Dates of commissions.
John D. Sloat, -	July 24, 1813.	William Lowe, -	December 9, 1814.
John Packett, -	" "	Walter G. Monteith, 51	" "
William H. Cocke, -	" "	David Geissinger, -	" "
† John J. Yarnall, -	" "	Charles F. McCauley, 53	" "
Matthew C. Perry, -	" "	John H. Bell, -	" "
Charles W. Skinner, -	" "	Francis B. Gamble, 55	" "
Joseph Wragg, -	" "	John H. Aulick, -	" "
James Saunders, -	" "	Charles T. Clark, -	" "
* James Reilly, -	" "	George Vancleave, 58	" "
Samuel W. Adams, -	" "	Richard G. Edwards, 59	" "
John R. Madison, -	" "	William K. Lattimer, -	February 4, 1815.
Dugomier Taylor, -	" "	Edward B. Babbitt, -	May 1, "
George Pearce, -	" "	George Hamersley, -	" 5, "
Frederick W. Smith, -	" "		
Henry S. Newcomb, -	" "	SURGEONS.	
Nathaniel D. Nicholson, -	" "	Edward Cutbush, -	June 24, 1799.
* Thomas Tillinghast, -	" "	Peter S. Medard, -	July 14, "
Otho Norris, -	" "	George Davis, -	" 22 "
John T. Newton, -	" "	Samuel R. Marshall, -	January 16, 1800.
P. A. J. P. Jones, -	" "	Lewis Heerman, -	November 27, 1804.
Samuel Henley, -	" "	Joseph G. P. Hunt, -	" "
Augustus H. M. Conkling, -	" "	Jonathan Cowdery, -	" "
Joseph Smith, -	" "	Samuel D. Heap, -	" "
Laurence Rousseau, -	" "	Robert L. Thorn, -	March 3, 1809.
George W. Storer, -	" "	Samuel R. Trevelt, Jr. -	" "
Henry B. Rapp, -	" "	William P. C. Barton, -	April 28, "
Lewis German, -	" "	Joseph S. Schoolfield, -	June 18, "
Joseph Cassin, -	" "	George Logan, -	April 14, 1810.
Robert M. Rose, -	" "	Amos A. Evans, -	" 20, "
Beverly Kennon, -	" "	Robert Morrell, -	May 31, "
Edward Shubrick, -	October 9, "	Robert S. Kearney, -	July 28, "
Charles A. Budd, -	June 18, 1814.	James Page, -	March 5, 1811.
Francis H. Gregory, -	" 28, "	John D. McReynolds, -	October 2, "
Edward Barnewall, -	July 22, "	Thomas Harris, -	July 6, 1812.
John M. Maury, - No. 1	December 9, "	William Turk, - No. 1	July 24, 1813.
* Frederic Baury, - 2	" "	Hyde Ray, - 2	" "
Benjamin Cooper, - 3	" "	William Baldwin, - 3	" "
Philip F. Voorhees, - 4	" "	Walter W. Buchanan, - 4	" "
John H. Clack, - 5	" "	Samuel Ayer, - 5	" "
Isaac Mayo, - 6	February 4, 1815.	E. L. Lawton, - 6	" "
William L. Gordon, - 7	December 9, 1814.	Charles Cotton, - 7	" "
James Ramage, - 8	" "	Gerard Dayers, - 8	" "
Robert F. Stockton, - 9	" "	William Caton, Jr. - 9	" "
Thomas M. Newell, - 10	" "	Robert A. Barton, - 10	" "
Dulany Forrest, - 11	" "	Benjamin P. Kissam, - 11	" "
Eli A. F. Vallette, - 12	" "	John A. Kearney, - 13	" "
Silas Duncan, - 13	" "	Richard C. Edgar, - 14	" "
Thomas Cunningham, - 14	" "	Bailey Washington, - 15	" "
Isaac McKeever, - 15	" "	* William M. Clarke, - 16	" "
Paul Zantzinger, - 16	" "	Thomas Chidester, - 17	" "
John W. Gibbs, - 17	" "	James Inderwicke, - 18	" "
Henry Gilliam, - 18	" "	George T. Kennon, - 19	" "
William D. Salter, - 19	" "	Walter W. New, -	October 6, "
William A. Spencer, - 20	" "	Samuel Horsley, -	April 15, 1814.
Silas H. Stringham, - 21	" "	Robert C. Randolph, -	" "
William Laughton, - 22	" "	Charles B. Hamilton, -	" "
Edward Haddaway, - 23	" "	Usher Parsons, -	" "
Nelson Webster, - 24	" "	William Swift, -	" "
William Mervine, - 25	February 4, 1815.	Josephus M. S. O'Conway, -	June 27, "
Richard Dashiell, - 26	December 9, 1814.	Richard K. Hoffman, -	July 16, "
Richard Winter, - 27	" "	Richmond Johnson, -	March 1, 1815.
John Percival, - 28	" "	Thomas B. Salter, -	May 22, "
William V. Taylor, - 29	" "		
Mervine P. Mix, - 30	" "	SURGEONS' MATES.	
Bladen Dulany, - 31	" "	John Harrison, -	January 16, 1805.
Thomas W. Magruder, - 32	" "	Gustavus R. Brown, -	March 1, 1809.
John Tayloe, - 33	" "	Thomas A. Vanwyck, -	" 3, "
Robert Spedden, - 34	" "	Manuel Phillips, -	July 18, "
Thomas F. Webb, - 35	" "	William Barnwell, -	" 28, 1810.
James McGowan, - 36	" "	William Belt, -	September 23, 1811.
Nath'l L. Montgomery, - 37	" "	John D. Armstrong, -	May 27, 1812.
A. C. Stout, - 38	" "	William C. Whittelsey -	July 7, "
† John T. Drury, - 39	" "	Peter Christie, -	" 8 "
Charles E. Crowley, - 40	" "	John Young, Jun. -	" 9 "
W. A. C. Farragut, - 41	" "	Samuel Jackson, -	" 10 "
Gustavus W. Spooner, - 42	February 4, 1815.	Andrew B. Cook, -	December 21, "
William W. Brailsford, - 43	" "	James C. Garrison, -	" 22, "
William Elliott, - 44	" "	E. D. Morrison, -	July 24, 1813.
Thomas Crabb, - 45	" "	John H. Gordon, A. S. -	" "
John T. Wade, - 46	December 9, 1814.	Samuel M. Kissam, -	" "
George B. McCulloch, - 47	" "	Leonard Osborne, -	" "
Walter G. Anderson, - 48	" "		
Stephen Champlin, - 49	" "		

\* In the Wasp, supposed to be lost.

† In the Epervier, supposed to be lost.

## REGISTER—Continued.

Names and rank.	Dates of commissions.	Names and rank.	Dates of warrants.
Thomas Williamson, -	July 24, 1813.	James H. Clark, -	July 24, 1813.
John Dix, -	" "	William V. Zantziner, -	" "
Benjamin Austin, Jun. -	" "	Joseph North, -	" "
Thomas Cadle, -	" "	Joseph Wilson, Jun. -	" "
Leucco Mitchell, -	" "	Herman Thorn, -	" "
Silas D. Wicks, -	" "	Thomas Waine, -	" "
Isaac Baldwin, Jr. -	" "	*Lewis Fairchild, -	" "
Wilmot F. Rogers, -	" "	John S. Skinner, -	March 26, 1814.
*Thomas Rogerson, -	October 25, "	Joseph B. Wilkinson, -	" "
George Sproston, -	November 8, "	Ezekiel Solomon, -	" "
John C. Richardson, -	May 17, 1814.	Benjamin F. Bourne, -	" "
John W. Peaco, -	June 23, "	William Sinclair, -	" "
Archimedes Smith, -	July 5, "	Richard T. Timberlake, -	" "
Alexander M. Montgomery, -	16, "	Samuel Livermore, -	" "
Oliver Le Chevalier, -	December 10, "	Matthew C. Atwood, -	" "
William Butler, -	" "	Greome K. Spence, -	April 8, "
Thomas McKissock, -	" "	Melancthon W. Bostwick, -	July 16, "
John Wise, -	" "	John N. Todd, -	March 1, 1815.
Thomas J. H. Cushing, -	" "	Timothy Winn, (Acting) -	May 17, "
John H. Steele, -	" "	William M. Sands, -	" 20, "
S. B. Whittington, -	" "	Thomas Breese, -	July 8, "
Francis Gerrish, -	" "	Joseph H. Terry, -	" "
Edward Woodward, -	" "		
Benjamin A. Welles, -	" "	CHAPLAINS.	
Frederick P. Markham, -	" "	Andrew Hunter, -	March 5, 1811.
William D. Conway, -	" "	David P. Adams, -	May 10, "
James N. Tunstale, -	" "	William H. Briscoe, -	July 11, 1812.
Davis G. Tuck, -	" "	Colden Cooper, -	April 24, 1815.
Robert C. Wardle, -	" "	Cheever Felch, -	May 12, "
James Norris, -	" "	John Cook, -	" 9, 1812.
Thomas C. Gardner, -	" "		
William F. Bradbury, -	" "	MIDSHIPMEN.	
Benajah Tickner, -	" "	James Adams, -	January 16, 1809.
William P. Jones, -	" "	James Armstrong, A. L. -	May 18, "
Thomas G. Peachy, -	" "	Albert A. Alexander, -	September 1, 1811.
John Mairs, -	" "	Walter Abbot, -	January 1, 1812.
John M'Adam, -	" "	Joel Abbot, -	" 1, "
John S. Mershon, -	" "	George Avery, -	" 28, "
Charles Chase, -	" "	Joseph H. Ashbridge, -	August 14, 1813.
Thomas W. Wiesenthal, -	" "	Henry A. Adams, -	March 14, 1814.
George B. Doane, -	" "	A. McKim Andrews, -	April 13, "
Pliny Moreton, -	" "	Robert Armistead, -	July 30, "
Benjamin S. Tyler, -	" "	William H. Allen, -	Nov. 30, "
Nathaniel Miller, -	January 6, 1815.	Nathaniel Alexander, -	" "
William Burchmore, -	" 10 "	William H. Armstrong, -	" "
Solomon D. Townsend, -	May 3, "	Thomas C. Abbot, -	December 6, "
Richard Derby, Jr. -	" "	Roderick R. Adams, -	March 2, 1815.
James R. Boyce, (Acting) -	January 10, "	Thomas S. Brown, -	December 17, 1810.
David H. Frazer, do. -	February 21, "	J. A. D. Brown, -	" "
		William Berry, -	" "
PURSEURS.		Samuel L. Breese, A. L. -	" "
Isaac Garretson, -	April 25, 1812.	Charles Boorman, -	June 9, 1811.
Clement S. Hunt, -	" "	William J. Belt, -	Sept. 1, "
Gwinn Harris, -	" "	John A. Belches, A. L. -	" "
John H. Carr, -	" "	Charles Berry, -	" "
Nathaniel Lyde, -	" "	William Boerum, -	" "
James R. Wilson, -	" "	Samuel Barron, -	January 1, 1812.
Samuel Robertson, -	" "	Thomas H. Bowyer, -	" "
Samuel Hambleton, -	" "	Horatio Beatty, -	" "
Robert C. Ludlow, -	" "	Richard Brashears, -	" "
Robert Pottinger, -	" "	Franklin Ballinger, -	" "
John B. Timberlake, -	" "	William Baldwin, -	" "
Thomas S. Chew, -	" "	Thomas N. Bonneville, -	" "
Thomas Shields, -	" "	Yorick Baker, -	June 18, "
Richard C. Archer, -	" "	William H. Bell, -	" "
Lewis Deblois, -	" "	Eliphalet Ball, -	" "
George S. Wise, -	" "	Abraham Bigelow, -	" "
Francis A. Thornton, -	" "	William Boden, -	" "
James M. Halsey, -	" "	John C. Benson, -	August 22, "
Edward Fitzgerald, -	" "	Samuel Beck, -	April 12, 1813.
Alexander P. Darragh, -	" "	Russell Baldwin, -	May 17, "
Edward W. Turner, -	" "	Thomas H. Brown, -	Nov. 9, "
Robert Ormsby, -	" "	Henry Bruce, -	" "
Henry Dennison, -	" "	John Bubier, -	" "
Ludlow Dashwood, -	" "	Edmund Byrne, -	Feb. 14, 1814.
William S. Rogers, -	February 26, 1813.	John D. Bird, -	April 16, "
Henry Fry, -	" 27, "	Timothy G. Benham, -	Nov. 30, "
John R. Shaw, -	" 28, "	Benjamin Brewster, -	" "
Samuel P. Todd, -	March 1, "	Cyrus A. Branch, -	" "
Nathaniel W. Rothwell, -	" 2, "	Benjamin Bartholomew, -	" "
George Beall, Jun. -	July 24, "		

\* In the Wasp, supposed to be lost.



## REGISTER—Continued.

Names and rank.	Dates of warrants.	Names and rank.	Dates of warrants.
John P. Babbidge, -	Nov. 30, 1814.	Frederick Engle, -	December 6, 1814.
James Boughan, -	January 11, 1815.	Ambrose Field, -	December 1, 1809.
Franklin Buchanan, -	" 28, "	David G. Farragut, -	" 17, 1810.
Arthur Bainbridge, -	Feb. 22, "	French Forrest, -	June 9, 1811.
John M. Boardly, -	March 7, "	Andrew Fitzhugh, -	" "
Joseph Bowman, -	July 8, "	Edgar Freeman, -	" "
William H. Chaille, -	Dec. 17, 1810.	Robert Field, -	September 1, 1811.
Richard Caton, Jun., -	June 9, 1811.	John D. Fischer, -	June 18, 1812.
Joseph Cross, -	" "	T. W. Freelon, -	" "
Charles H. Caldwell, -	Sept. 1, "	Thomas E. Finnermore, -	February 20, 1813.
John A. Cook, -	January 1, 1812.	James M. Freeman, -	May 24, 1814.
John S. Chauncey, -	" "	Benjamin Follet, -	December 6, 1814.
Thomas A. Conover, -	" "	John Gwinn, A. L., -	May 18, 1809.
Archibald Campbell, -	" "	Edward Greenwell, -	June 9, 1811.
Lodowick Crarey, -	" "	Frederick S. Gibbon, -	" "
Joseph S. Cornwall, -	" "	Charles Gaunt, -	September 1, 1811.
Lachlan A. J. Cuthbert, -	" "	Peterson Goodwin, -	January 1, 1812.
Harrison Cocke, -	June 18, "	Henry Gray, -	" "
Enos Childs, -	" "	James Greenlaw, -	June 18, "
James F. Curtis, -	" "	James Goodrum, -	" "
John P. Cambrelling, -	" "	John H. Graham, -	" "
Nathaniel Carter, Jun., -	" "	Lewis M. Goldsborough, -	" "
James Connor, -	" "	Jacob Gilmeyer, -	January 1, 1813.
James M. Cutts, -	" "	Thomas Grieves, -	November 9, "
Thomas B. Curtis, -	Sept. 28, "	Daniel Goodwin, -	" 30, 1814.
John L. Cummings, -	Oct. 8, "	Benj. S. Grimkie, 2d, -	" 3, "
Edward Carpenter, -	July 10, 1813.	Willis M. Green, -	" "
John M. Channing, -	Nov. 9, "	Thomas R. Gerry, -	December 6, "
Hill Carter, -	" "	Walter Gardner, -	" "
Augustus Cutts, -	" "	William H. Gardner, -	" "
Hercules Cottineau, -	" "	Thomas R. Gedney, -	March 4, 1815.
John Chew, (of Benjamin)	Feb. 1, 1814.	Timothy Gay, -	June 6, "
Robert Carson, -	" "	John Hill, Jr. A. L., -	February 6, 1809.
David Conyngham, -	" "	Richard Heath, -	December 17, 1810.
Joshua W. Cochran, -	" "	Thomas P. Harrison, -	June 9, 1811.
Joseph S. Cannon, -	" 26, "	Richard Hunter, -	September 1, 1811.
James Campbell, -	Nov. 30, "	Benjamin Harrison, -	January 1, 1812.
James Colter, -	" "	Joseph L. Harper, -	June 4, "
Robert B. Cunningham, -	" "	Moses Hunter, -	June 18, "
Charles Corlis, -	" "	David Hunter, -	" "
John Collier, -	November 30, 1814.	* William House, -	" "
Joseph Cutts, -	December 6, "	Delozier Higginbotham, -	" "
James S. Cox, -	January 10, 1815.	Levi Harby, -	" "
Charles B. Childs, -	" 28, "	J. C. Hardy, -	" "
Richard Cochran, -	February 7, "	Edward W. Hamilton, -	" "
Wm. E. Cambridge, -	March 6, "	James Hodges, -	November 9, 1813.
Jacob Crowninshield, -	" 11, "	Joseph Hull, -	" "
James H. Clinton, -	April 24, "	Thomas B. Handy, -	January 28, 1814.
Benjamin Clapp, -	November 20, "	John F. Howell, -	February 1, "
Edward Dowse, -	December 17, 1810.	† George W. Hunter, -	" "
T. W. H. Dayton, -	September 1, 1811.	George N. Hollins, -	" "
Samuel W. Downing, -	" "	John L. Hopkins, -	" 26, "
James W. Dulany, -	" "	Thomas Hayes, -	June 16, "
Maximilian De Vaux, -	" "	John Heth, -	" 25, "
Peleg K. Dunham, -	January 1, 1812.	William H. Homer, -	November 30, "
Oscar Davis, -	February 1, "	Samuel Horton, -	" "
John M. Dale, -	June 18, "	Harry D. Hunter, -	" "
James H. Dobbin, -	" "	William Harvey, -	" "
John Dennis, Jr., -	" "	John Hunt, -	" "
Thomas W. Daily, -	November 9, 1813.	John L. Harris, -	" "
Charles P. Derby, -	" "	William S. Harris, -	" "
Daniel S. De Saussure, -	" "	George Hobart, -	December 6, "
Owen Davis, -	February 1, 1814.	Ogden Hoffman, -	" 31, "
Mahlon M. Downing, -	March 8, "	Wm. L. Howard, -	January 10, 1815.
Richard Dominick, -	April 30, "	Hubbard H. Hobbs, -	March 4, "
Samuel Duzenberry, -	July 16, "	Enoch H. Johns, -	January 16, 1809.
William Dangerfield, -	November 30, "	William Jameson, -	September 1, 1811.
Charles Dana, -	" "	William Inman, -	January 1, 1812.
Francis L. De Wolf, -	" "	James T. Jackson, -	" "
George D. Dodd, -	" "	G. W. Isaacs, -	" "
Gaston de Castera Davezac, -	" "	Joseph R. Jarvis, -	June 18, "
Hugh Delany, -	" "	Skeffington Jameson, -	" "
Henry Dyson, -	January 1, 1815.	Richard A. Jones, -	" "
Edwin J. Dodge, -	" 18, "	Duncan N. Ingraham, -	" "
Thomas Dornin, -	May 2, "	Israel Israel, -	November 9, 1813.
Wm. H. De Wolf, -	November 21, "	Frederick Jarrett, -	March 8, 1814.
Edwin Essex, -	November 15, 1809.	Walter F. Jones, -	June 11, 1814.
John Evans, -	December 17, 1810.	Joshua H. Justin, -	November 30, 1814.
Alexander Eskridge, -	January 1, 1812.	Edward S. Johnson, -	" "
Frank Ellery, -	" "	Edward Jacobs, -	" "
Samuel A. Eakin, -	June 18, "	Lewis Keene, -	January 1, 1812.
Charles Ellery, -	March 8, 1814.	Adam S. Kuhn, -	February 1, 1814.
Christopher T. Emmet, -	October 1, "	John Kelley, -	" "

\* In the Wasp, supposed to be lost.

† In the Epervier, supposed to be lost.

## REGISTER—Continued.

Names and Rank.	Dates of warrants.	Names and rank.	Dates of warrants.
John R. Keasbey, -	November 4, 1814.	Nathaniel A. Prentiss, -	June 18, 1812.
James D. Knight, -	November 30, "	Shubael Pratt, -	" " "
Matthew Keogh, -	December 6, "	Charles T. Platt, -	" " "
Charles Lacy, -	January 16, 1809.	Edward Price, -	April 5, 1813.
Green Linch, -	" "	Samuel B. Phelps, -	May 20, "
Charles Lecompte, -	May 18, "	John E. Prentiss, -	November 9, 1813.
James H. Ludlow, -	November 15, "	Jott S. Paine, -	" " "
William A. Lee, -	June 9, 1811.	Thomas Patten, -	" " "
Enoch Lowe, -	September 1, 1811.	William Peterson, -	February 1, 1814.
Thomas J. Leib, -	" " "	William Pollard, -	March 8, "
John Loveday, -	January 1, 1812.	John F. Pelot, -	June 10, "
Samuel Lecompte, -	June 4, "	Alexander B. Pinkham, -	" 17, "
Alex. W. Luftborough, -	" 18, "	Richard S. Pinckney, -	August 3, "
William G. Lewis, -	" " "	David H. Porter, -	" 4, "
George H. Leverett, -	" " "	Richard Pickett, -	November 30, "
John C. Long, -	" " "	Edward Postell, -	" " "
John H. Lee, -	" " "	John W. Palmer, -	" " "
Edward A. Lansing, -	" " "	William H. Potter, -	December 6, "
James E. Legare, -	" " "	Robert Potter, -	March 2, 1815.
*Hale S. Lovell, -	November 9, 1813.	Frederick Pearson, -	" 11, "
William R. Lord, -	February 1, 1814.	William H. Pennock, -	April 20, "
James R. Lyman, -	July 16, "	George Parker, -	June 6, "
Stephen B. Lasselie, -	November 4, "	Edward Pinkney, -	November 21, 1815.
Charles Lowndes, -	March 18, 1815.	Samuel Renshaw, -	July 4, 1805.
Richard P. Livingston, -	" 29, "	R. B. Randolph, -	August 15, 1810.
William E. McKinney, -	June 9, 1811.	John T. Ritchie, -	December 17, 1810.
James L. Morris, -	" " "	William W. Ramsay, -	September 1, 1811.
William C. MChensey, -	September 1, 1811.	James W. H. Ray, -	" " "
John McCaw, -	" " "	James Roberts, -	" " "
George McCawley, -	" " "	* William B. Randolph, -	January 1, 1812.
Robert Mitchell, -	" " "	Ebenezer Ridgeway, -	" " "
James McK. McIntosh, -	" " "	Edmund M. Russell, -	June 18, "
Charles W. Minchin, -	January 1, 1812.	Charles C. Russell, -	" " "
William McCluney, -	" " "	Henry Randall, -	" " "
William McClean, -	" " "	Samuel Rogers, -	November 9, 1813.
Richard Mackall, -	" " "	William T. Rogers, -	" " "
William H. Mott, -	" " "	William Rice, -	" " "
Archibald McNeill, -	" " "	Robert Ritchie, -	February 1, 1814.
Joseph Morales, -	" " "	Solomon Rutter, -	February 26, "
John B. Montgomery, -	June 4, "	Thomas Ross, -	March 17, "
David Mitchell, -	" 18, "	Clement Rogers, -	April 16, "
James Mason, -	" " "	V. M. Randolph, -	June 11, "
Henry McClintock, -	" " "	John Rudd, -	Nov. 30, "
Daniel H. Mackey, -	April 16, 1813.	William Roane, -	" " "
John Marston, Junior, -	November 9, 1813.	Herman Rutgers, -	" " "
Joseph Moorhead, -	" " "	W. W. Rittenhouse, -	" " "
D. W. McRorie, -	February 1, 1814.	Edward Rutledge, -	" " "
Daniel S. McCauley, -	" " "	John Reed, Jun., -	" " "
Sharp D. Moore, -	July 18, "	Isaac H. Rand., -	January 25, 1815.
James E. McDonald, A. L., -	November 17, "	Burwell S. Randolph, -	February 2, "
Michael Mahony, -	November 30, "	Richard Stewart, -	January 15, 1809.
Joseph Mattison, -	" " "	Joseph Smoot, -	December 1, "
William W. McKean, -	" " "	Charles Smith, -	December 17, 1810.
William McKenzie, -	November 30, 1814.	Clement Stevens, -	June 9, 1811.
William A. McIntosh, -	" " "	Charles L. Springer, -	Sept. 1, "
Nicholas Marchand, -	" " "	Augustus Swartwout, -	January 1, 1812.
Joseph Myers, -	December 6, "	Robert Searcy, -	" " "
Samuel Mercer, -	March 4, 1815.	Robert L. Snelson, -	" " "
Robert F. Martin, -	May 2, "	William Steele, -	" " "
Robert Marshall, -	November 21, 1815.	L. E. Simonds, -	" " "
James Nicholson, -	December 1, 1809.	Horace B. Sawyer, -	" " "
Robert Nichols, -	September 1, 1811.	Miles Street, -	" " "
James Nicholson, -	January 1, 1812.	Cornelius Stribling, -	June 18, "
Walter Newcomb, -	" " "	Joshua R. Sands, -	" " "
Z. W. Nixon, -	June 18, "	Otho Stallings, -	" " "
Henry C. Newton, -	" " "	Beverley R. Scott, -	" " "
William C. Nicholson, -	" " "	Hugh S. Sweeney, -	" " "
William D. Newman, -	February 1, 1814.	John M. Sullivan, -	March 1, 1813.
J. B. Nones, -	" " "	John B. Shute, -	April 16, "
William B. Nicholson, -	March 17, "	William Skiddy, -	May 9, "
Armistead Nelson, -	November 30, "	James Spaulding, -	Nov. 9, "
John S. Nicholas, -	June 6, 1815.	John Swartwout, -	" " "
Henry Ogden, -	September 1, 1811.	Archibald M. Stewart, -	" " "
Richard O'Neale, -	January 1, 1812.	Matthew W. Stout, -	Nov. 12, "
Patrick H. Overton, -	November 30, 1814.	John Stevenson, -	February 1, 1814.
Benjamin Page, -	December 17, 1810.	David R. Stewart, -	" " "
James A. Perry, -	June 9, 1811.	R. M. Summers, -	" " "
Hiram Paulding, -	September 1, 1811.	William C. Shields, -	February 2, "
William Pottinger, -	" " "	Irvine Shubrick, -	May 12, "
Hugh N. Page, -	" " "	Joshua B. Stearns, -	Sept. 28, "
Richard M. Potter, -	January 1, 1812.	Egbert Shaler, -	Nov. 30, "
Garret Pendergrast, -	" " "	Jonathan W. Sherburne, -	" " "
Thomas Pettigrew, -	" " "	Roger C. Shaw, -	" " "

\* In the Wasp, supposed to be lost.



## REGISTER—Continued.

Names and rank.	Dates of warrants.	Names and rank.	Dates of warrants.
Merit Scott, -	November 30, 1814.	Francis H. Ellison, -	July 3, 1813.
G. W. Somerville, -	" " "	Squire Fisk, -	May 7, 1812.
Horatio Stockton, -	January 24, 1815.	James Ferguson, -	" 27, 1814.
Francis Sanderson, -	February 3, " "	Samuel R. Gerry, -	January 17, 1809.
Jesse Smith, -	March 11, " "	William Green, -	June 26, 1812.
Frederick W. C. Story, -	" " "	Thomas Godfrey, -	April 18, 1815.
Thomas A. Tippet, -	June 9, 1811.	John Hulburt, -	February 11, 1809.
Abraham Ten-Eick, -	Sept. 1, " "	Thomas Hamersley, -	January 14, 1812.
William Temple, -	" " "	Henry Henry, A. L. -	July 1, " "
Ira Titus, -	" " "	George Hallowell, -	December 5, " "
James B. Taylor, -	January 1, 1812.	Samuel C. Hixon, -	April 30, 1814.
Joseph Thompson, -	" " "	Henry D. Hill, -	June 16, " "
William Taylor, -	" " "	Isaac T. Heartie, (Acting)	January 26, 1809.
Josiah Tatnall, -	" " "	Edward Jones, -	March 30, 1812.
Nehemiah Tilton, -	November 9, 1813.	Nathaniel Jennings, -	May 8, " "
Henry Tardy, -	" " "	Daniel Jones, -	" 26, " "
Samuel Thwing, -	May 14, 1814.	John D. Jenkins, -	" 10, 1813.
Messidor Toscan, -	Sept. 1, " "	Robert Johnston, -	June 6, 1815.
John S. Townsend, -	Nov. 18, " "	William Johnson, -	June 29, 1812.
John P. Tuttle, -	Nov. 30, " "	Simon Kingston, -	July 20, " "
Henry E. Turner, -	" " "	Robert Knox, -	May 15, 1813.
John Toole, -	" " "	John Kitts, -	October 21, 1812.
John Tompkins, -	" " "	Uriah Levy, -	November 11, " "
William F. Thorniley, -	" " "	Jairus Loomis, -	December 15, " "
Thomas P. Tilden, -	January 1, 1815.	Alexis Luckett, -	March 20, 1813.
Benjamin Tallmadge, Jun. -	January 24, " "	Vincent Lowe, -	March 17, 1814.
William G. B. Taylor, -	February 13, " "	Joseph Lindsey, -	April 30, 1815.
Ralph Voorhees, -	September 1, 1811.	William Lee, -	February 13, 1809.
Frederick Varnum, -	June 18, 1812.	Jacob Mull, -	July 14, 1812.
James K. Vallette, -	June 1, 1815.	James Mork, A. L. -	" 18, " "
John Wish, -	December 17, 1810.	William D. McCarty, -	August 1, " "
Thomas W. Wyman, -	" " "	Henry Moliere, -	June 12, 1813.
William A. Weaver, A. L. -	February 14, 1811.	Elijah Mix, -	July 3, " "
Daniel R. Walker, -	June 9, " "	Francis Mullaby, -	April 1, 1814.
James Williams, -	September 1, " "	Richard Mulford, -	" 4, " "
Jonathan D. Williamson, -	" " "	Hugh McPherson, -	Nov. 18, " "
Charles L. Williamson, -	" " "	William F. Malbone, -	January 28, 1815.
Albert G. Wall, -	January 1, 1812.	Steuben Meyers, -	" " "
Ephraim Whitlock, -	" " "	William Miller, -	" " "
Stephen B. Wilson, -	" " "	William McNight, (Acting)	" " "
William S. J. Washington, -	February 5, " "	Daniel Maynadier, do. -	July 7, 1812.
William C. Whetmore, -	June 18, " "	John Nantz, -	August 14, 1813.
Clement Whittington, -	" " "	William Nicolson, -	January 22, 1815.
Frederick Wolbert, -	" " "	Job Northrop, -	" " "
Edward Watts, -	" " "	Thomas Nichols, (Acting)	January 1, 1801.
Pardon M. Whipple, -	" " "	David Phipps, -	March 9, 1809.
Joshua White, -	" " "	Lewis B. Page, -	July 24, 1812.
Henry R. Warner, -	June 28, " "	James B. Potts, -	" 18, 1814.
Henry Ward, -	October 1, " "	William W. Polk, -	April 6, 1810.
Seth Wheaton, -	March 4, 1814.	James Rogers, -	" 1812.
William Walker, -	Nov. 30, " "	William M. Robbins, -	November 18, " "
Oliver W. Wood, -	" " "	Edward Romney, -	September 3, 1813.
Cesar R. Wilson, -	" " "	Samuel Rinker, -	November 9, " "
Edward Wright, -	" " "	Thomas Rutter, -	October 10, 1812.
Erasmus Watkins, -	June 6, 1815.	Thomas Paine, Jr. A. L. -	May 3, " "
John Jay Young, -	January 1, 1812.	Joseph Stevens, -	July 17, " "
SAILING MASTERS.		Horace Smith, -	December 26, " "
Eli Brown, -	April 25, 1812.	William P. Smith, -	April 27, 1813.
Abraham Bloodgood, -	June 25, " "	Thomas W. Story, -	May 5, " "
Cornelius Bennet, -	Dec. 9, " "	William W. Sheed, -	August 14, " "
Philip Brum, -	February 15, 1813.	Nathaniel Stoodley, -	May 14, 1814.
James Basset, -	April 18, 1814.	D. S. Stellwagen, -	October 19, " "
Henry Bowie, (Acting)	" " "	David Shoemaker, Jr. -	February 3, 1815.
Salvadore Catalano, -	August 9, 1809.	James Spillman, -	April 10, 1799.
John K. Carter, -	May 9, 1812.	James Trant, -	May 16, 1812.
William Coit, -	May 26, 1812.	James Taylor, -	July 14, " "
James B. Cooper, A. L. -	July 9, " "	Joseph Taylor, -	" 27, 1813.
Wm. M. Caldwell, A. L. -	March 21, 1813.	Phillip M. Topham, -	March 28, 1814.
John Clough, -	July 3, " "	Henry Tew, -	July 21, " "
S. P. Chamberlain, -	January 8, 1814.	Robert S. Tatem, -	April 20, 1815.
William Collins, -	February 3, " "	James Terry, -	December 4, 1809.
William Cansler, -	March 29, " "	George Ulrick, -	February 28, " "
George Croft, -	August 17, " "	Robert B. Van Voorhis, -	August 22, 1812.
Richard Dealy, -	February 14, 1811.	William Vaughan, -	" 4, 1807.
Biscoe Doxey, -	June 24, 1812.	James L. Williamson, -	January 1, 1812.
Marmaduke Dove, -	August 29, " "	Henry Wilkinson, -	July 24, " "
Daniel Dobbins, -	Sept. 16, " "	George M. Wilson, -	March 10, 1813.
J. H. Dill, -	April 10, 1813.	Charles F. Waldo, -	September 15, " "
Billy Dodge, -	July 3, " "	John Warner, -	November 19, " "
Geo. F. De La Roche, -	August 3, " "	James B. Wright, -	December 2, " "
Andrew Dorgan, -	Sept. 11, " "	John White, -	November 26, 1814.
John Drew, -	December 6, 1814.	Joseph Williston, -	February 6, 1815.
William Dunston, -	April 3, 1815.	Nahum Warren, -	May 2, " "
		Henry Worthington, -	May 9, 1812.
		Edward L. Young, -	" " "

## REGISTER—Continued.

Names and rank.	Dates of warrants.	Names and rank.	Dates of warrants.
<b>BOATSWAINS.</b>		<b>George Marshall, -</b>	
William Brown, -	February 4, 1809.	John Myrick, -	July 15, 1809.
John Bligh, (Acting)		John Nelson, (Acting)	August 8, 1811.
John Briggs, do. -		Mathew Rodgers, -	" 17, 1812.
John Ball, do. -		Clement Shannon, (Acting)	
Westly Cunningham, do. -		John S Wilson, do. -	
John Dawson, do. -		<b>CARPENTERS.</b>	
Benjamin Evans, do. -		Samuel Brown, (Acting) -	
William Henry, -	February 20, 1815.	Breasted Barnes, do. -	
William Keith, -	" 21, 1814.	Peter Demerit, do. -	
Edward Linscot, -	March 29, 1809.	Horatio Ewart, do. -	
John Longuil, (Acting)	August 1, "	Robert Fell, -	June 6, 1803.
John McCloud, -		Zaccheus R. Fuller, -	April 12, 1815.
Collin McCloud, -	March 17, 1812.	Jonathan Gedney, -	August 1, 1809.
John McFate, -	July 15, 1813.	William Gates, (Acting) -	
John M'Nally, (Acting)		David Hortsman, do. -	
George Owling, do. -		Samuel F. Holbrook, -	June 27, 1815.
Michael Roberts, -	November 18, 1814.	Isaac Irish, (Acting) -	
Abraham Walton, -	September 17, 1813.	George Miller, do. -	
John Wood, -	July 8, 1815.	John Nicholson, -	April 28, 1809.
<b>GUNNERS.</b>		William Robertson, (Acting)	
Thomas Barry, -	July 2, 1814.	James Stephens, do. -	
James Bogman, -		Richard Thomas, -	January 22, 1814.
James Cosgrove, -	June 30, 1813.	<b>SAIL-MAKERS.</b>	
Robert Conklin, (Acting)		Samuel P. Adams, (Acting)	
James Foster, -	April 12, 1815.	Robert Davidson, -	January 14, 1814.
John Fair, -	July 8, "	Samuel Dodget, (Acting)	
William Fowler, (Acting)		William Edwards, do. -	
Henry Hunt, do. -		Thomas Hewitt, do. -	
Charles Hay, do. -		William Landen, do. -	
George Jackson, -	February 2, 1810.	Samuel Pierce, -	April 28, 1809.
John Johnson, -	May 6, 1813.	David Smith, (Acting)	
William Johnson, (Acting)		Charles Ware, do. -	
Joseph Lala, do. -			

## MARINE CORPS.

Names and rank.	Dates of commissions.	Names and rank.	Dates of commissions.
<b>LIEUT. COL. COMMANDANT.</b>		P. B. D. Grandpre, 3	June 18, 1815.
Franklin Wharton, -	March 7, 1804.	Lyman Kellogg, 5	" "
<b>MAJORS.</b>		Samuel E. Watson, 6	" "
Daniel Carmick, -	March 7, 1809.	William L. Brownlow, 7	" "
John Hall, -	June 8, 1814.	Thomas W. Legge, 9	" "
<b>CAPTAINS.</b>		William H. Freeman, 10	" "
Anthony Gale, -	5 April 24, 1804.	Joseph L. Kuhn, 11	" "
Robert Greenleaf, -	{ Brevet Major.	Henry Olcott, -	12 " "
Archibald Henderson, -	January 19, 1811.	Charles M. Broome, 13	" "
Richard Smith, -	April 1, "	Benjamin Richardson, 14	" "
Robert Wainwright, -	{ Brevet Major.	Francis B. White, 16	" "
William Anderson, No. 1	September 29, "	William Nicoll, -	17 " "
Thomas R. Swift, -	June 18, 1814.	Charles Lord, -	19 " "
Samuel Miller, -	" " Brevet Major.	Levi Twiggs, -	29 " "
John Crabb, -	" " & Paymaster.	Edmund Brooke, -	21 " "
Henry H. Forde, -	5 June 18, 1814.	John Harris, -	22 " "
John M. Gamble, -	" " "	Samuel B. Johnston, -	July 16, "
Charles S. Hanna, -	" " "	<b>SECOND LIEUTENANTS.</b>	
Alexander Sevier, -	" " Brevet Major.	Henry Stephens, No. 1	February 28, 1815.
Alfred Grayson, -	5 June 18, 1814.	Thomas A. Linton, 2	" "
William Strong, -	{ and Quartermaster.	Richard Auchmuty, 3	" "
James Heath, -	June 18, 1814.	Joseph Bosque, -	4 " "
H. B. Breckenridge, No. 1	December 10, "	James Edelen, -	5 March 1, "
William Hall, -	" " "	Christopher Ford, -	6 " "
Francis W. Sterne, 3	" " "	James J. Mills, -	7 " "
<b>FIRST LIEUTENANTS.</b>		Francis A. Bond, -	8 " "
F. B. D. Bellevue, No. 1	June 18, 1815.	Park G. Howle, -	9 " "
John R. Montegut, 2	" " "	George B. English, 10	" "
		Henry W. Kennedy, 11	" "
		Richard D. Green, 12	" "
		Singleton Duvall, -	13 " "
		Charles Snowden, -	14 " "
		James G. Singeltary, 15	" "
		William F. Swift, 16	" "
		Gillies Thompson, -	April 12, "
		Edward S. Nowell, -	May 9, "



14th CONGRESS.]

No. 130.

[1st Session.]

# CLAIM FOR PRIZE MONEY FOR VESSELS CAPTURED AND DESTROYED BY THE ARGUS, AND THE NUMBER CAPTURED AND DESTROYED BY THE VESSELS OF THE NAVY DURING THE LATE WAR.

COMMUNICATED TO THE SENATE, DECEMBER 18, 1815.

SIR:

WASHINGTON, December 20, 1815.

In support of the petition presented to the honorable the Senate of the United States, and referred to their honorable naval committee, praying remuneration to those interested, for the captures made by the late United States brig Argus, under the command of my late brother William H. Allen, I have the honor to present, herewith, a letter from Benjamin Homans, Esq. of the Navy Department, to me, with a chart of the track of the Argus, and a list of the vessels she captured, their tonnage, &c. &c. and the documents that were found on board those vessels.

The chart shows the course of the Argus from L'Orient, up the western coast of Ireland, into the river Shannon, and thence, round into St. George's channel where she was captured. The red letters on the list of vessels indicate the time and place of their capture on the chart.

It appears, upon examination, that no invoices were found on board the captured vessels; those appertaining to the vessels bound coastwise were probably sent over land by mail; but I am unable to account for the absence of the others; the bills of lading that were signed were probably likewise sent by mail; and the bills of lading and custom house documents herewith, are the only or chief means by which an estimate of the value of the cargoes can be formed. Lieutenant Watson, of the Argus, on his return from England to this country, delivered at the Navy Department a report respecting the value, &c. of these vessels and their cargoes, which he estimated at about three millions of dollars, as will be seen by referring to the letter from Mr. Homans. I cannot find this report, and Lieutenant Watson is absent from this country. His means of ascertaining their value from the officers of the captured vessels, and while in England, were much greater than the papers presented herewith alone afford; but unwilling to overrate the amount, and in order to make adequate allowance for such an error, should there be any in his report, I have thought best to state the sum in the petition at five hundred thousand dollars less than is expressed in his report.

I made application at the Navy Department for the log book of the Argus, which, perhaps, contains some information of importance on the subject, but it has not yet been found; as soon as it is discovered, I shall beg leave to add the evidence it may afford to that presented now.

Some of the vessels taken were very valuable, and among them were those from the West Indies. The cargo of the Bedford alone (with Irish linen, &c. from Dublin for London,) would have brought in this country nearly one million of dollars.

I have not been able to ascertain of what kind or quality were the goods chiefly composing the cargo of the brigantine Ann; but they were most probably linen manufactures, and, if fine, were very valuable. I have written to ascertain their character from Dennison, the purser of the Argus, who is at Baltimore. The schooner Matilda and ship Betsey were the vessels re-captured by the enemy.

The schooner Salamanca, captured on the passage from this country to France, was an armed Government vessel, as her papers show; and the principle upon which awards have already been made for the destruction of the national vessels of the enemy, applies fully to her. And what prevents the application of the same principle where the commerce of the enemy has been destroyed? As having reduced the actual power of the enemy, the capture of a few of their national vessels cannot be considered of much importance, their whole number being so great, and the means of replacing those that were lost so extensive, it can only be justly prized as having lessened the naval reputation of the enemy while it increased our own, and raised the glory of the nation. Aside from this last consideration, the demolition of the enemy's instruments of annoyance gives claim to no greater reward than the destruction of the means by which those instruments are obtained. A nation cannot long support a war, from which the means are taken that enabled her to operate against an enemy; but leave her the means, and she will always be armed, being at all times able to replace her losses. To attack the commerce of the enemy was, therefore, the best mode of wounding her, and upon that conviction were the orders to my late brother predicated; in which the honorable Secretary of the Navy observes, "in no way can the enemy be made to feel our hostility so effectually, as by annoying and destroying his commerce, fisheries, and coasting trade; this would carry the war home to their direct feelings and interests, and would produce an astonishing sensation." And the sequel demonstrated that hostility in that form was far more dreadful and destructive to her interests than any other which it could assume.

In another view, the claim of the subject to consideration is at least as strong. A law of the United States gives to captors the moiety of their captures; and I believe the position is correct, that the property in them vests the moment they are captured. But the power to convert such property before condemnation is not possessed either by the United States or the captors; and the United States have no greater authority to dispose of it, either before or after condemnation, than is enjoyed by the captors. My late brother was, therefore, compelled by his orders to destroy what actually belonged in part to himself and his crew; and the Executive authority having exercised the power of directing the disposal of those captures in a way that deprived the captors of their property in them, they have, it is humbly conceived, a just claim upon the United States for indemnity.

There is something accruing, under existing laws, for the guns and men captured, but the amount is very small.

The continued loss of sleep, together with the excessive fatigue consequent upon such a rapid succession of captures, and the extreme watchfulness necessary in so exposed a situation, disabled the Argus from making so great a resistance to her more powerful enemy as she might otherwise have done. And although victory hung no laurels over the tombs of those who fell, nor on the brows of the survivors, their misfortune has not sullied the fame of our arms, nor diminished their title to the remembrance of their country.

With the strongest conviction of the justice and liberal sentiments of the honorable gentlemen of the Senate to whose consideration this subject has been referred, I shall look with confident hope to a favorable result.

I have the honor to be, with great respect, sir, your obedient humble servant,

THOMAS J. ALLEN, Attorney and agent.

The Hon. CHARLES TAIT, Chairman of the Senatorial Committee on Naval Affairs.

SIR:

NAVY DEPARTMENT, January 13, 1816.

I have the honor to transmit to the naval committee of the Senate, in compliance with your request of the 8th instant, the several papers herewith marked A and B. The papers marked A contain a list of all the merchant vessels captured by the public armed ships of the United States during the late war, and subsequently destroyed at sea in obedience to the orders of this Department to that effect.

The papers marked B contain the orders, and extracts from such parts of orders, to the commanders of the ships and vessels of war under which the vessels captured were destroyed at sea.

Those captured vessels which were sent to the United States, and arrived safely, are not included, nor those which were manned for the United States, or friendly ports in Europe, and afterwards recaptured, with a number of others which were liberated as cartels; the list being exclusively confined to the captured vessels destroyed, as far as the journals and reports have been made to this Department by the several commanding officers.

I have the honor to be, very respectfully, sir, your obedient servant,

B. W. CROWNINSHIELD.

The Hon. CHARLES TAIT, Chairman of the Naval Committee of the Senate.

## A.

*Statement of all the vessels, other than vessels of war, which were taken and destroyed by the Navy of the United States, during the late war with Great Britain.*

Names of vessels captured.	Date of capture.	Vessels by which captured.	
Brig Hero, - - -	August 2, 1812, - - -	Frigate Essex.	
Brig Mary, - - -	August 9, 1812, - - -	Do.	
Schooner Elizabeth, - - -	December, 1812, - - -	Do.	
Ship Greenwich, - - -	May 28, 1813, - - -	Do.	
Ship Hector, - - -	Do. - - -	Do.	
Ship Catharine, - - -	Do. - - -	Do.	
Brig Lady Warren, - - -	August 11, 1812, - - -	Frigate Constitution.	
Brig Adeona, - - -	August 12, 1812, - - -	Do.	
Schooner Phoenix, - - -	February 18, 1814, - - -	Do.	
Brig Catharine, - - -	February 19, 1814, - - -	Do.	
Brig Lord Nelson, - - -	December 24, 1814, - - -	Do.	
Brig Traveller, - - -	July 2, 1812, - - -	Frigate President.	
Brig Duchess of Portland, - - -	July 4, 1812, - - -	Do.	
Brig Jean and Ann, - - -	July 12, 1813, - - -	Do.	
Brig Daphne, - - -	July 18, 1813, - - -	Do.	
Brig Alert, - - -	July 29, 1813, - - -	Do.	
Ship Wanderer, - - -	January 5, 1814, - - -	Do.	
Ship Edward, - - -	January 9, 1814, - - -	Do.	
Schooner Jonathan, - - -	Do. - - -	Do.	
Schooner Prince Regent, - - -	January 29, 1814, - - -	Corvette Adams.	
Schooner Industry, - - -	February 9, 1814, - - -	Do.	
Sloop Nayntim Fairy, - - -	March 4, 1814, - - -	Do.	
Brig Mentor, - - -	June 24, 1814, - - -	Do.	
Brig Mary, - - -	June 28, 1814, - - -	Do.	
Schooner Favorite, - - -	July 28, 1814, - - -	Do.	
Ship Paris, - - -	August 7, 1814, - - -	Do.	
Schooner Maria, - - -	August 16, 1814, - - -	Do.	
Brig Liverpool Hero, - - -	January 14, 1813, - - -	Frigate Chesapeake.	
Barque Neptune, - - -	June 2, 1814, - - -	Sloop of war Wasp.	
Brig William, - - -	June 13, 1814, - - -	Do.	
Brig Pallas, - - -	June 18, 1814, - - -	Do.	
Ship Orange Boven, - - -	June 26, 1814, - - -	Do.	
Brig Regulator, - - -	July 4, 1814, - - -	Do.	
Schooner Jenny, - - -	July 6, 1814, - - -	Do.	
Brig Lettice, - - -	August 30, 1814, - - -	Do.	
Brig Bon Accord, - - -	August 31, 1814, - - -	Do.	
Brig Mary, - - -	September 1, 1814, - - -	Do.	
Brig Three Brothers, - - -	September 12, 1814, - - -	Do.	
Brig Bacchus, - - -	September 14, 1814, - - -	Do.	
Brig Sea Flower, - - -	June 17, 1814, - - -	Sloop of war Peacock.	
Brig Stranger, - - -	July 5, 1814, - - -	Do.	
Sloop Fortitude, - - -	Do. - - -	Do.	
Brig Venus, - - -	Do. - - -	Do.	
Sloop Leith Packet, - - -	August 1, 1814, - - -	Do.	
Sloop William and Ann, - - -	August 2, 1814, - - -	Do.	
Sloop Peggy and Jane, - - -	August 3, 1814, - - -	Do.	
Barque William, - - -	August 14, 1814, - - -	Do.	
Brig Bellona, - - -	August 21, 1814, - - -	Do.	
Brig Triton, - - -	August 23, 1814, - - -	Do.	
Brig Duck, - - -	September 2, 1814, - - -	Do.	
Ship Mary, - - -	October 12, 1814, - - -	Do.	
Ship Union, - - -	June 13, 1814, - - -	Do.	
Ship Brio de Mar, - - -	June 29, 1814, - - -	Do.	
Ship Barton, - - -	May, 1814, - - -	Brig Siren.	
Brig Adventurer, - - -	Do. - - -	Do.	
Brig Resolution, - - -	February 4, 1813, - - -	Sloop of war Hornet.	
Brig Rambler, - - -	February 7, 1814, - - -	Brigs Rattlesnake and Enterprise.	
Brig Little Fox, - - -	March 17, 1814, - - -	Sloop of war Frolic.	
Schooner ———, - - -	April 3, 1814, - - -	Do.	
Brig John, - - -	June 10, 1814, - - -	Brig Rattlesnake.	
Brig Crown Prince, - - -	June 22, 1814, - - -	Do.	
Schooner Salamanca, - - -	The precise time of capture of these vessels is not known; it, however, occurred about the beginning of Aug. 1813.	Brig Argus.	
Brig Richard, - - -		Do.	
Brig Fowey, - - -		Do.	
Sloop Lady Frances, - - -		Do.	
Brig Alliance, - - -		Do.	
Ship Barbadoes, - - -		Do.	
Ship Mariner, - - -		Do.	
Sloop John and Thomas, - - -		Do.	
Sloop Dinah and Betsey, - - -		Do.	
Brig Ann, - - -		Do.	
Ship Defiance, - - -		Do.	
Brig Baltic, - - -		Do.	
Brig Bedford, - - -		Do.	
Essex, - - -		6	Rattlesnake and Enterprise, - - -
Constitution, - - -		5	Frolic, - - -
President, - - -	8	Rattlesnake, - - -	
Corvette Adams, - - -	8	Argus, - - -	
Chesapeake, - - -	1	Hornet, - - -	
Wasp, - - -	11		
Peacock, - - -	14		
Siren, - - -	2		
		Total, - - -	



NAVY DEPARTMENT, June 5, 1813.

SIR:

When the honorable Mr. Crawford, minister plenipotentiary from the United States to France, is ready for departure, you will receive him and his suite on board, and proceed, with the first favorable opportunity, to sea, directing your course, without deviating for any other object, to the first port in France. In all probability you will find Brest or L'Orient the easiest of access; but should you have an opportunity of landing the minister, on any part of the coast of France, you may thereby avoid much risk in attempting to enter a port before which you may find a hostile squadron. But, in whatever way you may effect the first object of your destination, you will then proceed upon a cruise against the commerce and light cruisers of the enemy, which you will capture and destroy in all cases; unless their value and qualities shall render it morally certain that they may reach a safe and not distant port. Indeed, in the present state of the enemy's force, there are very few cases that would justify the manning of a prize; because, the chances of reaching a safe port are infinitely against the attempt, and the weakening the crew of the Argus might expose you to an unequal contest with the enemy.

It is exceedingly desirable that the enemy should be made to feel the effects of our hostility, and of his barbarous system of warfare; and in no way can we so effectually accomplish that object, as by annoying and destroying his commerce, fisheries, and coasting trade. The latter is of the utmost importance, and is much more exposed to the attack of such a vessel as the Argus, than is generally understood. This would carry the war home directly to their feelings and interests, and produce an astonishing sensation.

For this purpose, the cruising ground from the entrance of the British channel to Cape Clear, down the coast of Ireland, across to, and along the northwest coast of England, would employ a month or six weeks to great advantage. The coasting fleets on this track are immensely valuable; and you would also be in the way of their West India homeward fleet, and of those to and from Spain, Portugal, and the Mediterranean. When you are prepared to leave this ground, you may pass round the northwest of Ireland, towards Fair island passage, in the track of the Archange fleets, returning home in August and September.

When it shall be absolutely necessary to return home, you will pursue such route as may best promote the objects of your cruise, and endeavor to make some eastern port; perhaps Portsmouth may be as easy of access, and as convenient, in other respects, as any other.

On your arrival in France you will, with the aid of Mr. Crawford, be better able to form an opinion of the expediency of attempting to send prizes into France, or of touching there to replenish your stores in order to protract your cruise.

Your own disposition, and the amiable character of the minister, insure to him the kindest attention on your part; and I am persuaded that you will derive the most ample gratification from such an intercourse. Your talents and honorable services are deeply impressed upon this Department, and will not cease to excite its attention.

Wishing you a prosperous and honorable cruise, I am, very respectfully, your obedient servant,

WM. JONES.

Lieutenant WM. H. ALLEN,  
Commanding U. S. brig Argus, New York.

*Extract of a letter from the Secretary of the Navy to Captain Charles Stewart, commanding the United States' frigate Constitution, dated September 19, 1813.*

The commerce of the enemy is the most vulnerable point we can attack, and its destruction the main object; and to this end all your efforts should be directed. Therefore, unless your prizes shall be very valuable, and near a friendly port, it will be imprudent, and worse than useless, to attempt to send them in; the chances of recapture are excessively great, the crew, and the safety of the ship under your command, would be diminished and endangered, as well as your own fame, and the national honor, by hazarding a battle after the reduction of your officers and crew by manning prizes. In every point of view, then, it will be proper to destroy what you capture; except valuable and compact articles, that may be transhipped.

This system gives to one ship the force of many; and, by granting to prisoners a cartel, as sufficient numbers accumulate, our account on that head will be increased to our credit, and not only facilitate the exchange, but insure better treatment to our unfortunate countrymen who are, or may be, captured by the enemy.

*Extract of a letter from the Secretary of the Navy to Master Commandant George Parker, commanding the United States' brig Siren, dated December 8, 1813.*

Your own observation must have proved to you how precarious and uncertain is the prospect of getting prizes into a friendly port; and that the manning of a few prizes will soon terminate your cruise, and diminish your force so as to jeopardise the safety of the Siren, and your own reputation, by a chance conflict with an enemy, nominally your equal, but fully manned. With every patriotic officer private motives will yield to considerations of public good; and as the great object and end of our public force is to harass and distress the enemy, and as the most effectual annoyance is the destruction of his trade and commerce, it ought to be the ruling principle of action with every commander.

A single cruiser, if ever so successful, can man but a few prizes, and every prize is a serious diminution of her force; but a single cruiser, destroying every captured vessel, has the capacity of continuing, in full vigor, her destructive power so long as her provisions and stores can be replenished, either from friendly ports, or from the vessels captured.

Thus has a single cruiser, upon the destructive plan, the power, perhaps, of twenty, acting upon pecuniary views alone; and thus may the employment of our small force, in some degree, compensate for the great inequality compared with that of the enemy. Considered even in a pecuniary point of view, the chances of the safe arrival of the prize are so few, and of recapture by the enemy, so many, that motives of interest alone are sufficient; but when we consider that it is, in all probability, consigning the prize crew to a loathsome prison, in the hands of a perfidious and cruel enemy, every just motive will combine to urge the destruction, rather than the manning, of every prize.

The American people and Government have given abundant proof that they are deficient neither in gratitude nor generosity. I, therefore, strenuously urge and order the destruction of every captured vessel and cargo, unless so near to a friendly port, as to leave little doubt of safe arrival, or that the merchandise shall be so valuable and compact as to admit of transhipment, without injury to the vessel under your command, or to the public service.

*Extract of a letter from the Secretary of the Navy to Master Commandant John Orde Creighton, having under his command the United States' brigs Rattlesnake and Enterprise, Lieutenant Commandant James Renshaw, dated December 22, 1813.*

The great object, however, is the destruction of the commerce of the enemy, and bringing into port the prisoners, in order to exchange against our unfortunate countrymen who may fall into his hands. You will, therefore, man no prize, unless the value, place of capture, and other favorable circumstances, shall render her safe arrival

morally certain. As the ransoming of British vessels is prohibited by a statute, and the ransom bonds declared void, you will not agree to the ransoming of any prize. The enemy has also, in violation of his own agreement, and of good faith, refused to recognise cartels granted at sea; you will, therefore, grant no cartel, nor liberate any prisoners, unless under circumstances of extreme and unavoidable necessity.

Be assured, sir, that the confidence of our country cannot be enhanced by any new achievements of our gallant navy; it is now entire, and the services of an officer will now be estimated by the extent of the injury he may inflict upon the vital interest of the enemy in the destruction of his commerce.

[Instructions, the same as the preceding to Captain Creighton, were given, January 6, 1814, to Master Commandant Joseph Bainbridge, commanding the United States' sloop of war Frolic.]

*Extract of a letter from the Secretary of the Navy to Master Commandant Lewis Warrington, commanding the United States' sloop of war Peacock, dated*

FEBRUARY 26, 1814.

You will therefore, sir, unless in some extraordinary cases that shall clearly warrant an exception, destroy all you capture; and by thus retaining your crew, and continuing your cruise, your services may be enhanced tenfold. The service you may render your country will be estimated by the extent of the injury you may inflict upon its implacable enemy; and this will be best accomplished in the annoyance and destruction of its commerce, from which no other object should be suffered to divert your attention for a moment. With this view, as well as from the rational and obvious policy opposed to this practice, I have it in command from the President, strictly to prohibit the giving or accepting, directly or indirectly, a challenge to combat ship to ship.

*Extract of a letter from the Secretary of the Navy, to Master Commandant Johnston Blakely, commanding the United States' sloop of war Wasp, dated*

MARCH 3, 1814.

If the qualities of the Wasp are such as I feel confident they will prove to be, you cannot fail to make a brilliant and productive cruise. Your own sound judgment and observation will sufficiently demonstrate to you, how extremely precarious and injurious is the attempt to send in a prize, unless taken very near a friendly port, and under the most favorable circumstances. A failure of success places our unfortunate seamen in the hands of the enemy, diminishes your means of achieving honor to yourself and glory to your country, curtails your cruise, and subjects you to the unequal attack of a foe, nominally your equal, but fully manned. Hence, it is evident, that policy, interest, and duty, combines to dictate the destruction of all captures, with the above exceptions. It is a great object with the enemy to capture and detain in prison, our seamen; and this can only be counteracted by capturing and bringing into port an equal number; this is an object of great national importance; the releasing at sea on parole, though practised by all civilized nations, is utterly disregarded by our enemy.

[Instructions relative to the disposition of captures, the same as the preceding, were given, March 16, 1814, to Master Commandant Charles D. Ridgely, commanding the United States' sloop of war Erie.]

*Extract of a letter from the Secretary of the Navy to Captain Charles Stewart, commanding the United States' frigate Constitution, dated*

NOVEMBER 29, 1814.

Having, on former occasions, urged the superior policy and advantage of destroying the captures you may make, in preference to the hazardous attempt to send them in, unless in the vicinity of a friendly port, and only in the case of very valuable and fleet sailing prizes, I need not now dwell upon that subject.

Daily experience, and the grievous complaints of the merchants of Great Britain, sufficiently attest the efficacy of the system. Should you touch at any friendly port for succors, you will observe the strictest economy, and put to sea again with the least possible delay. The general instructions you have from time to time, received from this Department, and your own experience, will supersede the necessity of further details, and, in the event of any casualty, or occurrence, which, in your judgment, may render a deviation from these instructions indispensable to the public interest, you will act accordingly, still adhering, as near as may be, to their general spirit and intention.

[Instructions, similar to the preceding, were given, 30th November, 1814, to Captain Charles Morris, commanding the United States' frigate Congress.]

*Extract of a letter from the Secretary of the Navy to Captain David Porter, commanding a squadron of small vessels at New York, dated*

NOVEMBER 30, 1814.

Having already given to you the necessary instructions for procuring, arming, equipping, and manning, the five vessels destined for your command, you will, as soon as the squadron shall be ready for sea, proceed upon a cruise in the West Indies, where you will employ your force, either collectively or separately, in annoying and destroying the commerce of the enemy, which the nature of your force, seconded by your judgment and enterprise, will, I trust, enable you to execute, as well in his harbors as at sea, and upon a scale so extensive as to make him participate deeply in the evils which he has inflicted upon our prosperity.

[Instructions similar to the preceding to Captain Porter, were given the same day, November 30, 1814, to Captain Oliver H. Perry, commanding another squadron of small vessels.]

14th CONGRESS.]

No. 131.

[1st Session.]

### CAPTURE OF THE PENGUIN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 21, 1815.

SIR:

NAVY DEPARTMENT, December 21, 1815.

In compliance with your request, in behalf of the honorable Committee upon Naval Affairs, I have the honor to transmit to you, herewith, copies of letters from Captain James Biddle, of the United States' ship Hornet, dated



March 25th, and April 8th, 1815, addressed to Commodore Stephen Decatur, as commander of the squadron destined to cruise in the Indian seas; which contain all the information in the possession of this Department relative to the capture of the British sloop of war Penguin.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

HON. JAMES PLEASANTS, JUN.,

*Chairman Naval Committee of the House of Representatives.*

UNITED STATES' SLOOP HORNET, OFF TRISTAN D'ACUNHA, March 25, 1815.

SIR:

I have the honor to inform you that, on the morning of the 23d instant, at half past ten, when about to anchor off the north end of the island of Tristan d'Acunha, a sail was seen to the southward and eastward, steering to the westward, the wind fresh from S. S. W. In a few minutes, she had passed on to the westward, so that we could not see her for the land. I immediately made sail to the eastward, and shortly after, getting sight again, perceived her to be up before the wind; I hove to for her to come down to us. When she had approached near, I filled the main top-sail, and continued to yaw the ship, while she continued to come down, veering, occasionally, to prevent her passing under our stern. At forty minutes past one, P. M., being nearly within musket shot distance, she hauled her wind on the starboard tack, hoisted English colors, and fired a gun. We immediately luffed to, hoisted our ensign, and gave the enemy a broadside. The action being thus commenced, a quick and well directed fire was kept up from this ship, the enemy gradually drifting nearer to us, when, at fifty nine-minutes past one, he bore up, apparently to run us on board. As soon as I perceived he would certainly fall on board, I called the boarders, so as to be ready to repel any attempt to board us. At the instant, every officer and man repaired to the quarter deck, where the two vessels were coming in contact, and eagerly pressed me to permit them to board the enemy; but this I would not permit, as it was evident, from the commencement of the action, that our fire was greatly superior both in quickness and in effect. The enemy's bowsprit came in between our main and mizzen rigging, on our starboard side, affording him an opportunity to board us, if such was his design; but no attempt was made. There was a considerable swell on, and as the sea lifted us ahead, the enemy's bowsprit carried away our mizzen shrouds, stern davits, and sparker boom, and he hung upon our larboard quarter. At this moment, an officer, who was afterwards recognized to be Mr. M'Donald, the first lieutenant, and the then commanding officer, called out that they had surrendered. I directed the marines and musketry men to cease firing, and, while on the taffrail, asking if they had surrendered, I received a wound in the neck. The enemy just then got clear of us, and his foremast and bowsprit being both gone, and perceiving us veering to give him a fresh broadside, he again called out that he had surrendered. It was with difficulty I could restrain my crew from firing into him again, as he had certainly fired into us after he had surrendered. From the firing of the first gun to the last time the enemy cried out he had surrendered, was exactly twenty-two minutes by the watch. She proved to be His Britannic Majesty's brig Penguin, mounting sixteen thirty-two pound carronades, two long twelves, a twelve pound carronade on the top-gallant fore-castle, with swivels on the capstern, and in the tops. She had a spare port forward, so as to fight both her long guns of a side. She sailed from England in September last. She was shorter upon deck than this ship by two feet, but she had a greater length of keel, greater breadth of beam, thicker sides, and higher bulwarks, than this ship, and was, in all respects, a remarkably fine vessel of her class. The enemy acknowledge a complement of one hundred and thirty-two, twelve of them supernumerary marines from the Medway seventy-four, received on board in consequence of their being ordered to cruise for the American privateer Young Wasp. They acknowledge, also, a loss of fourteen killed, and twenty-eight wounded; but Mr. Mayo, who was in charge of the prize, assures me that the number of killed was certainly greater. Among the killed are Captain Dickinson, who fell at the close of the action, and the boatswain; among the wounded are the second lieutenant, purser, and two midshipmen. Each of the midshipmen lost a leg. We received on board, in all, one hundred and eighteen prisoners, four of whom have since died of their wounds. Having removed the prisoners, and taken on board such provisions and stores as would be useful to us, I scuttled the Penguin this morning before daylight, and she went down. As she was completely riddled by our shot, her foremast and bowsprit both gone, and her mainmast so crippled as to be incapable of being secured, it seemed inadvisable, at this distance from home, to attempt sending her to the United States.

This ship did not receive a single round shot in her hull, nor any material wound in her spars; the rigging and sails were very much cut; but, having bent a new suit of sails, and knotted and secured our rigging, we are now completely ready, in all respects, for any service. We were eight men short of complement, and had nine upon the sick list the morning of the action.

Enclosed is a list of killed and wounded. I lament to state that Lieutenant Conner is wounded dangerously; I feel great solicitude on his account, as he is an officer of much promise, and his loss would be a serious loss to the service.

It is a most pleasing part of my duty to acquaint you that the conduct of Lieutenants Conner and Newton, Mr. Mayo, acting lieutenant, Lieutenant Brownlow, of the marines, Sailing-master Romney, and the other officers, seamen, and marines, I have the honor to command, was, in the highest degree, creditable to them, and calls for my warmest recommendation. I cannot, indeed, do justice to their merits. The satisfaction which was diffused throughout the ship, when it was ascertained that the stranger was an enemy's sloop of war, and the alacrity with which every one repaired to quarters, fully assured me that their conduct in action would be marked with coolness and intrepidity.

I have the honor to be your obedient servant,

J. BIDDLE.

Commodore DECATUR.

14th CONGRESS.]

No. 132.

[1st Session.

# CONTRACTS FOR THE YEAR 1815.

COMMUNICATED TO THE SENATE, JANUARY 3, 1816.

NAVY DEPARTMENT, January 1, 1816.

SIR:

I have the honor of transmitting herewith a statement of the contracts made by the Navy Department during the year 1815, prepared in obedience to the act of the 3d March, 1809, entitled, "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, with great respect, sir, your obedient servant,

B. W. CROWNINSHIELD.

The Hon. the PRESIDENT of the Senate.





14th CONGRESS.]

No. 133.

[1st Session.]

## NAVAL FORCE ON THE FIRST OF JANUARY, 1816.

COMMUNICATED TO THE SENATE, JANUARY 5, 1816.

NAVY DEPARTMENT, January 2, 1816.

SIR: In compliance with your request of the 28th ultimo, in behalf of the honorable committee of the Senate upon Naval Affairs, I have the honor to transmit to you, herewith, a list of all the ships and vessels of the navy of the United States; among which are included those at Sackett's Harbor, not completed.

Fifteen barges remain at Sackett's Harbor, six galleys at White Hall, Lake Champlain, and fourteen barges at Baltimore, which could not be sold, conformably to the act of Congress passed on the 27th day of February last, unless at a price far beneath their value.

There are also a few gunboats, retained for occasional service upon the several Atlantic stations, not included in the list.

I am, very respectfully, sir, your most obedient servant,

B. W. CROWNINSHIELD.

HON. CHARLES TAIT, *Chairman Naval Committee of the Senate.*

*Exhibit of the Naval Force of the United States, on the 1st day of January, 1816, showing the names, rates, and stations of the respective vessels.*

Names.	Rates.	Stations.	Remarks.
Ship Independence, -	74	At Boston, -	Ready for service.
" Washington, -	74	At do. -	Preparing for a cruise in the Mediterranean.
" Franklin, -	74	At Philadelphia, -	May be ready for service next spring.
" Guerriere, -	44	At New York, -	Ready for service.
" Java, -	44	At do. -	Under orders for the Mediterranean.
" United States, -	44	Mediterranean.	
" Constitution, -	44	At Boston.	
" Constellation, -	36	Mediterranean.	
" Congress, -	36	At Boston, -	Recently returned from the Mediterranean.
" Macedonian, -	36	At do. -	Ditto.
" John Adams, -	24	Mediterranean, -	Store ship sailed from Norfolk August 13, 1815.
" Cyane, -	24	At New York, -	Captured by the frigate Constitution, Feb. 20, 1815.
" Block Ship, -	-	At Tchifuncta, La. -	Suspended on the stocks since 1814.
" Alert, -	20	Mediterranean, -	Store ship.
" Louisiana, -	20	At New Orleans, -	Directed to be sold; considered unfit for naval purposes.
" Hornet, -	18	At New York. -	Sailed from United States May 1, 1814; not heard from since October, 1814.
" Wasp, -	18	- - -	
" Peacock, -	18	At New York.	
" Ontario, -	18	Mediterranean.	
" Erie, -	18	Do.	
Brig Epervier, -	18	- - -	Passed out of the straits of Gibraltar July 14, 1815; since which she has not been heard from.
" Enterprise, -	14	At New York, -	Recently returned from the Mediterranean.
" Etna, -	-	At New Orleans, -	Bomb vessel.
" Flambeau, -	14	At New York, -	Recently returned from the Mediterranean.
" Spark, -	14	At do. -	Ditto.
" Fire Fly, -	14	At do. -	Ditto.
" Chippewa, -	14	At do. -	Ditto.
" Saranac, -	14	At Sea, -	Sailed Dec. 23, 1815, from New York for Mobile; thence to cruise off the mouth of the Mississippi.
" Boxer, -	14	At New York.	Cruising between Portsmouth, N. H. and river St. Croix, in aid of the revenue laws.
" Prometheus, -	-	At Sea, -	Receiving vessel.
Ketch Spitfire, -	-	At Norfolk.	A sheer hull.
" Vesuvius, -	-	At New York, -	
" Vengeance, -	-	At do. -	
Schooner Nonsuch, -	14	At Norfolk.	
" Spitfire, -	12	At New York, -	Recently returned from the Mediterranean.
" Torch, -	12	At do. -	Do.
" Tom Bowline, -	12	- - -	Sailed from N. York for N. Orleans Nov. 15, 1815.
" Firebrand, -	12	At New Orleans, -	Employed in the protection of the commerce.
" Surprise, -	12	At do. -	Ditto.
" Roanoke, -	-	At Wilmington, N.C.	
" Hornet, -	-	Mediterranean.	
" Lynx, -	-	At Boston, -	Recently returned from the Mediterranean.
" Despatch, -	-	At Portsmouth, N.H.	Employed in transportation.
" Asp, -	-	At Baltimore, -	Receiving vessel for recruits.
" Corporation, -	-	At Philadelphia, -	Ditto.
" Ranger, -	-	At Baltimore.	
Sloop Buffalo, -	-	At Philadelphia, -	Retained for transportation.
" Camel, -	-	At do. -	Ditto.
" Tickler, -	-	New Orleans, -	Employed in conveying despatches, &c.

## EXHIBIT—Continued.

## NAVAL FORCE ON LAKE ONTARIO.

Names.	Rates.	Stations.	Remarks.
Ship New Orleans, - -	74	At Sackett's Harbor.	Under cover on the stocks; nearly completed.
" Chippewa, - - -	74	At do. -	Ditto.
" Plattsburg, - - -	44	- - -	Frame and other timbers completely prepared.
" Superior, - - -	44	At do. -	Laid up for preservation.
" Mohawk, - - -	32	At do. -	Ditto.
" General Pike, - -	24	At do. -	Ditto.
" Madison, - - -	20	At do. -	Ditto.
Brig Jefferson, - - -	18	At do. -	Ditto.
" Jones, - - -	18	At do. -	Retained; completely equipped for service.
" Sylph, - - -	16	At do. -	Laid up for preservation.
" Oneida, - - -	14	At do. -	Ditto.
Schooner Lady of the Lake, -	-	At do. -	Retained for occasional service.

## NAVAL FORCE ON LAKE ERIE.

Brig Niagara, - - -	18	At Erie, Penn. -	Completely equipped for service.
" Lawrence, - - -	18	At do. -	Laid up for preservation.
" Detroit, - - -	18	At do. -	Ditto.
" Queen Charlotte, - -	18	At do. -	Ditto.
Schooner Porcupine, - - -	-	At do. -	Completely equipped for service.
" Ghent, - - -	-	At do. -	Ditto.

## NAVAL FORCE ON LAKE CHAMPLAIN.

Ship Confiance, - - -	36	At White Hall, N.Y.	Laid up for preservation.
" Saratoga, - - -	24	At do. -	Ditto.
Brig Eagle, - - -	18	At do. -	Ditto.
" Linnet, - - -	14	At do. -	Ditto.
Schooner Ticonderoga, - -	-	At do. -	Ditto.
Steam Frigate Fulton 1st, -	-	At New York, -	Could be prepared for service in a few days.
Steam Frigate, - - -	-	At Baltimore, -	Considerable progress was made on this vessel previously to the restoration of peace; at that time all further operations were suspended.

## RECAPITULATION.

29 Ships,  
20 Brigs,  
3 Ketches,  
17 Schooners,  
3 Sloops,  
2 Steam frigates.  
—  
74 Aggregate.

NAVY DEPARTMENT.

B. W. CROWNINSHIELD.

14th CONGRESS.]

No. 134.

[1st Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 9, 1816.

NAVY DEPARTMENT, January 5, 1816.

SIR:

The commissioners of the Navy Pension Fund have the honor to lay before Congress the annual statements respecting the operation of their trust, showing the existing amount of the fund, and the number of pensioners, and the amount of the disbursements.

In performing this duty, the commissioners find it necessary to claim the further aid of the Legislature, not only to enable them to collect the arrearages of the prize money, which belongs to the fund, but to secure, in future, a punctual and faithful accountability on the part of those officers who are charged with the prosecution and sale of prizes, and the collection and distribution of the proceeds of the sales. The imperfections of the existing laws are great, and have given rise to many abuses. Without entering into a minute detail of either the imperfections or abuses, the commissioners respectfully suggest the following provisions as meriting the sanction of Congress.

1st. That it be made the duty of the marshal to pay the proceeds of the sales of prize into court, as soon as conveniently may be, after the sales are closed.

2d. That it be made the duty of the clerk of the court, under the order of the court, forthwith to deposite the share of prizes belonging to the United States, in a bank designated by the court, to the credit of the Treasurer of



the United States, on account of the Navy Pension Fund; and that copies of the certificates of the deposit be transmitted to the Treasurer, and to the Secretary of the Navy. The share belonging to the captors to be deposited in like manner, and to be paid over to their authorized agent, upon the order of the court.

3d. That it be made the duty of the marshals and clerks to state and settle their respective accounts, specifying therein all costs and charges taxed and paid; to submit the same to the court for examination and allowance; to file one copy of the accounts in court, and to transmit another copy, with the allowance of the court, to the Secretary of the Navy, within a limited time.

4th. That it be made the duty of the district attorneys to transmit to the Secretary of the Navy a statement of all prizes libelled and condemned, or restored, at each session of the court; and to accompany the same with a schedule of the cargoes.

5th. That a reasonable compensation be allowed to the accountant of the Navy Department, for his extra services in collecting, stating, and settling the accounts of prize money belonging to the Navy Pension Fund.

6th. That the general provisions before specified be enforced by adequate penalties.

The commissioners further submit to the consideration of Congress, the documents, herewith marked A, B, C, D, E, which exhibit a partial view of the transactions during the late war, and the neglects arising from a defect in the act passed March 26th, 1804, which does not point out the duty of either of the officers of the United States' district courts, in conformity with the three first sections of said act; and in consequence of which, a large amount of interest upon the sums paid into court has been lost, and considerable sums remain still unaccounted for.

In addition to the preceding amendments, it is respectfully suggested, that provision be made by law for the accountability of prize agents for the public armed ships, in whose hands large balances frequently remain unclaimed. And, for the greater security of the officers and seamen of the United States' ships and vessels of war, that the navy agents at the several ports in the United States where prizes are sold, be constituted prize agents for the distribution of all prize moneys accruing to the captors, for which they shall receive a commission of — per centum; and at the expiration of two years from the date of payment, by order of court, they shall transmit to the Navy Department, a complete roll of all the officers, seamen, and marines, to whom they have paid over prize money, distinctly stating each prize case, with the accounts and vouchers; and that they pay over to the Treasurer of the United States, all moneys and balances remaining in their hands, to be appropriated to the Navy Pension Fund, except such part as may be reclaimed by persons who were absent by capture, or other causes, whose claims shall be paid out of said balances.

The act passed April 23d, 1800, section 8th, limits the pensions to be granted to officers, seamen, and marines, disabled in service, to a sum "not exceeding one-half the monthly pay." This provision has, in some cases, proved inadequate to the maintenance of disabled seamen and marines, particularly the latter, which cannot exceed three dollars per month. The extension of the law, so as to vest in the commissioners a discretionary power to allow, in extreme cases, to the full amount of monthly pay, or otherwise to provide for the necessary subsistence of those who are totally unable to take care of themselves, would, it is believed, obviate causes of complaint, and reflect honor upon the liberality and justice of the National Legislature.

All which is respectfully submitted.

For the commissioners,

B. W. CROWNINSHIELD.

The Honorable the SPEAKER of the House of Representatives.

NAVY DEPARTMENT, January 5, 1816.

The commissioners of the Navy Pension Fund, in obedience to the "act for the better government of the navy of the United States," respectfully report to Congress the following statements in relation to that fund:

Paper A, which shows the amount of stock on the books of the treasury to the credit of the commissioners.

Paper B.—Statement of Bank stock belonging to the fund.

Paper C.—Account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund. [Balance against him, \$13,957 94]

Paper D.—Abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the first of January, 1815, to the 31st December, inclusive. [Amount, \$168,510.]

Paper E. List of navy pensioners, with the pension allowed to each. [Number, including widows and orphans, 252, and amount paid \$20,547 20.]

All which is respectfully submitted in behalf of the commissioners.

B. W. CROWNINSHIELD.

The Honorable the SPEAKER of the House of Representatives.

#### A.

*Statement of the stocks on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and of the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued for the year 1815.*

Stocks.	Nominal amount of stock.	Commencement of interest.	Interest and reimbursement for 1815.	Reimbursement of 6 per cent. and deferred stocks, to 31st Dec. 1815.	Irredeemed amount on 1st January, 1816.
Old six per cent., - - - -	39,579 04	1st Jan. 1815.	3,166 31	32,153 97	7,425 07
Deferred, - - - -	56,532 23	Do.	4,592 56	26,592 65	29,939 58
Three per cent. - - - -	30,895 93	Do.	926 88		30,895 93
Louisiana, - - - -	38,000 00	Do.	2,280 00		38,000 00
Six per cent. loan of \$7,500,000, -	112,314 44	Do.	6,798 84		112,314 44
Do. do. 10,000,000, -	170,454 54	Do.			
Do. do. - - - -	17,045 45	17th June, 1814, }	11,893 81		193,489 35
Do. do. - - - -	5,989 36	1st Oct. 1815, }			
Do. do. 6,000,000, -	50,000 00	Do.	750 00		50,000 00
Six per cent of 1815, - - - -	36,789 44	Do.	551 84		36,789 44
	\$558,600 43		\$30,890 24	\$58,746 62	\$499,853 81

Nominal amount of stock, to the credit of the commissioners of the Navy Pension Fund, on 1st January, 1815,					\$448,776 18
<i>Additions in 1815.</i>					
Six per cent. stock of 1814, loan of \$10,000,000			\$23,034	81	
Do.		6,000,000	50,000	00	
Six per cent. of 1815,				36,789	44
					\$109,824 25
Amount as above stated, on 1st January, 1816,					\$558,600 43

TREASURY DEPARTMENT, REGISTER'S OFFICE, January 1, 1816.

JOSEPH NOURSE, *Register.*

B.

*Statement of Bank stock belonging to the Navy Pension Fund, standing in the name of the commissioners.*

	Nominal amount.	Amount of cost.
626 complete shares Columbia Bank stock,	62,600 00	69,102 60
700 do. Washington do.	14,000 00	14,260 00
600 do. Union do.	15,000 00	15,340 50
	\$91,600 00	\$98,703 10

In addition to the stock reported by the Register of the Treasury, the sum of \$37,800 United States' stock of 1814, on the books of the Commissioner of Loans at Philadelphia, was purchased by George Macdaniel, on the 9th of December, instant; and, of the stock reported to belong to the fund, the following amount has been purchased by George Macdaniel, between the 5th and 9th of December, instant, to wit:

\$80,578 80 United States' stock, at 102 $\frac{1}{2}$ ,	-	-	-	-	\$82,593 26
50,000 00 do. at 102 $\frac{1}{2}$ ,	-	-	-	-	51,375 00
9,000 00 to complete 150 short shares of Columbia Bank stock,	-	-	-	-	9,000 00
					\$142,968 26
\$139,578 80					

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 31, 1815.

THOMAS TURNER, *Accountant.*

*Account of prize moneys deposited to the credit of the Treasurer of the United States, not included in his account as treasurer of the Navy Pension Fund, for the year ending on the 31st of December, 1815.*

Deposited by John Eppinger, Georgia, at different times,	-	-	-	-	\$28,568 64
Deposited by Thomas Shields, New Orleans,	-	-	-	-	3,102 10
Deposited by N. R. Knight, Rhode Island,	-	-	-	-	7,492 75
					39,164 49
To which may be added this sum, at least, in the hands of the clerk of the district court of New York, not deposited to the credit of the treasurer,	-	-	-	-	62,648 48
This sum, the balance per treasurer's account herewith,	-	-	-	-	13,957 94
Making this sum not invested, on 31st of December, 1815,	-	-	-	-	\$115,770 91

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 31, 1815.

THOMAS TURNER, *Accountant.*

RECAPITULATION.

Unredeemed amount of United States' stock, as reported by the Register of the Treasury,	-	\$499,583 81
Do. do. on the books of the Commissioner of Loans, at Philadelphia, not included in the above,	-	37,800 00
Bank stock, per statement,	-	91,600 00
Unexpended balance, on the 31st of December,	-	115,770 91
Making the aggregate amount of the fund,	-	\$745,024 72

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 31, 1815.

THOMAS TURNER, *Accountant.*

A.

No. 1.

NAVY DEPARTMENT, September 27, 1813.

SIR:

I addressed to you a letter on the 16th instant, and duplicate of the same to the United States' district attorney of Massachusetts, on the subject of the Navy Pension Fund.

I have received, by this day's mail, your letter of the 21st, which is, in no respect, a reply to the subject of my letter of the 16th; and you do not even notice the circular of 30th March last, which was written by order of the Board of Commissioners of the *Navy Pension Fund*. The prizes of the United States' frigates the President, Congress, Essex, Chesapeake, and others, sent into the ports of your district, have been considerable in amount,



and no account thereof has been rendered to the commissioners of the Navy Pension Fund, or paid over to the credit of the Treasurer of the United States.

Having appropriated a part of these funds to the new loan, it is indispensably necessary to pay the same into the treasury, on or before the 15th of next month. I therefore refer you to the act of Congress in relation to the Navy Pension Fund, passed 26th March, 1804, and a resolution of the Board of Commissioners, transmitted by the above-mentioned circular of 30th March last.

The two per cent. fund, to which you allude, is totally distinct from and has no relation to the Navy Pension Fund.

It is conceived to be the duty of the marshal, or other officers of the United States' courts, to transmit accounts of the condemnation and sale of prizes of the United States' vessels of war, to the accountant of the Navy Department; and to pay over the amount, by depositing it in a bank to the credit of the Treasurer of the United States, which duty has not been complied with.

I am respectfully, &c.

W. JONES.

JAMES PRINCE, Esq. *United States' Marshal, District of Massachusetts, Boston.*

NAVY DEPARTMENT, *September 28, 1813.*

SIR:

I have received your letter of the 22d, in reply to mine on the subject of prize money accruing to the United States' Navy Pension Fund.

The amount of sales of prizes to the United States' frigates the President, Congress, Essex, Chesapeake, and other vessels of war, must have been considerable within the Massachusetts district; and, as yet, no returns thereof have been received at this Department, nor has any deposit been made to the credit of the Treasurer of the United States, as directed by the act of March 26, 1804.

Presuming that you, or the marshal of the district, still retain the amount of said proceeds, and it being absolutely necessary to meet the subscription to the new loan for the benefit of that fund, I was induced to write for information on the subject. If the moneys have been paid into the court, the clerk ought to have complied with the law. At present, the Pension Fund has been credited for no part thereof.

I must request you will be pleased to forward a transcript, from the clerk of the United States' district court of Massachusetts, of all the condemnations of prizes of war, in which the United States have been interested, since the declaration of war against Great Britain.

The importance of the Navy Pension Fund to provide for the support of our brave officers and seamen, who become disabled in the service of their country, ought to induce a strict adherence to the law for its preservation and extension, so as to meet the increasing demands that are made upon it.

I am respectfully, &c.

W. JONES.

GEORGE BLAKE, Esq. *United States' Attorney, District of Massachusetts, Boston.*

No. 2.

NAVY DEPARTMENT, *October 21, 1813.*

SIR:

I have this day received from George Blake, Esq. district attorney for the district of Massachusetts, a transcript of the nett moiety of prizes to the United States' vessels of war, condemned and sold since the declaration of war with Great Britain, as stated by the clerk of the district court.

This moiety by law reverts to the United States' Navy Pension Fund, and the Board of Commissioners, appointed under the law establishing that fund, will require a statement of all the charges, fees, costs of court, and expenses attendant on the condemnation and sale thereof; which I request you will be pleased to furnish as soon as possible, that the regular entries may be made accordingly.

I am respectfully, &c.

W. JONES.

JAMES PRINCE, Esq. *Marshal District Massachusetts, Boston.*

No. 3.

*Statement of moneys paid over by Wm. S. Shaw, Clerk of the District Court of Massachusetts, with notes of accountant of the Navy.*

DECEMBER 31, 1815.

Dr.

*Wm. S. Shaw to the United States of America.*

To a moiety of the nett proceeds of the brig Hazard, captured by the ship Wasp,	-	-	-	1,658	25
To a moiety of the nett proceeds of the brig King George and cargo, captured by the frigate Essex,	-	-	-	6,627	30
To a moiety of the nett proceeds of the brig Recovery and cargo, captured by the brig Argus,	-	-	-	1,977	70
To a moiety of the nett proceeds of the cargo of the schooner Ellen, (already condemned), captured by the ship Hornet,	-	-	-	19,769	08
To a nett moiety of specie, captured by Commodore Rodgers, from brig Swallow,	-	-	-	70,291	55
To a moiety of the nett proceeds of the ballion, taken from brig Swallow,	-	-	-	12,344	37
				<u>\$112,668</u>	<u>25</u>

STATE BANK, BOSTON, *October 13, 1813.*

Received of Wm. S. Shaw, Esq. clerk of the district court for the Massachusetts district, the above sum of one hundred and twelve thousand six hundred and sixty-eight dollars and twenty-five cents, on account of the treasury of the United States, for which I have given duplicate receipts.

JOHN B. CLARK, *Cashier.*

In the abstract of sales by the marshal at Boston, is entered—

Schooner Ellen,* prize to frigate Chesapeake,	-	-	-	-	\$17,559	88
Schooner Hero, do. do.	-	-	-	-	10,170	37
Schooner Ellen,* prize to frigate Constitution,	-	-	-	-	32,676	25
Two prizes to gunboats, No. 54 and 81,	-	-	-	-	213	84

It does not appear that any account has been rendered of the above to this office, or that the moneys have been paid over to the Treasurer of the United States.

NAVY DEPARTMENT, *December, 1815.*

\*The Ellen, prize to the ship Hornet, (in the preceding list,) could not have been meant for the above. By a letter of Commodore Bainbridge, shown to me by Mr. Homans, it appears the Ellen alluded to is the Hornet's prize; yet, irreconcilable in amount.

## No. 4.

*Copy of account rendered by William S. Shaw, Clerk of District Court of Massachusetts; (the only account ever transmitted to the Navy Department.)*

## WILLIAM S. SHAW IN ACCOUNT WITH THE UNITED STATES OF AMERICA.

CR.

DR.

To gross amount of sales of the brigantine Atlantic and cargo, captured by the frigate Congress, and condemned in the district court for Massachusetts district, - -	41,989 08	By amount of costs, &c. against brigantine Atlantic and cargo, - -	13,850 82
		By a moiety of the nett proceeds of said vessel and cargo, paid to the captors, - -	14,069 13
		By ditto paid to the United States, - -	14,069 13
	<u>\$41,989 08</u>		
	41,989 08		
	<u>\$41,989 08</u>		

STATE BANK, BOSTON, March 17, 1814.

Received of William S. Shaw, Esq. clerk of the district court for the Massachusetts district, the sum of fourteen thousand and sixty-nine dollars and thirteen cents, on account of the Treasurer of the United States, for which I have given duplicate receipts.

THOMAS HARRIS, *Cashier State Bank.*

*Abstract of sales made by James Prince, of public property libelled by the national vessels of war of the United States, as being captured from the enemy during the late war, within the District of Massachusetts.*

Date of the libel.	Quality and names of public ships and names of commanders.			Quality and names of vessels, and where sold.		Description of the cargo sold.	Date settled with the clerk.	Amount paid over to the clerk.
	Quality and names of vessels.	Commander's names.		Quality.	Names.	Where sold.		
Sept. 17, 1812,	Frigate Essex, -	David Porter, Esq.	-	Brigantine	King George, -	Boston, -	December 4, 1812,	\$13,474 03
March 17, 1813,	" President, -	John Rodgers, Esq.	-	British packet	Swallow*, -	Do, -	May 31, 1813,	35,008 10
May 7, " "	" Chesapeake, -	Samuel Evans, Esq.	-	Schooner	Ellen, -	Do, -	July 17, " "	17,559 88
" 25, " "	" Do, -	Do, -	-	Brig	Hero, -	Do, -	March 22, " "	10,170 37
" 7, " "	" Constitution, -	Wm. Bainbridge, Esq.	-	Schooner	Ellen, -	Do, -	July 20, " "	32,676 25
April 23, " "	Sloop of war Argus, -	Arthur St. Clair, Esq.	-	Brig	Recovery, -	New Bedford, -	May 27, " "	4,193 57
Feb. 1, 1814,	Frigate Congress, -	John Smith, Esq.	-	Brig	Atlantic, -	Boston, -	February 10, " "	28,526 84
June 23, " "	Gunboat No. 54, -	Eli Brown, -	-	Schooner	Favorite, -	New Bedford, -	July 9, " "	179 51

\* The specie taken by Commodore Rodgers was not placed within my control, but delivered over to the order of the commodore in kind.

N. B. A vessel, called the Julia, was also libelled for trading with the enemy, but delivered up on bond, by order of the court.

DECEMBER 11, 1815.

UNITED STATES OF AMERICA, *District of Massachusetts,*

Stated by

J. PRINCE, *Marshal.*



## No. 5.

OFFICE OF THE DISTRICT MARSHAL OF MASSACHUSETTS,

BOSTON, December 11, 1815.

SIR:

I am honored by your letter of the 29th ultimo, and I transmit you, from the records of my office, a list of sales made by me of property received from the public ships during the war, which I have endeavored to place in that form which I hope may meet the views of the honorable Board of Commissioners. All the moneys have been paid over to the clerk, as the law directs. In some instances the property was sold prior to condemnation, under interlocutory decrees.

I take leave, respectfully, to inform the Board of Commissioners, through you, that in all cases where sales have been made of prizes taken by private armed vessels of war, I have compelled the owners to produce to me certificates from the collector in whose collection district the property has been entered, that bonds have been given for the Invalid Fund, and when they failed thus to do, I have uniformly deducted the amount and transmitted a certificate of the amount of sales to the collector, and taken his receipt for the amount. A diversity of opinion has existed as to the real amount on which the two per cent. should be paid. I have insisted that the nett sales were to be considered from my sales, whereas the owners of private armed vessels have insisted that their commissions, &c. were afterwards to be deducted. I have never assented to this when settlements have been deducted by me.

If I may be so unfortunate as not to have met the design of the Board, I will thank you to point out the mode they may wish, and I will conform thereto, or afford to them all the information in my power.

Permit me to avail of this official opportunity to assure you of the respect and friendship of yours, &c.

J. PRINCE, *Marshal.*BENJAMIN HOMANS, Esq. *Secretary Navy Pension Fund, Washington.*

## A 5.

*Abstract of prize property libelled for the account of the United States, during the late war, in the district of Massachusetts, as prize of war, and sold by the marshal of said district.*

Date of libel or sale.	Quality and names of vessels and commanders.			Quality and names of prizes, and where sold.			Date settled with the district clerk.	Amount paid over to the clerk.
	Quality.	Name.	Names of commanders.	Quality.	Name.	Where sold.		
November 18, 1812,	Sloop of war,	-	Jacob Jones, Esq.	Brig,	-	Boston,	Nov. 19, 1812,	\$3,420 60
September 17, "	Frigate,	-	David Porter, Esq.	Do,	-	Do,	Dec. 4, "	13,474 03
March 17, "	Do,	-	John Rodgers, Esq.	Packet,	-	Do,	May 31, 1813,	25,068 10
February 5, "	Do,*	-	Do,	Do,	-	No sale, but delivered to clerk	Mar. 4-5, "	143,360 63
May 7, "	Do,	Chesapeake,	Samuel Evans, Esq.	Schooner,	Ellen,	Boston,	July 17, "	17,559 88
May 25, "	Do,	Do,	Do,	Do,	Hero,	Do,	Mar. 22, 1814,	10,170 37
May 7, "	Do,	Constitution,	Wm. Bainbridge, Esq.	Do,	Ellen,	Do,	July 20, 1813,	32,676 25
April 23, "	Sloop of war,	-	Arthur Sinclair, Esq.	Brig,	Recovery,	New Bedford,	May 27, "	4,193 57
February 1, 1814,	Frigate,	-	John Smith, Esq.	Do,	Atlantic,	Boston,	Feb. 10, 1814,	28,926 84
June 23, "	Gunboat,	-	Ell Brown,	Schooner,	Favorite,	New Bedford,	July 9, "	179 51
November 22, "	Do,	No. 54,	Wm. Bainbridge, Esq.	A small boat trading with the enemy.	-	-	Nov. 24, "	34 33
								\$278,664 11

N. B. A vessel called the Julia was also libelled for trading with the enemy, but delivered up on bond; of course I had nothing to do with the amount, as, on being condemned, the original claimant paid the amount of her appraised value direct to the clerk.

OFFICE OF THE DISTRICT MARSHAL, MASSACHUSETTS,  
BOSTON, December 11, 1813.

Stated by

J. PRINCE, *Marshal.*

\* The specie taken by Commodore Rodgers was placed within my control, and afterwards delivered over in coin, by order of court, to the clerk, Mr. S. Shaw, March 4-5, 1813.



B.

No. 1.

NAVY DEPARTMENT, October 27, 1813.

SIR: The Secretary of the Treasury having exhibited to the commissioners of the Navy Pension Fund the papers received under cover of your letter of the 12th current, viz. an abstract statement from the records of the district court of the State of New York relative to the condemnation of certain prizes and prize goods, with a receipt of the cashier of the Manhattan Bank for nine thousand two hundred ninety-six dollars and six cents, to the credit of the Treasurer of the United States, I have, in behalf of said commissioners, to request copies of the sales of the prizes and goods mentioned therein.

I am respectfully, &amp;c.

W. JONES.

PHILIP SPENCER, Jun. Esq. Clerk of the District Court, New York.

No. 2.

NAVY DEPARTMENT, June 6, 1815.

SIR: Your letter of the 25th May has been received with the accounts of sales of the cargo of the ship Hazard, brig Orion, and privateer Fortune of War, captured by the gunboats under the command of Commodore Campbell.

The charge of commissions on sales of the ship Hazard's cargo is totally inadmissible. The Government of the United States has appointed its agents by law, and defines their duties; the agents of captors have nothing to do with the property until the moiety is ordered by the court to be paid over to them; the captors may pay as many agents as they please, but the court is bound to see that the clerk pays over the moiety to the United States Pension Fund, into "a bank where public moneys are deposited, to the credit of the Treasurer of the United States."

Your commission, by law of 18th April, 1814, is one half per cent. and *no more*. The commissions charged and deducted for John Carnochan and N. W. Rothwell, are not allowed, and the half must be refunded to the United States, and you will stand charged with two thousand and seventy-five dollars and five cents, from which deduct your commission of one half per cent., three hundred and nineteen dollars and twenty-four cents, leaves a balance of one thousand seven hundred fifty-five dollars eighty-one cents, for which you are held accountable; and I request your immediate attention to this subject.

In the above-named account of sales you have deducted half the duties upon the cargo of the prize brig Aurora, and schooner Isabel. The amount is probably correct, although not accompanied with the collector's certificate and statement. These two last cases naturally led to an examination of the accounts of sales formerly transmitted, and in which there appears to be a charge by Mr. Rothwell, which is also inadmissible, viz. two hundred and fifty dollars costs, said to be *advanced and consented to* by the district attorney. This same charge was submitted by Mr. Rothwell to the Accountant of the Navy, and it was refused. The district attorney, whose duty it was to attend to this and all other causes in behalf of the United States, had no authority to make such an allowance.

The commissioners of the Navy Pension Fund are now about taking up the whole transactions of the war relative to prizes, and it is desirable to have this matter settled without a reference to the Treasury Department; it being the duty of the Comptroller to put all claims in suit which shall be unsettled at a certain period.

I am respectfully, &amp;c.

B. W. CROWNINSHIELD.

JOHN EPPINGER, Esq. Marshal District of Georgia, Savannah.

NAVY DEPARTMENT, November 25, 1815.

SIR: The following sums, arising from sales of prizes taken by the United States ships of war, and applicable, by acts of Congress, to the United States Navy Pension Fund, appear to have been received by the marshal of the district of New York, and paid into court, on or before the dates herein mentioned, viz:

	\$22,783 74	in June, 1814,	proceeds of sales of prizes.
	1,764 74	in Nov. 1814,	do
About	30,000 00	in May, 1815,	do

\$54,548 48, which amount has been in the hands of the clerk of the court, from the periods stated, to the present time, and unaccounted for. The marshals ought to render accounts of sales, and transmit to this Department receipts for the deposit of the proceeds into court, or into the bank "where public moneys are deposited, to the credit of the Treasurer of the United States," as treasurer of the Navy Pension Fund; and this has been done by all the marshals during the late war, who have duly attended to their duty: as it is obvious that without such notice the commissioners of the Pension Fund cannot ascertain or apply the moneys so accruing. The fund would also have been benefited by the interest arising out of the investment in public stocks, and which has been lost to this important fund by some one's neglect.

The commissioners having no knowledge of the transactions of the district courts, and no information of the condemnation and sale of prizes, cannot claim the proceeds, and it is unjust to detain the amount so long, contrary to the spirit and intent of the act of Congress in relation to the Navy Pension Fund, passed March 26th, 1804. If that act is not sufficiently explicit and obligatory to point out this duty to the officers of the district courts, there is a *duty implied*, to pay over the proceeds and to render accounts; otherwise the clauses are nugatory which require the Treasurer to "receive all the money so accruing," and the accountant to "receive and settle all accounts."

I have to request your attention to this subject as early as convenient, to enable the commissioners of the Navy Pension Fund to report to Congress the annual statement of that fund, in the first week of the next session.

I am, very respectfully, &amp;c.

B. W. CROWNINSHIELD.

JONATHAN FISK, Esq. District Attorney U. S. New York.

No. 3.

NEW YORK, December 1, 1815.

SIR: I am this day honored with yours of the 25th ult. respecting the proceeds of prizes in this district, captured by vessels of the United States. I have waited upon the marshal and requested him to furnish me with a statement: but as he has paid into court the proceeds of sales, from which is deducted, in court, the costs and charges, his statement would not give the accurate amount due the Navy Pension Fund.

The clerk of the court is at present out of town, but expected to return in a few days; on his arrival, I will have a statement prepared and transmitted. The amount, I understand, is much more than that quoted in your letter.

I have the honor to be, very respectfully, your most obedient servant,

JONA. FISK.

The Hon. B. W. CROWNINSHIELD, Secretary of the Navy.

## No. 4.

MARSHAL'S OFFICE, NEW YORK, December 21, 1815.

Sir:

I have the honor of enclosing, for your information, a statement of causes of all prizes captured by public armed vessels of the United States since the declaration of the late war.

By the secretary of the Navy Pension Fund, the marshal is referred to a circular letter, &c. dated 30th March, 1813. The marshal never received a circular letter of that date, or statements of libels, &c. would have been furnished.

The execution and amount of sales in each cause have long since been returned, and filed in the district court, and the gross proceeds paid into court.

I am, respectfully, yours, &amp;c.

JAMES DILL, for the Marshal.

The Hon. B. W. CROWNINSHIELD, Secretary of the Navy.

## No. 5.

A list of prize causes of captured property by the navy of the United States, in which sales were made by Peter Curteneus, late marshal, and John Smith, present marshal, and the gross proceeds paid into the district court by the said marshals; and the sums by them paid since the commencement of the late war.

## DISTRICT COURT, NEW YORK.

	Gross proceeds.
The United States' squadron, Lake Ontario, &c. vs. schooner Lord Nelson,	\$2,999 25
The same, vs. five boxes of glass ware,	1,972 10
The same, vs. brig Caledonia,	3,700 00
The same, vs. four long twelve pounders,	1,000 00
The same, vs. cargo brig Caledonia,	8,843 11
The frigate Essex, vs. sloop of war Alert,	13,415 66
The sloop of war Hornet, vs. certain trunks of merchandise,	15,586 89
The squadron on Lake Ontario, vs. two kegs of carbine cartridges, &c.	3,344 92
The same, vs. three bales of coating, &c.	1,238 95
The same, vs. sixteen cannon, of different calibers,	28,804 53
The same, vs. brig Duke Gloucester,	2,500 00
The same, vs. schooner Lady Murray,	1,500 00
The same, vs. sloop Elizabeth,	3,525 00
The same, vs. schooner Mary,	2,512 00
The same, vs. schooner Lady Gore,	2,500 00
The same, vs. schooner Confiance,	4,825 84
The same, vs. sloop Mary Ann,	1,600 00
The same, vs. one hundred and twenty barrels of flour,	1,709 37
The same, vs. sloop Drummond,	600 00
The same, vs. schooner Hamilton,	4,925 84
Sloop of war Hornet, vs. ship William,	6,200 00
The same, vs. twenty-four bags containing gold and silver coin,	19,430 24
The frigate President, vs. twenty-two puncheons of rum,	9,490 07
The same, vs. fourteen puncheons of merchandise,	8,773 17
The gunboats, vs. schooner Fame and cargo,	7,569 62
The Essex, &c. vs. ship Atlantic, alias Essex Junior,	8,100 00
The frigate Constitution, vs. ship Susanna and cargo,	73,192 21
The same, vs. eight casks of glass ware, &c.	1,995 68

The above is a statement of the gross proceeds paid into court. The costs in each cause, after being taxed, have been paid by the clerk out of the gross proceeds in court.

## No. 6.

NEW YORK, October 12, 1813.

Received of Philip Spencer, Jr., clerk of the District Court of New York, nine thousand two hundred and ninety-six dollars and six cents; which sum is placed to the credit of the Treasurer of the United States, for which I have signed quadruplicate receipts.

P. FLEWELLING, Cashier.

The above receipt contains all the moneys paid by the district clerk of New York, on account of prizes, since the commencement of the late war. This being the only document, it is impossible to say what prize or goods produced the above sum.

## C.

## No. 1.

Sir:

NEW YORK, July 9, 1814.

Finding a consort absolutely necessary, I had the Essex Junior (formerly Atlantic) valued by disinterested persons, and purchased her for the United States at twenty-five thousand dollars.

The services of this vessel, for the last year, have been very important. She has been supplied entirely from my other prizes. She is a fine ship, and I refer you to Captain Downes for information as to her present state. I hope, sir, you will approve of my conduct in making this purchase.

I have the honor to be your obedient servant,

D. PORTER.

Hon. WILLIAM JONES, Secretary of the Navy.



## No. 2.

*Extract of a letter from the Secretary of the Navy to Captain David Porter, dated*

NAVY DEPARTMENT, July 13, 1814.

I have before me your letter of the 9th, which has been exhibited to the President, and received his attention. I confirm the purchase of the Essex Junior, for account of the United States, at the sum of twenty-five thousand dollars.

You will please to transmit to this Department the valuation made by the persons appointed by you for that purpose.

## No. 3.

NAVY DEPARTMENT, April 15, 1815.

SIR:

At the time of the arrival of the ship Essex Junior, you had the command of the station at New York, and that ship was delivered over to you. As this Department has never been advised of the disposition made of the Essex Junior, I have to request of you to furnish a detailed statement thereof, and of all the circumstances connected therewith, which ought to have been transmitted long since.

I am, respectfully, your obedient servant,

B. W. CROWNINSHIELD.

Captain SAMUEL EVANS, Commandant U. S. Navy Yard, New York.

## No. 4.

NAVY DEPARTMENT, April 28, 1815.

SIR:

I have received your letter of the 24th instant, explaining some of the transactions relative to the United States' ship Essex Junior.

This business has been conducted with unparalleled neglect of duty, assumption of power, and unauthorized interference with the immediate prerogatives of this Department.

The ship, from the time of her arrival in the United States, has never been properly reported or delivered over to this Department. The marshal of the district of New York has, without the sanction, authority, or advice of this Department, taken possession of and sold this ship, which had been previously paid for by the Government, and the amount distributed to the captors, the officers and crew of the late United States' frigate Essex.

As commanding officer, you had charge of the ship, and the marshal had no authority over you to compel the delivery to him. He had a right to have the ship libelled in the court, and condemned, but he had no control over that ship to sell her for the purpose of paying his own fees, and he must be held accountable for his conduct in this transaction.

You will please to transmit to this Department all the written orders and vouchers in your possession relative to this ship, in order to a further investigation.

I am respectfully, your obedient servant,

B. W. CROWNINSHIELD.

Captain SAMUEL EVANS, Commandant U. S. Navy Yard, New York.

## No. 5.

UNITED STATES' NAVY YARD, NEW YORK, April 24, 1815.

SIR:

Agreeably to your order of the 15th instant, I have the honor to state, that, on the 9th July last, the ship Essex Junior, prize to the frigate Essex, arrived at the yard, and was, by the direction of her commanding officer, immediately hauled to the wharf and made fast, her sails unbent, her topgallant yards and masts sent down, and permission given to most, or all, of her crew to go to New York, Lieutenant Haddaway being left on board in charge of her. There was no charge given, neither was any officer of the yard consulted respecting these proceedings, further than to request that she might be permitted to haul in, which was, of course, not refused.

A day or two after this, Captain Downes, her commander, informed me that there were some unexpended stores and provisions on board, which had been purchased for the crew of the Essex, and some canvass and twine that had been taken from that ship, which he wished landed and stored; but, as he had not men on board to do it without aid from the yard, he requested I would furnish men for the purpose. I accordingly directed the master of the yard to assist at discharging and storing whatever of public stores and provisions there was on board; and he, as he reported to me, proceeded to do so, until he was informed by Lieutenant Haddaway, the commanding officer, that all was landed, except a sufficiency of provisions for himself and those he had with him.

About this time, as I learn, Captain Downes reported her to the district attorney. He was examined by the commissioners, and the ship was libelled, and virtually taken charge of by the marshal, although Lieutenant Haddaway, and some others belonging to her, still remained by her.

About the latter end of August, or early in September, I understood that she had been, or shortly would be, sold by the marshal, and, as I supposed, by direction of the Government, through Commodore Decatur, who had for some time been appointed to the command of all afloat, or through the navy agent.

On or about the same day, the commodore gave directions that the water casks and stores remaining on board should be landed; but, before all was on shore, he directed that what was taken out should be placed in the ship again, which was done. This was in consequence, I believe, of a communication from the marshal, who remonstrated, and stated, as I understood, that the purchasers would throw the ship on his hands, if the articles taken out were not returned on board; and on the 6th September, Lieutenant Haddaway received Commodore Decatur's order to deliver the ship to the marshal, which was done, and he left her.

I have the honor to be, very respectfully, sir, your obedient servant,

SAMUEL EVANS.

HON. BENJ. W. CROWNINSHIELD, Secretary of the Navy.

UNITED STATES' NAVY YARD, NEW YORK, May 3, 1815.

SIR:

Agreeably to your instructions of the 28th ultimo, I have the honor to transmit you, herewith, Commodore Decatur's order for the delivery of the Essex Junior, with her water casks, &c. in her, to the order of the marshal of this district, with other papers in relation to that ship, which will, I trust, convince you that I was not at any period charged with her by the captors; and that under any circumstances, (but particularly limited as I was by your predecessor to the command of the navy yard alone, with a superior officer in port in command,) it would have been an assumption of power which, when called upon, I could not have been enabled to justify, had I in any degree interfered, or taken possession, or received this ship as public property, unless I had been directed to do so by the Department, or other official authority superior to me. The prize ship Cyane is now at the navy yard here,

under circumstances similar to the Essex Junior, and your orders to Lieutenant Hoffman respecting that ship fortifies me in this opinion.

The papers alluded to and transmitted are, first, Captain Downes's affidavit delivering the ship into the hands of the civil authority; second, the statement of Major Hall, prize agent for the Essex at this port, by which it appears that he had charge of her in that character, in conjunction with the marshal, for a considerable time after her arrival, and that he furnished the marshal with her inventory; and, third, the statement of the master of the yard, of what came within his knowledge.

By the records of the district court, it appears that she was libelled by the district attorney in behalf of the United States and the captors, on the 20th of July. On the 13th of August (as appears by the papers of the day) she was advertised to be sold on the 26th of the same month, by the marshal. Whether she was sold on that day or not, I am unable at this moment to say, but on the 3d of September, Commodore Decatur directed, verbally, all her water casks and provisions to be taken from her, and deposited in the public store; and on the 5th, as you will observe by his order, he, in consequence of representations from the marshal, directed the articles should be replaced, and the ship be delivered, with them on board, to the marshal's order, which was done by Lieutenant Haddaway.

I have the honor to be, very respectfully, sir, your obedient servant,

SAMUEL EVANS.

HON. BENJ. W. CROWNINSHIELD, *Secretary of the Navy, Washington.*

*District Court of the United States of America for the Southern District of New York, in the case of the ship now called the Essex Junior, late the Atlantic.*

DISTRICT OF NEW YORK, ss.

John Downes, being duly sworn, doth depose and say, that the above named ship arrived in the district of New York on the 7th day of July, 1814; that the bulk of the cargo of the said ship was broken after the capture thereof, and the cargo thereof, consisting of 200 barrels of oil, were taken out by order of Captain David Porter, the commander of the frigate Essex, by which she was taken, and was put on board the ship Policy, and ordered to the United States; that none of the cargo of the said prize ship was secreted or taken away, excepting as aforesaid, to the knowledge of this deponent; that the papers now delivered by this deponent to the commissioners of this court were received by him from said Porter, and are now delivered as aforesaid, as this deponent received them, without any fraud, subduction, or embezzlement; that if, at any time before the final condemnation or acquittal of the said ship Essex Junior, any further or other papers relative to the same shall come to the knowledge or possession of this deponent, that he will either deliver them to the said court, or to their commissioners, or will otherwise give them information of the same.

JOHN DOWNES.

Sworn this 16th July, 1814, before me,

OGDEN EDWARDS, *Commissioner.*

ROBERT FINN, *Deputy Clerk.*

MARINE GARRISON, BROOKLYN, May 2, 1815.

SIR:

From your verbal request of this morning, respecting the Essex Junior, I beg leave to state, that, on her arrival here, I called on Captain Downes, (considering myself the agent for the Essex,) and stated to him the necessity of having her libelled, which was done. Some few days after, the marshal called on me, and required an inventory. I complied with his request, and gave him, from the officer who had charge of the ship, one, consisting, as near as I can recollect, of the hull, spars, yards, standing and running rigging, anchors, cables, boats, and three suits of sails.

I also beg leave to state, that, immediately after this, I had some conversation with Captain Porter, who informed me he was the prize agent for that vessel, she having been sold in Valparaiso, and he appointed agent, which of course took from me all further charge.

I have the honor to be, respectfully, your obedient servant,

JOHN HALL.

Captain SAMUEL EVANS.

*Extract from the Navy Yard Log Book.*

9th July, 1814, arrived at the yard ship Essex Junior, prize to the United States' frigate Essex. The officer commanding hauled immediately alongside the wharf, and made her fast, unbent the sails, sent down her topgallant yards and mast, and permission given for all hands to go to New York; during which time there was no application made to me whatever. Lieutenant Haddaway was left in charge of the ship. July 15th, instant, by Captain Samuel Evans's order, landed from the abovementioned ship forty-nine bolts of canvass and four bolts of duck, and nine sacks of flour; Lieutenant Haddaway, the commanding officer, observing there is nothing more of consequence on board but what would be necessary for the consumption of himself and men left to take care of the ship. 3d September, 1814, received Commodore Decatur's order to take her water casks out, and whatever other articles of provisions there were remaining on board, and have them deposited in the public store. While performing this duty, Commodore Decatur personally countermanded his first order, and directed every article returned on board again; which were immediately complied with, excepting the canvass and duck. September 6, instant, Lieutenant Haddaway received Commodore Decatur's order to deliver the ship up to the marshal.

FRANCIS H. ELLISON.

NEW YORK, September 5, 1814.

SIR:

Having been informed by the marshal that the sale of the Essex Junior was complete, including the articles she had on board at the time, I have to request that she be delivered to the order of the marshal in her then state.

Very respectfully, your obedient servant,

STEPHEN DECATUR.

Captain SAMUEL EVANS, *United States' Navy Yard, New York.*

No. 6.

NAVY DEPARTMENT, April 28, 1815.

SIR:

The public service requiring a store ship for the Mediterranean, the United States' ship Essex Junior was supposed to be a suitable vessel for that purpose. Upon the information received from Captain Evans, the commandant of the navy yard, it appears that the ship Essex Junior was taken out of his hands. The United States' Navy Department had appraised that ship at twenty-five thousand dollars, and Captain Porter, the captor, was paid at that rate for the ship, and the amount was distributed among the officers and crew of the late United States' frigate



Essex. The ship being the property of the United States, you could have had nothing to do with her, except for the fees of court.

You will be pleased to render an account thereof, and deliver the ship to Captain Evans, at the navy yard, Brooklyn.

I am, very respectfully, your obedient servant,

JOHN SMITH, Esq. *Marshal District of New York, New York.*

B. W. CROWNINSHIELD.

No. 7.

MARSHAL'S OFFICE, NEW YORK, *May 1, 1815.*

SIR:

I have your letter of the 28th April last, and have the honor to inform you that the ship *Essex Junior* was, in obedience to the order of the district court of this district, sold on the 26th day of August last, and the money arising from the sale has been paid into court. I therefore cannot deliver the said ship to Captain Evans, at the navy yard.

I am, respectfully, yours, &c.

The Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

JOHN SMITH, *Marshal.*

No. 8.

NAVY DEPARTMENT, *May 4, 1815.*

SIR:

I have received your letter of the 1st instant. The circumstances attending the derangement of public business at Washington last August and September, prevented the Secretary of the Navy from paying attention to the transaction relative to the United States' ship *Essex Junior*; and when it is expected to find that ship in possession of the Navy Department, after being paid for, it appears she has been sold by an order of court, and no account yet exhibited to Government of the proceedings.

It certainly is a very unprecedented step to dispose of property without the knowledge or consent of its owners, even in common business; how much more so with public property must be a subject of investigation. In the case of private captures, you consult, in some measure, with the owners, and as much respect at least is due to the Government. The ship *Essex Junior* was purchased by this Department of the captors, and paid for; the mere libelling and condemnation of court were matter of form. The case is precisely similar to the capture of the fleets on lakes Erie and Champlain, and yet the marshals have never undertaken to sell those vessels out of the Government's hands, after they were condemned in court.

The subject will be submitted to the Attorney General, and the commanding naval officer at New York will be instructed not to give you possession of the prize ship *Cyane* for the same purpose; otherwise the affairs of the navy may be deranged by your official interference.

I am, respectfully, your obedient servant,

JOHN SMITH, Esq. *Marshal District of New York.*

B. W. CROWNINSHIELD.

No. 9.

MARSHAL'S OFFICE, NEW YORK, *June 14, 1815.*

SIR:

Enclosed is a statement agreeable to the request stated in your letter of the 10th instant.

I am, respectfully, yours, &c.

The Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

JOHN SMITH, *Marshal.*

*District of New York, District Court.*

The United States of America vs. ship *Atlantic*, alias *Essex Junior*, &c.

By virtue of a writ of *Venditioni Exponas*.

Sold August 26, 1814, to Peter Harbeck, of the city of New York, merchant, for \$8,100.

The terms of sale were cash.

The amount deposited in court is \$8,100

The amount of charges and expenses is \$220 40.

The items of the Marshal's costs—

Laying attachment, - - - - -	2 00
Advertising to show cause and sale, - - - - -	15 00
Proclamations, - - - - -	90
Marshal's custody fee, from July 20, 1814, to August 26, is 38 days, at 12s. per day, - - - - -	57 00
Keeper's fees, 38 days, at 8s. per day, - - - - -	38 00
Commission on \$8,100, - - - - -	107 50
	<u>\$220 40</u>

No. 10.

CASE OF THE SHIP *ESSEX JUNIOR*.

NAVY DEPARTMENT, *June 8, 1815.*

SIR:

This ship was captured in the Pacific ocean by Captain David Porter, in the United States frigate *Essex*, and being a fine ship for public service, Captain Porter armed and manned her as a cruising ship; and, on the 8th July, 1814, the ship *Essex Junior* arrived at the port of New York, under the command of John Downes, a master commandant in the United States navy.

On the 9th of July, Captain Porter wrote to the Secretary of the Navy that he had found it necessary to arm the *Essex Junior*, and put her into the United States' service; that he previously had the ship valued by disinterested persons, and had purchased her for the sum of twenty-five thousand dollars, which he hoped would be approved; in consequence of which, Mr. Jones, then Secretary, wrote, on the 13th July, approving the purchase, and, on the 6th August following, a warrant was issued for the payment to Captain Porter, as the agent for the captors.

The subsequent events at the seat of Government engrossed the Secretary of the Navy so entirely that no orders ever issued respecting the *Essex Junior*, until common report said the ship had been sold by the marshal of

the district of New York. The other half of the proceeds of the Essex Junior, say twelve thousand five hundred dollars, is, by law, applied to the Navy Pension Fund; and this state of the business appears from the records of the Navy Department, and of the commissioners of the Navy Pension Fund.

It remains to be observed, that no officer of the district court of New York, or of the United States, has ever rendered any accounts of proceedings, libel, condemnation, or sale of said ship; and the papers herewith submitted will explain the present state of the transaction.

It is therefore a question, How far the marshal of the district of New York is accountable to the United States for the amount of actual cost and purchase of this ship, which has been sold out of the hands of Government without any authority or official notice, except the decision of the court of admiralty, condemning the prize, is to be considered as such; and if this ship has been improperly disposed of, and in a manner sacrificed to speculation, what recourse is to be had in the premises?

All which is respectfully submitted by, sir, your obedient servant,

B. W. CROWNINSHIELD.

The ATTORNEY GENERAL.

No. 11.

The Attorney General has the honor to transmit to the Secretary of the Navy the within opinion, in answer to his communication of the 8th of this month, and to return the papers which accompanied it.

R. R.

June 20, 1815.

OPINION IN THE CASE OF THE SHIP ESSEX JUNIOR.

The proceedings in the district court of New York, in the case of the ship Essex Junior, captured by the frigate Essex, appear to have been such as are usually had in prize cases. It was proper that she should have been libelled and condemned on her arrival at New York. The marshal, in selling, acted ministerially as the officer of the court. I see nothing in the case, as disclosed by the papers submitted to me, which can make him responsible to the United States.

If the captors duly made known to the court, in proper time, the interest which the United States had acquired in this vessel, the order for a general sale, without any reference to such interest, would seem to have been imprudent. If the court had no such knowledge, its proceedings and decrees would naturally take the channel common to all other cases of prize.

How far the peculiar interruption of the public business at Washington, in August last, (the condemnation and sale of the Essex Junior taking place contemporaneously with such interruption,) may have rendered impracticable such information, or measures of precaution, from the Navy Department, as, under other circumstances, might probably have been issued, preventing thereby the existing embarrassments in relation to the claim which the United States makes to the vessel, is not for me to determine.

As to the sum paid by the purchaser on the sale under the decree of the court, this the United States are entitled to, without dispute, I presume, having already settled with the officers and crew of the frigate Essex for their proportion of the prize money.

I see nothing which can be likely to disturb Mr. Harbeck in the security of his purchase, unless full personal knowledge, duly communicated, of the previous inchoate right of the United States can be traced to him before he made the purchase. If this can be done, a door might still be open towards asserting their title to the vessel in question.

RICHARD RUSH, *Attorney General*.

WASHINGTON, June 20, 1815.

No. 12.

NAVY DEPARTMENT, December 1, 1815.

SIR:

The clerk of the district court of the State of New York having never paid over the amount deposited by you, for the sale of the prize ship Essex Junior, conformably to the first section of the law passed March 26, 1804, you will be pleased to inform him that it must be done immediately, and duplicate receipts taken of the cashier, one to be forwarded to this Department, and the other to the Treasurer of the United States, as treasurer of the Navy Pension Fund.

Your account of charges will be a subject of future settlement. The custody has always been considered sufficient in the hands of the United States' naval officers interested in the preservation of the property, and has not been charged in other cases during the late war. The commission is limited by law to half of one per cent. These several charges will remain for adjustment.

I am, very respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JOHN SMITH, Esq. *Marshal District of New York*.

D.

No. 1.

*Account of sales rendered by John Eppinger, marshal of Georgia, who is the only marshal of the United States that has ever transmitted a similar account, or any kind of account of charges.*

UNITED STATES, District of Georgia.

Marshal's sale on 13th July, 1814, at Savannah.

Charles Morris, Esquire, commander of the public armed vessel Adams,

*vs.*

Seven tons, or thereabouts, of ivory, taken from on board the British brig

Roebuck.

In the admiralty. Libel and condemnation as prize.

Amount of sale of 13,694 lbs. of ivory, - - - - - \$5,545 63

*Charges.*

Advertising, - - - - -	8 25
Taxed costs, - - - - -	91 76
Weighing and freight, - - - - -	23 00
Storage, - - - - -	177 00
Commission, - - - - -	75 57
	<hr/> 375 58

Balance, \$5,170 05



*Distribution.*

One moiety to the captors, paid to the navy agent at Savannah, per order of court, -	2,585 02
One moiety to the United States, paid to the cashier Planters' Bank, -	2,585 03
	<u>\$5,170 05</u>

MARSHAL'S OFFICE, Savannah, 17th August, 1814.

JOHN EPPINGER, *Marshal.*

SAVANNAH, August 17, 1814.

DISTRICT OF GEORGIA, Clerk's Office, ss:

I certify that a decree of condemnation as prize has been duly issued out of the admiralty court of this district against a quantity of ivory captured by the corvette Adams, Morris, commander.

J. MORDECAI, *Deputy clerk.*

No. 2.

*Circular addressed to Marshals and District Attorneys.*

NAVY DEPARTMENT, March 30, 1813.

SIR: As secretary to the honorable Board of Commissioners of the Navy Pension Fund, I have the honor to transmit to you a copy of a resolution passed by that Board on the 24th current, and to request your compliance therewith.

I am very respectfully, &amp;c.

BENJAMIN HOMANS.

At a meeting of the honorable commissioners of the Navy Pension Fund, on the 24th day of March, 1813, it was resolved, that the Secretary of the Board be directed to write a circular letter to the district attorneys and marshals, requesting them to transmit to the Secretary of the Navy statements of the condemnations of all vessels, money, and merchandise, which have been, or may be, captured by public vessels of the United States, and of the amount payable to the commissioners of the Navy Pension Fund; and that they pay the proceeds into a bank in which public moneys are deposited, to the credit of the Treasurer of the United States, in conformity with the first section of the act in relation to the Navy Pension Fund, passed March 26, 1804.

Attest,

BENJAMIN HOMANS, *Secretary, &c.**Circular.*

NAVY DEPARTMENT, September 16, 1813.

SIR: On the 30th March last, the Secretary of the Board of Commissioners of the Navy Pension Fund, by order, addressed to you a circular letter, with a copy of a resolution of the said Board, to which no reply has been received; and as large sums are still unaccounted for by the marshals and officers of the courts of the United States, it is extremely desirable to draw into the treasury the moneys arising from this source, in order that the same may be immediately invested in the new loan, which will close on the 25th instant.

You are therefore earnestly solicited to comply with the requisition of the said resolution of the Board of Commissioners. I am respectfully, &c.

WILLIAM JONES.

To THOMAS G. THORNTON, *Maine.*JAMES PRINCE, } *Boston.*

GEORGE BLAKE, }

NATHANIEL SANFORD, *New York.*ROBERT H. JONES, *North Carolina.*JOHN R. GRYMES, *New Orleans.**Circular to District Attorneys and Marshals.*

NAVY DEPARTMENT, November 29, 1815.

SIR: Referring you to a circular written to the district attorneys and marshals of the United States, on the 30th March, 1813, I have the honor to transmit to you a copy of a resolution of the Board of Commissioners of the Navy Pension Fund, passed the 28th instant.

At a meeting of the Board of Commissioners of the Navy Pension Fund, on the 28th November, 1815; present, the honorable B. W. Crowninshield, Alexander J. Dallas, William H. Crawford.

*Resolved*, That the Secretary of this Board be instructed to address a circular letter to the district attorneys and marshals of the United States, and to request them to forward to the Secretary of the Navy a statement of all the libels and condemnations, in the district courts of the United States, of vessels, money, and merchandise, captured or seized by public vessels of the United States, since the declaration of the late war, in June, 1812, in order that the commissioners may know how far the proceeds thereof have been duly accounted for and paid over to the Treasurer of the United States, conformably to law.

I am, very respectfully, &amp;c.

BENJAMIN HOMANS,

*Secretary to the Commissioners Navy Pension Fund.*

No. 3.

NAVY DEPARTMENT, November 4, 1814.

SIR: Your letter of 21st October, with copy of account current, and letter of Mr. John A. Morton, of Bordeaux, are received; and the whole transaction of the disposition and transmission of the amount of sales of the prize brig Maria and cargo require investigation.

In the first place, Commodore Rodgers could only constitute an agent for the moiety of the prize, the other moiety of which belonged to the United States Navy Pension Fund, and the agent into whose hands the money was first paid is accountable to the commissioners of the Navy Pension Fund for the nett sum, deducting his lawful commission.

The commissions, therefore, charged by D. B. Warden, Morton and Russell, and yourself, must be refunded on the one half amount. William Lee, as consul of the United States, was the immediate agent of the Government, and was responsible only to the Government for the half proceeds of the prize. If he paid the money over without the proper authority or order of the commissioners, he did it in his own wrong, and the commissions accruing thereon must be refunded and accounted for to the commissioners of the Navy Pension Fund. This includes the two and a half per cent. charged by you on the remittance of that half.

I am respectfully, &amp;c.

WILLIAM JONES.

JOHN BULLUS, Esquire, *Navy Agent, New York.*

NAVY DEPARTMENT, August 9, 1814.

SIR:

I have the honor to enclose to you a copy of a letter received from Commodore Rodgers, in reply to one written to him by direction of the honorable Secretary of the Navy, relative to the proceeds of the prize brig Maria.

The commissioners of the Navy Pension Fund deem it but reasonable that they should have been advised by you of this deposit in your hands, in order that the amount might have been applied to advantage.

You will please to place it in one of the banks in New York, to the credit of the Treasurer of the United States, on account of the Navy Pension Fund, and forward a duplicate receipt to this Department.

I am respectfully, &c.

W. JONES.

JOHN BULLUS, Esquire, *Navy Agent, New York.*

NAVY DEPARTMENT, March 9, 1815.

SIR:

In the transmission of accounts, &c., relative to the sale of the prize brig Maria and cargo, captured by the frigate President, under the command of Commodore Rodgers, you have referred to document No. 1, as copy of a letter from the honorable W. H. Crawford, American ambassador at Paris, directing you to pay over the amount of proceeds to David B. Warden at Paris, which document was not among the papers received from you. I request you to forward this paper without delay, as it is important to a settlement of that business.

I am respectfully, &c.

B. W. CROWNINSHIELD.

WILLIAM LEE, Esquire, *Consul for the United States, Bordeaux.*

No. 4.

BORDEAUX, September 7, 1815.

SIR:

In conformity with your request, contained in the letter you did me the honor to write me, of the 9th of March, I enclose a copy of Mr. Crawford's decision, in the case of the brig Maria, captured and sent into this port by the President, Commodore Rodgers. I am much mortified that this document was omitted by my clerks in the packet sent to you. I have marked that part of the minister's decision which obliged me to place the nett proceeds of the sale of that prize in the hands of Mr. Warden.

I have been confined to my bed for three months, or I should have replied sooner to your letter.

I have the honor to be, your very humble servant,

WM. LEE.

TO THE SECRETARY OF THE NAVY.

*Copy of opinion of Hon. W. H. Crawford, relative to paying over the proceeds of sale of prize brig Maria and cargo; which goes to show the necessity of making legislative provision for similar cases.*

AMERICAN LEGATION, PARIS, August 20, 1813.

The contest which has arisen between David Bailie Warden and William Lee, Esqs. touching the interference of the latter with the prizes sent into the ports of France, by Commodore Rodgers, has been presented by the parties to the consideration of the undersigned, minister of the United States. From the correspondence between these gentlemen on that subject, it appears that Commodore Rodgers captured the English brig the Maria, directed her to enter some port in France, and consigned her to David B. Warden, Esq. as Consul General at Paris. The Maria entered the port of Bordeaux, within the consulate of William Lee, Esq. The Government of France had previously determined that the cognizance of such cases should belong to the American consuls. Mr. Lee took possession of the Maria, and, in legal form, adjudged vessel and cargo to be lawful prize; and directed her to be sold by the chancellor of the consulate. This order has been since carried into execution. As soon as Mr. Warden was informed of the consignment, he forbade Mr. Lee to meddle with the prize, and appointed Messrs. Russell and Morton his agents, with directions to take and sell the vessel and cargo. This prohibition appears to be founded, first, on the consignment of Commodore Rodgers, which, as he contends, gives him, in the first place, power to take and sell the prize, and in the second place, that the consignment renders him responsible to the consigner for the value of the prize. Second, That, as agent for prize causes, he has a right to control this case, as it is a prize cause.

If the Maria had entered an American port, consigned to an agent of the captor, she would have been placed in the custody of the marshal, until she had been declared lawful prize by the district court, after which she would have been sold by him. The consignee, in that case, could have exercised no control over the case until after the sale. Can the captor acquire any additional power over a prize, by selecting the port to which she is sent? By sending a prize into a country in amity with the United States, whose courts exercise jurisdiction over the case, the laws of such friendly power will govern, except in the distribution of the prize money. But if the courts of such friendly power refer the decision of the case to the officers and the laws of the United States, the power of the captor must depend upon those laws. The application of the law to the case, by a court of the United States, or by a consul of the United States in France, cannot vary the authority of the captor over the prize.

In the present case, no doubt is entertained of the authority of the consul to exercise the power of a district court of the United States. If the jurisdiction of the case belongs to him, that jurisdiction gives him authority to perform every act necessary to carry the law into complete execution. The consignment could no more authorize the consignee in France to take possession of, and sell, the vessel and cargo, than in the United States. If this conclusion is sound, the claim of Mr. Warden to interfere, on the ground that the consignment renders him liable to the captor for the value of the prize, is also decided. If the consignment does not authorize the occupancy and sale of the prize, the omission to perform those acts can incur no responsibility. But, admitting that the consignment did confer this power, still it may be doubted whether the omission to act under the consignment would incur any responsibility. A consignment to an individual does not impose the necessity of acting as consignee. But this consignment was made to Mr. Warden, as Consul General at Paris. The office of Consul General is unknown to the laws and practice of the United States. Mr. Warden is consul at Paris. The consignment of a vessel to him not within his consulate, can impose no other or greater obligations upon him than upon any other individual. It is a personal, and not an official confidence, and may be declined or accepted at pleasure. But the right to interfere and control the case is contended for, because Mr. Warden is agent for prize causes in France. Prize causes intended to be confided to the agent, and for which he receives a salary from the public, are those in which the owners have no agent authorized or capable of pursuing proper measures for the protection of the property. When the owners or agents are present, he ought to give them advice and assistance, when it is required. In the case of the Maria, the captors being Americans, are not defending against confiscation and condemnation of their property, but are prosecuting enemies' property to condemnation, for their use. The case being in the hands of an American consul, disposed by sentiment and duty to further the interests of the captors, as far as justice requires, the interference of the agent for prize causes was unnecessary. But if this agency embraces the letter and spirit of the case, it gives no right to interfere further than to procure the condemnation of the prize. It cannot give authority to take and sell it. It is objected that Mr. Lee acts as judge, as marshal, and as agent, in this case. It is admitted that he substantially acts as judge, and as marshal, but that arises from the want of legal provisions precisely to fit the case. Mr. Lee is the officer of the United States who, according to the usage of nations and this Government, might be called upon to administer the laws in a foreign country. That state of things now exists. The interests



of the United States in this case is equal to that of the captors. It is, therefore, as proper for Consul Lee to sell the prize, as for the agents of the consignee to sell it. The Government does not permit privateers to sell their prizes, although interest is entire and absolute. The privateers petitioned Congress, during the last annual session, to change this provision. They were heard by counsel, and their petition was rejected. This recent expression of the public will, when the question was brought distinctly under the consideration of the National Legislature, ought to have some weight in the adjustment of this controversy. According to this view of the subject, the undersigned is constrained to decide that the conduct of Mr. Lee has been legal and correct.

There remains one question yet to be considered. To whom are the proceeds of the sale to be paid? The undersigned is not informed of the practice of the court of the United States in cases of this nature. Does the court pay to the captors their moiety of the prize money? or is the whole paid to the United States, who pay the captors? The question is not very important. In this case the consignee of the captors being a responsible officer of the United States, the payment of the nett proceeds of the prize to him, will combine, to a certain extent, both principles. The whole will then be in the hands of an officer responsible alike to the captors and to the Government. Let the nett proceeds of the vessel and cargo be paid over to Mr. Warden. But the Minister of Commerce has interposed his authority, and the proceeds of the sale are retained by him, until it is ascertained who ought to receive the money. To whom is this question referred by the Minister of Commerce? The undersigned, although invited by the Duke of Bassano to communicate with him as minister plenipotentiary of the United States, has not been recognized by the Emperor and King, and is unknown to every other Department of the Government. The undersigned laments that the interference of the French Government has been invoked in this case. The American functionaries in foreign countries ought to look to their own Government for the adjustment of every contest among themselves, especially those arising from their official transactions. The consequences of frequent appeals to the municipal authorities of the country are as palpable as they are objectionable. It is the duty of the party who procured this interference to remove the difficulty which it has produced. The undersigned has given the subject a more extended consideration than the decision of the points in controversy required, under the expectation that this general view of the question may not only prevent the recurrence of such contests, but of all contests anywise analogous to the present.

WILLIAM H. CRAWFORD.

*Memorandum by the Secretary of the Commissioners of the Navy Pension Fund.*

William Lee, United States Consul at Bordeaux, sold the prize brig Maria and cargo, for 54,385,051			
francs, equal at par to	-	-	\$53,447 16
Charges amount to	-	-	francs, 65,163 47
Mr. Lee's commission, five per cent.	-	-	14,252 57
			<u>79,416 04=\$14,890 50</u>
Proceeds,	-	-	<u>\$38,557 66</u>
The half of which belongs to the United States Navy Pension Fund, say	-	-	\$19,278 33
Of which sum there has been received only	-	-	17,550 00
			<u>Deficient, - - \$1,728 33</u>
Mr. Lee being constituted the agent of the United States, was the immediate representative of the Government, and guardian of the moiety accruing to the United States for the Navy Pension Fund, and ought to have retained it in his hands, subject only to the order of the commissioners of that fund.			
Having paid it over without authority, the accumulation of commissions to Morton and Russell, D. B. Warden, John Bullus, and any other intermediate agents, has reduced the sum as above, for which Mr. Lee is chargeable.			
The account of exchange and remittance, &c. has not been received.			
According to accounts rendered, the half amount of proceeds, &c. stands thus:			
Half proceeds, -	-	-	francs, 102,817 75
At five francs per dollar, -	-	-	\$20,563 55
Amount received, -	-	-	\$17,550 00
And half of \$981 33 -	-	-	490 66
			<u>18,040 66—18,040 66</u>
			20,563 55
			<u>\$2,522 89</u>
Deficit, -	-	-	<u>\$2,522 89</u>

Handed to Secretary, October 22, 1814.

E.

WASHINGTON, December 26, 1815.

GENTLEMEN:

Permit me to observe to you, that the duties of the office of Accountant of the Navy are arduous, responsible, and highly important to the public interest; that the salary is less than the salaries received by several of the principal clerks in the different Departments, and, under the existing circumstances, for several years back wholly inadequate to the decent support and education of a young family. By the act of Congress, entitled "An act in relation to the Navy Pension Fund," it was made the duty of the Accountant of the Navy to receive and settle all accounts whatever, in relation to the fund; which duties have ever since been performed (and which have added considerably to my personal labors) without compensation; it not having previously been the particular duty of any officer to attend to the settlement of the accounts, I found them much deranged; and it required considerable labor to arrange and adjust them, and sums were found to be due and were collected, that had been in the hands of individuals for years unattended to. And as it seems to be but justice that the Accountant of the Navy should receive a reasonable compensation for his services out of the fund, which is now rich, yielding an income greatly beyond the demands upon it, I beg leave most respectfully to suggest to you the propriety of recommending to Congress the expediency of authorizing the commissioners of the Navy Pension Fund to allow to the Accountant of the Navy out of the fund a reasonable compensation for his services from the time he made it his duty to receive and settle the accounts.

With great respect, I have the honor to be, gentlemen, your most obedient servant,

THO. TURNER.

*The Honorable Commissioners of the Navy Pension Fund.*

14th Congress.]

No. 135.

[1st Session.]

## NAVAL OPERATIONS AGAINST THE BARBARY POWERS IN 1815.

COMMUNICATED TO THE SENATE, JANUARY 11, 1816.

Mr. TAIT, from the Committee on Naval Affairs, communicated the following documents, relative to the operation of the squadron under the command of Commodore Decatur against the Barbary Powers:

U. S. SHIP GUERRIERE, OFF CARTHAGENA, June 19, 1815.

SIR:

I have the honor to inform you that on the 17th instant, off Cape de Gat, the squadron fell in with and captured an Algerine frigate of forty-six guns, and between four and five hundred men, commanded by Rais Hamdia, who bore the title of Admiral. She struck her flag after a running fight of twenty-five minutes. The admiral was killed at the commencement of the action. After the Guerriere (who from her favorable position was enabled to bring the enemy to close action) had fired two broadsides, they, with the exception of a few musketeers, ran below. The Guerriere had four men wounded by musket shot, which is the only injury done by the enemy in this affair. It is with pain I have to communicate to you that one of our main deck guns burst in the first discharge, by which accident five men were killed and thirty badly wounded and burnt. This gun was only doubly shotted; and permit me to state, that, unless some more effectual mode is adopted in proving our guns, I fear the frequency of such accidents will be injurious to the service, beyond the loss of men occasioned thereby. The steadiness of our men adjoining the bursting gun was worthy admiration. Although many of them were much burnt and wounded, it did not occasion a pause in their fire. We have four hundred and six prisoners, including the wounded. The prisoners state about thirty were killed and thrown overboard.

Their squadron is said to be cruising in our vicinity; five days ago they were off this place. Unless I obtain some further intelligence of them by to-morrow, I shall proceed to the port of Algiers in the hope of intercepting their return. For the present I have determined to send the prize into Carthage.

The enclosed is a return of the wounded by the enemy, as also those who were killed and wounded by the bursting of the gun.

I have the honor to be, very respectfully, sir, your obedient servant,

STEPHEN DECATUR.

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

U. S. SHIP GUERRIERE, OFF CAPE PALOS, June 20, 1815.

SIR:

I have the honor to inform you that, on the 19th instant, off Cape Palos, the squadron under my command captured an Algerine brig of twenty-two guns and one hundred and eighty men. After a chase of three hours, she run into shoal water, where I did not think it advisable to follow with our large ships, but despatched the Epervier, Spark, Torch, and Spitfire, to whom she surrendered after a short resistance. Twenty-three men were found dead on board. We received from her eighty prisoners, the residue of her crew having left her in boats; many of them must have been killed by the fire of our vessels, and one of the boats was sunk. None of our vessels sustained any damage, nor was there a man killed or wounded. This brig is larger than the Epervier, was built in Algiers five years ago by a Spanish constructor, the same who built the frigate captured on the 17th instant, and is perfectly sound.

I have the honor to be, very respectfully, sir, your obedient servant,

STEPHEN DECATUR.

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

U. S. SHIP GUERRIERE, BAY OF ALGIERS, July 5, 1815.

SIR:

I have the honor to inform you of the proceedings of this squadron subsequent to the date of my letter of the 20th ultimo. Having put the greater part of our prisoners on board the captured brig, I sent her into Carthage, and made sail for Algiers, where we arrived on the 28th. Finding the Algerine squadron to be still out, and knowing that they had been at sea a longer period than usual, and that a despatch boat had been sent to Algiers to inform them of our arrival in the Mediterranean, I thought it probable that they would seek shelter in some neutral port. It seemed, therefore, a favorable moment to deliver a letter from the President to the Dey, pursuant to instructions from the Department of State, which would afford them an opportunity to open a negotiation, if they thought fit. A negotiation was accordingly opened, and a treaty of peace was dictated by us, and finally concluded in twenty-four hours, in the manner related in the despatch of Mr. Shaler and myself to the Secretary of State.

This treaty, possessing all the favorable features of those which have been concluded with the most favored nations, and other advantages conceded to us only, I flatter myself will be considered honorable to the United States, particularly when we compare the small force employed on this occasion with the formidable expeditions which have often, and without success, been sent against Algiers. It has been dictated at the mouth of the cannon, has been conceded to the losses which Algiers has sustained, and to the dread of still greater evils apprehended; and I beg leave to express to you my opinion, that the presence of a respectable naval force in this sea will be the only certain guarantee for its observance.

Having concluded the treaty, I have, in conformity with your instructions to dispose of such vessels we might capture as would be unsafe to send home in such manner as would seem to me most expedient, restored them, in their present state, to the Dey of Algiers. This was earnestly requested by the Dey, as it would satisfy his people with the conditions of the peace; and it was determined by Mr. Shaler and myself, that, considering the state of those vessels, the great expense which would be incurred by fitting them for a voyage to the United States, and the little probability of selling them in that part of the world, it would be expedient to grant the request.

I have appointed Captain Downes, of the Epervier, to the Guerriere, and Lieutenant Shubrick, first of the Guerriere, to the Epervier, which brig I have determined to send home with the despatches. These arrangements, I trust, will meet the approbation of the Government. The ten American prisoners who were confined in Algiers have been delivered up, and I have given them a passage in the despatch vessel.

I shall now proceed with the squadron to Tunis, and from thence to Tripoli. At the latter place, I understand, there exists some difficulty between our consul and the regency; of what nature I am not particularly informed.

I have charged Captain Lewis with the delivery of the despatches to the Government, and the flags taken from the Algerine admiral and brig. He is an officer of great merit, and whom I beg leave strongly to recommend to the notice of Government.

I have the honor to be, very respectfully, your most obedient servant,

STEPHEN DECATUR.

Hon. BENJAMIN W. CROWNINSHIELD, *Secretary of the Navy.*



## UNITED STATES' SHIP GUERRIERE, BAY OF TUNIS, July 31, 1815.

SIR:

I have the honor to inform you that, upon my arrival at this anchorage, I was made acquainted with the following transactions, which had taken place here during our late war with Great Britain: Two prizes, which had been taken by the Abellino privateer, and sent into this port, were taken possession of by a British vessel of war, while lying within the protection of the Bey of Tunis.

The consul having communicated to me information of this violation of our treaty with Tunis, I demanded satisfaction from the Bey. After some hesitation, and proposing a delay of payment for one year, my demand was acceded to, and the money, amounting to forty-six thousand dollars, was paid into the hands of the consul, Mr. Noah, agent for the privateer.

Of the papers I have the honor to transmit herewith, No. 1 is a copy of the consul's letter to me, No. 2 is a copy of my letter to the prime minister of the Bey, and No. 3 is a copy of the consul's acknowledgment of the receipt of the money.

I shall proceed immediately for Tripoli, and will give you early information of the further proceedings of this squadron. The Bey of Tunis has now lying in this harbor, nearly ready for sea, three frigates and several smaller vessels of war.

I have the honor to be, with great respect, sir, your obedient servant,

STEPHEN DECATUR.

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

No. 1.

U. S. CONSULATE, TUNIS, July 25, 1815.

SIR:

On or about the 21st of February, two American prizes, while at anchor and within the immediate protection of His Excellency the Bey of Tunis, were forcibly seized and taken possession of by the boats of His Britannic Majesty's brig Lyra, Dowell O'Reily, Esquire, commander, and sent to Malta. In order to afford the just and necessary protection to American property, to cause our rights and the existing treaty to be respected, I have deemed it my duty to claim of the Bey of Tunis the value of said prizes.

His excellency, though sensible of the violation of the neutrality of his port, and of the loss sustained in the illegal capture of American property when within his waters, still waves the settlement of this claim, and is desirous to procrastinate the arrangement to a length of time which will deprive the owners of the benefit of their labor and danger. Under these circumstances, I do myself the honor to solicit from you such co-operation, in enforcing the respect due to our rights and treaties, as you may deem proper to afford.

With great respect, &c.

M. M. NOAH.

Com. S. DECATUR, *Commanding the American squadron in the bay of Tunis.*

P. S. In the disposal of the cargo of one of the English prizes, an intrigue was set on foot and prosecuted by a company of merchants under the sanction and protection of the Prince Sidi Mustapha, by which the owners have been defrauded of a considerable sum of money. For the satisfactory adjustment of this claim, some interference appears equally necessary.

M. M. NOAH.

No. 2.

SIR:

U. S. SHIP GUERRIERE, BAY OF TUNIS, July 26, 1815.

I have the honor to enclose to your excellency a despatch from the Department of State of the United States, by which you will perceive the friendly disposition of my Government towards the Bey and regency of Tunis. When that despatch was written, it was believed that an equally friendly disposition existed on the part of Tunis. With surprise I understood, on my arrival in the Mediterranean, that the treaty existing between the two countries had been violated on the part of Tunis: first, by permitting two vessels, which had been captured by an American vessel, to be taken out of the port of Tunis by a British cruiser; and secondly, by sanctioning a company of Jew merchants, subjects of Tunis, in taking the property of an American citizen at their own price, and much below its real value.

In consequence of this information, as soon as we had obtained justice from Algiers for their aggressions, I hastened to this port, with the power and disposition to exact from this regency an observance of our treaty. I now require immediate restitution of the property or of its value. Your excellency will perceive the necessity of the earliest attention to this communication, and of making known to me the decision of His Excellency the Bey with the least possible delay.

I have the honor to be, with great consideration, your excellency's most obedient servant,

STEPHEN DECATUR,

*Commander-in-chief of the U. S. naval forces in the Mediterranean.*

To His Excellency the PRIME MINISTER  
of His Excellency the Bey of Tunis.

No. 3.

CONSULATE OF THE UNITED STATES OF AMERICA, AT TUNIS.

To all whom it may concern:

Whereas, on the 17th and 21st days of February, 1815, the English schooner Dunster Castle, and the English brig Charlotte, the former laden with oil and fish, the latter with currants and fustic, were sent into the harbor of Tunis, having been captured by the American private armed brig Abellino, William F. Wyer, commander; the said prizes, when within the waters and under the immediate protection of His Excellency the Bey of Tunis, were taken possession of and sent to Malta, by His Britannic Majesty's brig Lyra, Dowell O'Reily, Esq. commander, then at anchor in the said harbor of Tunis. That application was made to His Excellency the Bey of Tunis for payment for said vessels, amounting to forty-six thousand Spanish dollars, according to their just and regular valuation. His Excellency the Bey of Tunis having ascertained fully and satisfactorily, that the before-mentioned vessels being American property, were within his waters illegally and forcibly carried away, and being sensible of the necessity of causing his rights to be respected, did order that payment should be made for said vessels according to their valuation.

Now, therefore, I, the undersigned, consul of the United States of America for the city and kingdom of Tunis, and agent for the concerned, do hereby make known and certify, that the payment for said vessels according to their valuation, say forty-six thousand Spanish dollars, has been received from His Excellency the Bey of Tunis; who, by these presents, is acquitted from all claim against him on account of said prizes.

[L. s.] Given under my hand and seal of office, at Tunis, this 30th day of July, 1815, and in the fortieth year of the American independence.

M. M. NOAH.

I do hereby certify, that the sum of forty-six thousand Spanish dollars has been paid for the two prizes as above stated, to the American consul; and that the United States has no further claim on His Excellency the Bey of Tunis for these vessels.

STEPHEN DECATUR, *Commander, &c.*

U. S. SHIP GUERRIERE, MESSINA, August 31, 1815.

SIR:

I have the honor to inform you that, immediately after the date of my last communication, I proceeded to Tripoli. Upon my arrival off that place, I received from our consul a letter, a copy of which (No. 1) is herewith transmitted. In consequence of the information contained in this letter, I deemed it necessary to demand justice from the Bashaw. The enclosure (No. 2) is a copy of my note to the Prime Minister of Tripoli. On the next day the Governor of the city of Tripoli came on board the Guerriere to treat in behalf of the Bashaw. He objected to the amount claimed by us, but finally agreed to our demands. The money, amounting to the sum of twenty-five thousand dollars, has been paid into the hands of the consul, who is agent for the privateer. The Bashaw also delivered up to me ten captives, two of them Danes, and the others Neapolitans.

I have the honor to enclose the letter of the consul, informing me of the conclusion of this affair. During the progress of our negotiations with the States of Barbary, now brought to a conclusion, there has appeared a disposition, on the part of each of them, to grant as far as we were disposed to demand. Any attempt to conciliate them, except through the influence of their fears, I should expect to be vain. It is only by the display of naval power that their depredations can be restrained. I trust that the successful result of our small expedition, so honorable to our country, will induce other nations to follow the example; in which case, the Barbary States will be compelled to abandon their piratical system. I shall now proceed with the squadron to Carthage, at which place I hope to find the relief squadron from America.

I have the honor to be, with great respect, sir, your most obedient servant,

STEPHEN DECATUR.

Hon. BENJAMIN W. CROWNSHIELD, *Secretary of the Navy.*

No. 1.

U. S. CONSULATE AT TRIPOLI, IN BARBARY, August 6, 1815.

SIR:

I have the pleasure of now laying before you all the documents relative to the unlawfully seizing, in the port of Tripoli, and under the guns of the forts, two American prizes, captured by the Abellino, and taken out by the English brig Paulina. I have fully addressed the United States' Government on this affair, and hope you have come fully prepared to demand and obtain ample satisfaction.

It is a case attended with such a flagrant violation of the United States' treaty with this regency, and our neutral rights, that it calls for the most prompt and energetic conduct on the part of the United States, which will not only convince this Power, but all others, that our rights and privileges cannot be invaded with impunity. If, however, the Bashaw, contrary to my opinion, should refuse us that satisfaction we are justly entitled to, it is my determination to leave the regency by this occasion.

I shall have the pleasure of seeing you, and will detail more fully the events as they have taken place. In the interim,

I have the honor to be, &amp;c.

RICHARD B. JONES.

Commodore STEPHEN DECATUR,

*On board the United States' frigate Guerriere, off Tripoli.*

No. 2.

U. S. SHIP GUERRIERE, OFF TRIPOLI, August 6, 1815.

SIR:

I have been officially informed that the Bashaw of Tripoli has permitted a British sloop of war, pending hostilities between that nation and the United States, to take from out of his harbor, and from under the guns of his castle, two American prizes, and refused protection to an American cruiser lying within his waters, in direct violation of the treaty which existed between our two nations. As soon as I had settled with Algiers for her aggressions, and with Tunis for a similar outrage to the one now complained of, I hastened to this place with a part of the squadron under my command.

With ample power to take satisfaction for the violation of our treaty above stated, I only follow the invariable rule of my Government, in first making a demand of justice. I have, therefore, to inform your excellency that I require that immediate restitution be made of the value of the vessels taken from the harbor of Tripoli as before stated, and also compensation for the loss occasioned by the detention of the American cruiser, in violation of the treaty. Your excellency will perceive the necessity of making known to me the determination of His Excellency the Bashaw, in relation to the above demands, with the least possible delay.

I have the honor to be, with great consideration, your excellency's most obedient servant,

STEPHEN DECATUR.

His Excellency the PRIME MINISTER of His Excellency the Bashaw of Tripoli.

SIR:

TRIPOLI, August 9, 1815.

Permit me to congratulate you on the honorable adjustment of all differences which have existed between the United States and this regency. This arrangement may not only be considered as just and honorable for the United States, but also as highly advantageous to the interest of our citizens. I have no doubt this lesson will long serve to keep in the remembrance of the Bashaw the power, justice, and humanity of the United States. To your dignified, firm, and manly conduct throughout this affair, the United States are indebted for the standing we now have; and as the representative of our country here, permit me to offer the sincere homages of respect, esteem, and regard, with which I have the honor to be, &c.

RICHARD B. JONES.

Commodore STEPHEN DECATUR,

*Commander-in-chief of the American squadron, off Tripoli.*

UNITED STATES' SHIP GUERRIERE, NAPLES, September 8, 1815.

SIR:

I have the honor to inform your excellency that in my late negotiation with the Bashaw of Tripoli, I demanded and obtained the release of eight Neapolitan captives, subjects of His Majesty the King of the Two Sicilies. These I have landed at Messina. It affords me great pleasure to have had it in my power, by this small service, to evince to His Majesty the grateful sense entertained by my Government of the aid formerly rendered to us by His Majesty during our war with Tripoli.

With great respect and consideration, I have the honor to be, &amp;c.

STEPHEN DECATUR.

His Excellency the MARQUIS CIRCELLO, *Secretary of State.*



NAPLES, *September 12, 1815.*

SIR: Having laid before the King my master the papers which you have directed me, dated the eighth instant, in which you were pleased to acquaint me that, in your last negotiation with the Bey of Tripoli, you had freed from the slavery of that regency eight subjects of His Majesty, whom you had also set on shore at Messina. His Majesty has ordered me to acknowledge this peculiar favor, as the act of your generosity, which you have been pleased to call a return for the trifling assistance which the squadron of your nation formerly received from his Royal Government during the war with Tripoli.

In doing myself the pleasure of manifesting this sentiment of my King, and of assuring you, in his name, that the brave American nation will always find in His Majesty's ports the best reception, I beg you will receive the assurance of my most distinguished consideration.

MARQUIS CIRCELLO,

*Secretary of State, &c. Minister of Foreign Affairs.*

COM. DECATUR, *Commander of the squadron of the United States of America.*

14th CONGRESS.]

No. 136.

[1st Session.]

# ESTIMATES FOR BUILDING AND EQUIPPING, AND THE EXPENSE OF KEEPING IN SERVICE FOR ONE YEAR, A SEVENTY-FOUR, A FORTY-FOUR, AND A SLOOP OF WAR.

COMMUNICATED TO THE SENATE, JANUARY 15 AND 29, 1816.

NAVY DEPARTMENT, *January 13, 1816.*

SIR: In compliance with the request of the honorable Committee of the Senate upon Naval Affairs, communicated by your letter of the 8th instant, I have the honor to enclose to you, herewith, the several estimates, in detail, marked A, B, and C.

By these estimates, it appears that the cost of building a seventy-four gun ship would be	-	-	\$217,412
Equipping a seventy-four gun ship would be	-	-	167,450
Building and equipping a seventy-four,	-	-	\$384,862
That the cost of building a forty-four would be	-	-	\$153,475
Equipping a forty-four would be	-	-	114,925
Building and equipping a forty-four,	-	-	\$268,400
That the cost of building a sloop of war would be	-	-	\$46,293
Equipping a sloop of war would be	-	-	35,930
Building and equipping a sloop of war,	-	-	\$82,223

It hence results that the expense which would be incurred in building and equipping one seventy-four, two forty-fours, and two sloops of war, would be as follows:

A seventy-four gun ship,	-	-	\$384,862
A forty-four costs \$268,400, therefore, two forty-fours would cost	-	-	536,800
A sloop of war costs \$82,223, therefore, two would cost	-	-	164,446

Total cost of building and equipping one seventy-four, two forty-fours, and two sloops of war, would be \$1,086,108

In these estimates I have been aided by the practical knowledge and experience of the Commissioners of the Navy Board, who availed themselves of the calculations of scientific ship-builders, and the information derived from recent investigations and inquiries of the market price of the materials, and various articles of equipment.

The estimates are as correct as the fluctuating prices of labor and materials will admit, and sufficiently so to found the data upon for the amount of the contemplated annual increase of the navy; but, so far as the calculations are conjectural, it is presumed that they may exceed the actual expenditure from five to ten per cent.

All which is respectfully submitted,

B. W. CROWNINSHIELD.

HON. CHARLES TAIT, *Chairman Naval Committee of the Senate.*

## A.

*Estimate of the expense of building and equipping a seventy-four gun ship.*

22,000 feet of live oak, - - - at \$1 60,	\$35,200	6,000 thirty-two pound shot, - - -	\$9,600
120,000 feet of white oak and yellow pine, - 30,	36,000	1,500 thirty-two pound grape, - - -	3,500
24,000 lbs. of copper bolts, - - - 40,	9,600	300 barrels powder, at 45 cents, - - -	13,500
30,560 lbs. of sheathing copper and nails, - 45,	13,752	4,000 cylinders, at 50 cents, - - -	2,000
106 tons, 213,000 lbs. of iron, - - - 6,	12,780	200 muskets at \$15, - - -	3,000
13,500 lbs. of lead, - - - 10,	1,350	200 battle-axes, at \$1 50, - - -	300
Labor of carpenters, and mast making, - - -	85,000	200 pikes, at \$1 50, - - -	300
Labor of joiners, including stuff, - - -	8,000	200 pairs of pistols, at \$10, - - -	2,000
Blacksmith's work, - - -	12,780	200 sabres, at \$3, - - -	600
Plumber's bill, - - -	1,350	Colors and signals, - - -	1,200
Turner's bill, - - -	900	Anchors, - - -	4,800
Carver's bill, - - -	700	200 tons kentledge, at \$40, - - -	8,000
Hull and spars complete, - - -	<u>\$217,412</u>	Camboose, - - -	1,800
Blockmaker's bill, including gun carriages and every thing furnished by him, - - -	\$8,500	Rigger's bill, forty men, at \$15 per month for four months, - - -	2,400
Sailmaker's bill, two suits, - - -	28,300	Charts, compasses, books, mathematical instruments, &c. - - -	1,000
Ropemaker's bill, 120 tons, at 13 cents per lb. - - -	31,200	Contingencies, - - -	<u>5,000</u>
Tanner's bill, - - -	750	Equipment, - - -	167,450
Painter's bill, - - -	2,500	Hull and spars complete, - - -	<u>217,412</u>
Cooper's bill, - - -	5,500	Building and equipment, - - -	<u>\$384,862</u>
Boat-builder's bill, - - -	1,700		
Ordnance, 64 thirty-two pounders, and 22 thirty-two pound carronades, - - -	30,000		

## B.

*Estimate of the expense of building and equipping a forty-four gun frigate of the first class.*

14,400 feet of live oak, - - - at \$1 50,	\$21,000	Ordnance, 32 twenty-four pounders, and 20 forty-two pound carronades, - - -	\$16,500
85,000 feet white oak and yellow pine, - 30,	25,500	3,000 round shot, - - -	3,600
20,000 lbs. copper bolts, - - - 40,	8,000	1,000 grape, - - -	2,500
27,500 lbs. copper sheathing and nails, - 45,	12,375	190 barrels of powder, at 45 cents, - - -	8,550
75 tons, 150,000 lbs. of iron, - - - 6,	9,000	2,000 cylinders, - - - 50 cents, - - -	1,000
11,500 lbs. of lead, - - - 10,	1,150	150 muskets, - - - \$15 00 - - -	2,250
Labor of carpenters and mastmakers, - - -	60,000	150 battle-axes, - - - 1 50 - - -	225
Labor of joiners, including stuff, - - -	5,000	150 pikes, - - - 1 50 - - -	225
Blacksmith's work, - - -	9,000	150 pairs of pistols, - - - 10 00 - - -	1,500
Plumber's bill, - - -	1,150	150 sabres, - - - 3 00 - - -	450
Turner's bill, - - -	700	Colors and signals, - - -	1,000
Carver's bill, - - -	600	Anchors, - - -	3,800
Hull and spars complete, - - -	<u>\$153,475</u>	Kentledge, 120 tons, at \$40, - - -	4,800
Blockmaker's bill, including gun carriages and every thing furnished by him, - - -	\$6,700	Camboose, - - -	1,500
Sailmaker's bill, two suits, - - -	18,875	Rigger's bill, 35 men for 4 months, at \$15 per mo. - - -	2,000
Ropemaker's bill, 100 tons, at 13 cents per lb. - - -	26,000	Charts and mathematical instruments, &c. - - -	800
Tanner's bill, - - -	650	Contingencies, - - -	<u>4,000</u>
Painter's bill, - - -	1,800	Equipment, - - -	114,925
Cooper's bill, - - -	4,900	Hull and spars, - - -	<u>153,475</u>
Boat-builder's bill, - - -	1,300	Building and equipment, - - -	<u>\$268,400</u>

## C.

*Estimate of the expense of building and equipping a sloop of war of the first class.*

5,500 feet of live oak, at - - - \$1 30,	\$7,150 00	Ordnance stores, 1,600 lbs. shot, - - -	\$1,550 00
22,000 feet white oak and yellow pine, 30,	6,600 00	45 bbls. powder at 45 cts. - - -	1,945 00
6,000 lbs. of copper bolts and spikes, 40,	2,400 00	1,000 cylinders, - - - 40, - - -	400 00
7,875 lbs. of sheathing copper and nails, 45,	3,543 00	75 muskets, - - - \$15 00, - - -	1,125 00
25 tons, 50,000 lbs. of iron, 6,	3,000 00	75 battle-axes - - - 1 50, - - -	112 50
5,000 lbs. of lead, - - - 10,	500 00	75 pikes, - - - 1 50, - - -	112 50
Labor of carpenters and mast makers, - - -	18,000 00	75 pairs of pistols, at \$10 00, - - -	750 00
Labor of joiners, including stuff, - - -	1,100 00	75 sabres, - - - 3, - - -	225 00
Blacksmith's work, - - -	3,000 00	Colors and signals, - - -	550 00
Plumber's work, - - -	500 00	Anchors, - - -	1,100 00
Turner's bill, - - -	300 00	Kentledge, 55 tons at \$40, - - -	2,200 00
Carver's bill, - - -	200 00	Camboose, - - -	800 00
Hull and spars complete, - - -	<u>\$46,293 00</u>	Rigger's bill, twenty men for three months, at \$15 per month, - - -	900 00
Blockmaker's bill, including gun carriages and every thing furnished by him, - - -	\$2,000 00	Charts, mathematical instruments, &c. - - -	450 00
Sailmaker's bill, 2 suits, - - -	5,200 00	Contingencies, - - -	<u>2,000 00</u>
Ropemaker's bill, - - -	7,100 00	Equipment, - - -	<u>\$35,930 00</u>
Tanner's bill, - - -	250 00	Hull and spars, - - -	<u>\$46,293 00</u>
Painter's bill, - - -	600 00	Equipment, - - -	<u>35,930 00</u>
Cooper's bill, - - -	1,150 00	Building and equipment, - - -	<u>\$82,223 00</u>
Boat builder's bill, - - -	700 00		
Ordnance, 20 thirty-two pound carronades, and two long twelve pounders, - - -	4,800 00		



COMMUNICATED TO THE SENATE, JANUARY 29, 1816.

NAVY DEPARTMENT, January 27, 1816.

SIR: In compliance with the request of the Committee of the Senate on Naval Affairs, communicated by your letter of the 23d, I have the honor to transmit to you for their information, the papers herewith marked A, B, C; which contain the estimates of expense necessary to keep in service, for one year, a seventy-four, a forty-four, and a twenty-two gun ship respectively; each having a full complement of men and officers, and provisions for twelve months.

I have the honor to be your most obedient servant,

B. W. CROWNINSHIELD.

HON. CHARLES TAIT, *Chairman of the Naval Committee of the Senate.*

A.

*Estimate of the annual expense of a seventy-four gun ship. January, 1816.*

	PAY AND SUBSISTENCE.		Amount of pay.
	Pay per month.	Rations estimated with pay.	
1 Captain, - - - - -	\$100	7	1,200 00
6 Lieutenants, - - - - -	40	12	2,880 00
1 Surgeon, - - - - -	50	1	600 00
1 Chaplain, - - - - -	40	1	480 00
1 Purser, - - - - -	40	1	480 00
3 Surgeon's mates, - - - - -	30	3	1,080 00
2 Masters, - - - - -	40	2	960 00
1 Boatswain, - - - - -	20	1	240 00
1 Gunner, - - - - -	20	1	240 00
1 Carpenter, - - - - -	20	1	240 00
1 Sailmaker, - - - - -	20	1	240 00
3 Master's mates, - - - - -	20	-	720 00
20 Midshipmen, - - - - -	19	-	4,560 00
1 Schoolmaster, - - - - -	25	-	300 00
1 Captain's clerk, - - - - -	25	-	300 00
6 Boatswain's mates, - - - - -	19	-	2,736 00
3 Gunner's mates, - - - - -			
2 Carpenter's mates, - - - - -			
1 Sailmaker's mate, - - - - -			
1 Armorer, - - - - -			
1 Cooper, - - - - -	18	-	6,264 00
1 Steward, - - - - -			
1 Master-at-Arms, - - - - -			
1 Coxswain, - - - - -			
1 Boatswain's yeoman, - - - - -			
1 Gunner's yeoman, - - - - -			
1 Carpenter's yeoman, - - - - -			
10 Quarter gunners, - - - - -			
8 Quartermasters, - - - - -			
2 Ship's corporals, - - - - -			
1 Cook, - - - - -			
85 31 rations per day make 11,315 per annum, at 25 cents, - - - - -	-	-	2,828 75
200 Able seamen, - - - - -	12	-	28,800 00
300 Ordinary seamen and boys, - - - - -	10	-	36,000 00
Pay and subsistence of the navy, - - - - -			\$91,148 75
585 1 Captain of marines, - - - - -	40	2	480 00
1 First lieutenant, - - - - -	30	2	360 00
1 Second lieutenant, - - - - -	25	1	300 00
3 Sergeants, - - - - -	9	-	324 00
3 Corporals, - - - - -	8	-	288 00
2 Musicians, - - - - -	7	-	168 00
60 Privates, - - - - -	6	-	4,320 00
656 5 rations per day make 1,825 per annum, at 25 cents, - - - - -	-	-	456 25
Pay and subsistence of marines, - - - - -			6,696 25
Pay and subsistence of navy officers, seamen, and marines, - - - - -			\$97,845 00

## Provisions.

597 barrels of beef, - - - - -	at	\$17 50,	-	-	-	\$10,447 50
512 barrels of pork, - - - - -	-	21 50,	-	-	-	11,008 00
171 barrels of flour, - - - - -	-	10 00,	-	-	-	1,710 00
16,056 pounds of suet, - - - - -	-	20,	-	-	-	3,211 20
209,264 pounds of bread, - - - - -	-	6,	-	-	-	12,555 84
13,120 pounds of cheese, - - - - -	-	20,	-	-	-	2,624 00
4,264 pounds of butter, - - - - -	-	25,	-	-	-	1,066 00
533 bushels of peas, - - - - -	-	1 30,	-	-	-	692 90
34,112 pounds of rice, - - - - -	-	5,	-	-	-	1,705 60
2,132 gallons of molasses, - - - - -	-	1 00,	-	-	-	2,132 00
2,132 gallons of vinegar, - - - - -	-	25,	-	-	-	533 00
14,924 gallons of spirit, - - - - -	-	1 00,	-	-	-	14,924 00

Provisions for 656 persons, - - - - - \$62,610 04

*Clothing for Marines.*

3 Sergeants' suits, - - - - -	at	\$26 00,	-	-	-	-	\$78 00
65 Corporals', musicians', and privates' suits, - - - - -		24 00,	-	-	-	-	1,560 00
6 Pairs of shoulder knots, - - - - -		1 50,	-	-	-	-	9
68 Caps, plumes, bands, and eagles, - - - - -		2 00,	-	-	-	-	136 00
68 Stocks, - - - - -		20,	-	-	-	-	13 60
272 Pairs of shoes, - - - - -		1 37½,	-	-	-	-	374 00
68 Blankets, - - - - -		5 00,	-	-	-	-	340 00
6 Watch coats, - - - - -		15 00,	-	-	-	-	90 00

Clothing, - - - \$2,600 60

*Military stores for Marines.*

68 Knapsacks, - - - - -	at	\$1 00	-	-	-	-	\$68
68 Brushes and prickers, - - - - -		25	-	-	-	-	17

Military stores, - - - \$85

*Recapitulation and general estimate.*

Pay and subsistence of the navy, - - - - -	-	-	-	-	-	-	\$91,148 75
Pay and subsistence of marines, - - - - -	-	-	-	-	-	-	6,696 25
Provisions, - - - - -	-	-	-	-	-	-	62,610 04
Clothing of marines, - - - - -	-	-	-	-	-	-	2,600 60
Military stores for marines, - - - - -	-	-	-	-	-	-	85 00
Hospital stores and medicines, - - - - -	-	-	-	-	-	-	1,600 00
Contingencies, wear and tear, &c. - - - - -	-	-	-	-	-	-	25,000 00

Whole annual expense of a seventy-four, - - - \$189,740 64

## B.

*Estimate of the annual expense of a forty-four gun ship. January, 1816.*

							PAY AND SUBSISTENCE.		Amount of pay.
							Pay per month.	Rations estimated with pay.	
1 Captain, - - - - -	-	-	-	-	-	-	\$100	7	1,200 00
6 Lieutenants, - - - - -	-	-	-	-	-	-	40	12	2,880 00
1 Surgeon, - - - - -	-	-	-	-	-	-	50	1	600 00
1 Chaplain, - - - - -	-	-	-	-	-	-	40	1	480 00
1 Purser, - - - - -	-	-	-	-	-	-	40	1	480 00
2 Surgeon's mates, - - - - -	-	-	-	-	-	-	30	2	720 00
1 Master, - - - - -	-	-	-	-	-	-	40	1	480 00
1 Boatswain, - - - - -	-	-	-	-	-	-	-	-	-
1 Gunner, - - - - -	-	-	-	-	-	-	-	-	-
1 Carpenter, - - - - -	-	-	-	-	-	-	20	4	960 00
1 Sailmaker, - - - - -	-	-	-	-	-	-	-	-	-
2 Master's mates, - - - - -	-	-	-	-	-	-	20	-	480 00
20 Midshipmen, - - - - -	-	-	-	-	-	-	19	-	4,560 00
1 Captain's clerk, - - - - -	-	-	-	-	-	-	25	-	300 00
2 Boatswain's mates, - - - - -	-	-	-	-	-	-	-	-	-
1 Gunner's mate, - - - - -	-	-	-	-	-	-	19	-	1,140 00
1 Carpenter's mate, - - - - -	-	-	-	-	-	-	-	-	-
1 Sail maker's mate, - - - - -	-	-	-	-	-	-	-	-	-
1 Armorer, - - - - -	-	-	-	-	-	-	-	-	-
1 Cooper, - - - - -	-	-	-	-	-	-	-	-	-
1 Steward, - - - - -	-	-	-	-	-	-	-	-	-
1 Master at arms, - - - - -	-	-	-	-	-	-	-	-	-
1 Coxwain, - - - - -	-	-	-	-	-	-	-	-	-
1 Boatswain's yeoman, - - - - -	-	-	-	-	-	-	18	-	6,048 00
1 Gunner's do. - - - - -	-	-	-	-	-	-	-	-	-
1 Carpenter's do. - - - - -	-	-	-	-	-	-	-	-	-
10 Quarter gunners, - - - - -	-	-	-	-	-	-	-	-	-
8 Quartermasters, - - - - -	-	-	-	-	-	-	-	-	-
1 Ship's corporal, - - - - -	-	-	-	-	-	-	-	-	-
1 Cook, - - - - -	-	-	-	-	-	-	-	-	-
150 Able seamen, - - - - -	-	-	-	-	-	-	12	-	21,600 00
170 Ordinary seamen and boys, - - - - -	-	-	-	-	-	-	10	-	20,400 00
29 rations per day make 10,585 per annum, at 25 cents, -							-	-	2,646 25
Pay and subsistence of the navy, - - - - -							-	-	64,974 25
1 First lieutenant of marines, - - - - -	-	-	-	-	-	-	30	2	360 00
1 Second lieutenant, - - - - -	-	-	-	-	-	-	25	1	300 00
3 Sergeants, - - - - -	-	-	-	-	-	-	9	-	324 00
2 Corporals, - - - - -	-	-	-	-	-	-	8	-	192 00
2 Musicians, - - - - -	-	-	-	-	-	-	7	-	168 00
48 privates, - - - - -	-	-	-	-	-	-	6	-	3,456 00
3 rations per day make 1,095 per annum, at 25 cents, -							-	-	273 75
Pay and subsistence of marines, - - - - -							-	-	5,073 75
Pay and subsistence of navy officers, seamen, and marines, - - - - -							-	-	\$70,048 00









*Recapitulation and general estimate.*

Pay and subsistence of the navy,	-	-	-	-	-	-	-	\$29,905 00
Pay and subsistence of marines,	-	-	-	-	-	-	-	2,371 25
Provisions,	-	-	-	-	-	-	-	17,562 96
Clothing of marines,	-	-	-	-	-	-	-	990 70
Military stores for marines,	-	-	-	-	-	-	-	32 50
Hospital stores and medicines,	-	-	-	-	-	-	-	800 00
Contingencies, wear and tear, &c.	-	-	-	-	-	-	-	7,500 00
								<u>\$59,162 41</u>

14th CONGRESS.]

No. 137.

[1st Session.]

## CAPTORS OF THE BRITISH SHIP OF WAR LEVANT REWARDED AFTER THE RE-CAPTURE OF THE SAID VESSEL.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 5, 1816.

Mr. PLEASANTS made the following report:

The Committee on Naval Affairs, to whom was referred the petition of Captain Charles Stewart, late commander of the frigate Constitution, praying to be paid the value of the *Levant*, a British ship of war captured by the Constitution in her late cruise, and taken by force out of the harbor of Port Praya, a neutral port, by a squadron of British ships, have had the said petition under consideration, and make the following report: The petitioner states that, on the 20th of February 1815, with the frigate Constitution under his command, whilst cruising in the neighborhood of the island of Madeira, he fell in with two British ships of war, the *Cyane* mounting thirty-four guns, and the *Levant* mounting twenty-one; that the Constitution brought the two ships to action, and captured both after a conflict of forty minutes; that having taken possession of her prizes the Constitution proceeded on her cruise, and on the 10th of March anchored with her prizes in Port Praya in St. Jago, one of the Cape de Verd islands belonging to Portugal; that, on the next day, March the 11th, whilst lying in the said port, they discovered a squadron of ships, which ultimately proved to be British, consisting of three sail, two of sixty-eight and one of fifty guns, commanded by Sir George Collier; that the Constitution with her prizes immediately got under way, and with much difficulty escaped the enemy, who had approached very near, under cover of a thick fog, before they were discovered; that the Constitution and *Cyane* got off without being brought to action by so superior a force, and the *Levant*, which had moved in a direction to divide the attention of the enemy, being pursued, was enabled to get back into Port Praya, and anchored close under the batteries, thinking the enemy would respect the neutrality of the port; that in that situation she was attacked and taken possession of by the enemy, without any attempt on the part of the Portuguese to prevent the outrage.

The petitioner asks of Congress to pay to the officers and crew of the Constitution the value of the *Levant*, she having been captured by them on the high seas, and forcibly taken from a neutral port by the enemy.

The committee are of opinion that the petitioners have not a right to demand of the United States the value of the said prize. Though the Government have a right to demand of the Portuguese Government compensation for the outrage committed in one of their ports, and if compensation is made, the amount ought to be paid to the captors, yet in the many and great losses sustained by our citizens during the late war in Europe by the violation of their neutral rights, it has not been the practice of the Government to make compensation for such losses. Were it to be done in this case, the captors would be placed in a more eligible situation than if the outrage had not been committed; in that case they would have had to encounter the ordinary dangers of the sea in bringing their prize into port; and also the hazard of recapture by the enemy. But proceeding on the principle acted on by Congress in other cases which occurred during the late war, of making some compensation for the gallantry and good conduct of the officers and men, where they did not succeed in getting their prizes into port, and such gallantry and good conduct having been signally displayed in this action, the proper tribunals having determined that the force of the enemy was superior, the committee taking the case of the *Frolic* captured by the *Wasp*, and recaptured by the enemy, as a proper criterion, the force of the *Levant* being about equal to that of the *Frolic*, and the compensation made being twenty-five thousand dollars, recommend the passage of an act authorizing the payment of that sum to the officers and crew of the Constitution, to be deducted from the value of the *Levant*, provided the Government succeed in obtaining such value from the Portuguese Government. For this purpose they herewith report a bill.

*To the honorable the Senate and House of Representatives of the United States of America, in Congress assembled.  
The petition of the subscriber respectfully sheweth:*

PHILADELPHIA, December 22, 1815.

That, on the 20th day of February, 1815, the United States frigate Constitution, then under his command, did, in pursuance of the orders of the late honorable Secretary of the Navy, William Jones, overtake on the high seas, about sixty leagues from the island of Madeira, His Britannic Majesty's ships of War the *Cyane* of thirty-four guns, commanded by Captain Gordon Falcon, and the *Levant* of twenty-one guns, commanded by Captain the honorable George Douglas, both post captains in the navy of Great Britain, and did there bring to action, engage with, and capture the said two ships of war, the *Cyane* and *Levant*, after a sharp conflict of forty minutes; and that your petitioner did take possession of the two prizes aforesaid, and proceed in the frigate Constitution with them to the island of St. Jago, one of the Cape de Verd, in the possession of the troops and subjects of the Prince Regent of Portugal, with whom we were at peace, and from whom there had issued a declaration of neutrality when the war between the United States and Great Britain was made known to him; that your petitioner, having come to anchor with the Constitution, and the above named prizes, in Port Praya, in the aforesaid island of St. Jago, on the 10th day of March, 1815, discovered, on the following day, while preparations were making by your petitioner to divest himself of his prisoners, by sending them on parole to Barbadoes agreeable to his instructions,) off the port, a squadron of three ships of war, belonging to the King of Great Britain, commanded by his officers generally, and under the command of the honorable Sir George Collier particularly, consisting of the *Leander* of sixty-eight guns, Newcastle of sixty-eight guns, and *Acasta* of fifty guns; that the said squadron by means of, and covered by, a thick fog, approached the ship Constitution and her two prizes within three miles before they were discovered, which near approach left no time for your petitioner to hesitate or deliberate on the situation of your good ship the Constitution and her two prizes, but obliged him, for the security of that valuable vessel entrusted to his care, to get under weigh and rescue her from the probable grasp of the enemy, which your petitioner did, taking with him the two prize ships

aforesaid, that they might be used according to circumstances, and for the purpose of saving the Constitution: all of which was done according to the best skill and judgment of your petitioner; and your precious ship the Constitution returned in safety to the port of Boston.

And your petitioner humbly begs leave to state, to your honorable body, that while they were in the act of getting under weigh in the harbor of Port Praya, the flag of the Prince Regent of Portugal was hoisted on two several forts, and a fire opened from their batteries upon the Constitution and her two prizes; several shot from them passing both over and striking near the bends of the Constitution; that after your petitioner had derived all the advantages he could from his prizes aforesaid, the Levant returned into the harbor of Port Praya, and came to anchor close to the batteries thereof, where she was soon after attacked by the aforesaid squadron, under the command of the aforesaid Sir George Collier, and forcibly taken possession of by them and carried from out of the harbor of Port Praya aforesaid, without the troops, garrison, or subjects of the Prince Regent of Portugal making any resistance or hindrance whatever, as they were in duty bound to do within the harbors and neutral waters of the Prince Regent of Portugal.

Your petitioner, therefore, for and in behalf of himself, the gallant officers, and crew of the frigate Constitution under his command, and in consideration of their being so unlawfully and unjustly robbed and deprived of the usual advantages that would accrue to them, for their gallantry in engaging and subduing the aforesaid two ships of war belonging to the King of Great Britain, humbly begs your honorable body will take this their case into consideration; and that you will be pleased to grant to them the value of the said ship Levant, of which they have been deprived as above stated; and your petitioner will ever pray, &c. &c.

CHARLES STEWART,

*Late commander of the United States frigate Constitution.*

NAVY DEPARTMENT, January 5, 1816.

SIR:

In compliance with the instructions of the honorable Committee upon Naval Affairs, communicated by your letter of the 29th ultimo, I have the honor to enclose to you papers No. 1 to 6; which contain all the information in the possession of this Department relative to the capture of the British vessels of war Cyane and Levant, by the United States' frigate Constitution, under the command of Captain Charles Stewart, of the United States' Navy.

I have the honor to be, very respectfully, your obedient servant,

B. W. CROWNINSHIELD.

Hon. JAMES PLEASANTS, Junr.

*Chairman of the Committee on Naval Affairs, House of Representatives.*

No. 1.

U. S. FRIGATE CONSTITUTION, May, 1815.

SIR:

On the 20th of February last, the island of Madeira bearing about west-southwest, distant sixty leagues, we fell in with His Britannic Majesty's two ships of war the Cyane and the Levant, and brought them to action about 6 o'clock in the evening; both of which, after a spirited engagement of forty minutes, surrendered to the ship under my command.

Considering the advantages derived by the enemy, from a divided and more active force, as also their superiority in the weight and number of their guns, I deem the speedy and decisive result of this action the strongest assurance which can be given to Government that all under my command did their duty, and gallantly supported the reputation of American seamen.

Enclosed you will receive the minutes of the action, and a list of the killed and wounded on board this ship; also, enclosed, you will receive, for your information, a statement of the actual force of the enemy, and the number of killed and wounded on board their ships as near as could be ascertained.

I have the honor to be, &c.

CHAS. STEWART.

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

No. 2.

*Minutes of the chase of the U. S. frigate Constitution, by an English squadron of three ships, from out the harbor of Port Praya, island of St. Jago.*

Commences with fresh breezes and foggy weather: at five minutes past 12, discovered a large ship through the fog, standing in for Port Praya; at eight minutes past 12, discovered two other large ships astern of her, also standing in for the port. From their general appearance, supposed them to be one of the enemy's squadrons, and from the little respect hitherto paid by them to neutral waters, I deemed it most prudent to put to sea. The signal was made to the Cyane and Levant to get under weigh; at twelve after meridian, with our topsail set, we cut our cable and got under weigh, (when the Portuguese opened a fire on us from several of their batteries on shores) the prize ships following our motions, and stood out of the harbor of Port Praya close under East point, passing the enemy's squadron about gunshot to windward of them. Crossed our top-gallant yards and set foresail, mainsail, spanker, flying jib, and top-gallant sails. The enemy seeing us under weigh, tacked ship, and made all sail in chase of us. As far as we could judge of their rates from the thickness of the weather, supposed them two ships of the line, and one frigate. At half past meridian, cut away the boats towing astern, first cutter and gig; at 1 P. M. found our sailing about equal with the ship on our quarter, but the frigate luffing, gaining our wake, and rather dropping astern of us; finding the Cyane dropping astern and to leeward, and the frigate gaining on her fast, I found it impossible to save her if she continued on the same course, without having the Constitution brought to action by their whole force; I made the signal at ten minutes past 1 P. M. to her to tack ship, which was complied with. This manœuvre, I conceived, would detach one of the enemy's ships in pursuit of her, while, at the same time, from her position, she would be enabled to reach the anchorage at Port Praya before the detached ships could come up with her; but, if they did not tack after her, it would afford her an opportunity to double their rear, and make her escape before the wind. They all continued in full chase of the Levant and this ship; the ship on our lee quarter firing by divisions broadsides; her shot falling short of us. At 3 P. M. by our having dropped the Levant considerably, her situation became (from the position of the enemy's frigate) similar to the Cyane, it became necessary to separate also from the Levant, or risk this ship being brought to action to cover her. I made the signal at five minutes past 3 for her to tack, which was complied with; at twelve minutes past 3, the whole of the enemy's squadron tacked in pursuit of the Levant, and gave up the pursuit of this ship. This sacrifice of the Levant became necessary for the preservation of the Constitution. Sailing-master Hixon, midshipman Varnum, one boatswain's mate, and twelve men, were absent on duty in the fifth cutter, to bring the cartel brig under our stern.

No. 3.

*Minutes of the action between the United States' frigate Constitution and His Majesty's ships Cyane and Levant, on the 20th February, 1815.*

Commences with light breezes from the eastward and cloudy weather; at 1, discovered a sail two points on the larboard bow; hauled up and made sail in chase; at quarter past 1, made the sail to be a ship; at three-quarters



past 1, discovered another sail ahead; made them out at 2 P. M. to be both ships, standing close hauled with their starboard tacks on board. At 4 P. M. the weathermost ship made signals, and bore up for her consort, then about ten miles to leeward; we bore up after her, and set lower topmast, topgallant, and royal studding sails in chase; at half past 4, carried away our main royal mast; took in the sails and got another prepared. At 5 P. M. commenced firing on the chase, from our two larboard bow guns; our shot falling short, ceased firing; at half past 5, finding it impossible to prevent their junction, cleared ship for action, then about four miles from the two ships; at forty minutes after 5, they passed within hail of each other and hauled by the wind on the starboard tack, hauled up their courses, and prepared to receive us; at forty-five minutes past 5, they made all sail close hauled by the wind, in hopes of getting to windward of us; at fifty-five minutes past 5, finding themselves disappointed in their object, and we were closing with them, they shortened sail, and formed on a line of wind about half a cable's length from each other. At 6 P. M., having them under command of our battery, hoisted our colors, which was answered by both ships hoisting English ensigns. At five minutes past 6, ranged up on the starboard side of the sternmost ship about three hundred yards distant, and commenced the action by broadsides, both ships returning our fire with great spirit for about fifteen minutes; then the fire of the enemy beginning to slacken, and the great column of smoke collected under our lee induced us to cease our fire to ascertain their positions and conditions; and in about three minutes, the smoke clearing away, we found ourselves abreast of the headmost ship, the sternmost ship luffing up for our larboard quarter; we poured a broadside into the headmost ship, and then braced aback our main and mizzen topsails, and backed astern under cover of the smoke, abreast the sternmost ship; when the action was continued with spirit and considerable effect until thirty-five minutes past 6, when the enemy's fire again slackened, and we discovered the headmost bearing up; filled our topsails, shot ahead, and gave her two stern rakes; we then discovered the sternmost ship wearing also, wore ship immediately after her, and gave her a stern rake, she luffing too on our starboard bows, and giving us her larboard broadside; we ranged up on her larboard quarter within hail, and was about to give her our starboard broadside, when she struck her colors, fired a lee gun, and yielded. At fifty minutes past 6, took possession of His Majesty's ship *Cyane*, Captain Gordon Falcon, mounting thirty-four guns. At 8 P. M. filled away after her consort, which was still in sight to leeward; at half past 8, found her standing towards us, with her starboard tacks close hauled, with topgallant sails set, and colors flying; at fifty minutes past 8, ranged close along to windward of her, on opposite tacks, and exchanged broadsides, wore immediately under her stern and raked her with a broadside, she then crowded all sail, and endeavored to escape by running; hauled on board our tacks, set spanker and flying jib in chase; at half past 9, commenced firing on her from our starboard bow chaser, gave her several shot, which cut her spars and rigging considerably; at 10 P. M. finding they could not escape, fired a gun, struck her colors, and yielded. We immediately took possession of His Majesty's ship *Levant* Hon. Captain George Douglas, mounting twenty-one guns. At 1 A. M. the damages of our rigging was repaired, sails shifted, and the ship in fighting condition.

## No. 4.

## GENERAL ORDERS.

UNITED STATES FRIGATE CONSTITUTION, *February 23, 1815.*

Captain Stewart takes the first opportunity of returning his thanks to the officers, seamen, ordinary seamen, and marines of this ship, for their gallantry, order, and discipline, displayed by all under his command on the night of the 20th instant, while engaged with His Majesty's late ships *Cyane* and *Levant*, and congratulates them on the glorious result of their exertions; a result which could not have been produced against so superior a force, commanded by distinguished officers, without the energy and order so conspicuously exhibited by all on that occasion. We were not only outnumbered in guns and weight of metal by the enemy, but had also to contend with a more active class of vessels, and a divided force, which gave to them every advantage. Be assured that the laurels you have acquired for yourselves will never fade, and that the share of glory you have given to your country will be hailed by your fellow citizens with the greatest satisfaction, and posterity, in beholding the trophies gained by your gallant predecessors in victory, shall view with grateful sensations the two which you have added to their number.

You will accept his thanks for the promptness with which you repaired the damages and secured the three ships, and he assures you that it will not be least among your merits, when it is known, that in one hour after a contest so severe, your own ship was ready to fight another action, and your prizes enabled to make sail.

The excellent example hitherto shown by our naval victors in their respect towards the persons and property of a subdued enemy, he trusts, will not be deviated from by any under his command; surely, there can be none among you who can be desirous of tarnishing so much of your well earned glory, as to hesitate between the choice of being scornfully pointed at as a plunderer, or to perceive the finger of satisfaction selecting you as a hero. If, therefore, any of you have unwarily possessed yourselves improperly of either public or private property, he commands you to give it immediately to the commanding officer. You surely cannot wish to bring disgrace on your commander or your officers, whom you have so gallantly supported.

It is much to be regretted, that on occasions like the present, the commander is not permitted to see with his own eyes the distinguished merits of each officer, that he might thank them individually for their exertions, but as all must have done their duty well to produce such decisive effect, he begs they will receive his thanks collectively. He tenders to the officers commanding the gun-deck, fore-castle, and quarter-deck divisions, his thanks for the steady and incessant fire kept up by their batteries, the vivacity of which nothing could surpass. To Captain Henderson and Lieutenant Freeman, commanding the marines, he owes his grateful thanks for the lively and well directed fire kept up by the detachment under their command. He thanks Mr. Hixon, and the officers stationed on the fore-castle and tops, for their steady attention to orders, and the promptness with which they replaced every thing important that was shot away. To Mr. Pottinger and the officers superintending the magazines and passages, he gives his thanks for the facility with which every essential was furnished the batteries from their departments. To Doctor Kearney, and his assistants in the cockpit, he feels great obligations for their humanity and skill in relieving and assisting the wounded. Captain Stewart begs Lieutenant Ballard to accept his thanks for the prompt assistance he gave him in all the operations and manœuvres of the ship, for the alacrity with which every order was attended to, and the promptness with which they were executed, and he assures him that the gallantry and good conduct displayed by him on that occasion will make a lasting impression on his gratitude. To Mr. Humphreys, commanding the flag-guard, and the officers attached to him as aids, he gives his thanks, and assures them that he is highly satisfied with their gallantry and support.

## No. 5.

U. S. FRIGATE CONSTITUTION, OFF NEW YORK, *May 18, 1815.*

SIR: Agreeably to an act of Congress, I have the pleasure to transmit to you the flags of His Britannic Majesty's late ships *Cyane* and *Levant*, by Captain Henderson, commanding the detachment of marines on board the *Constitution*, whom I beg leave to recommend to your notice.

Captain Henderson is also the bearer of one of the *Constitution's* muskets, which I request your permission to deposit in the Navy Department, as an evidence of the veracity of the late enemy.

I am, very respectfully, &amp;c.

CHARLES STEWART.

Hon. B. W. CROWNSHIELD, *Secretary of the Navy, Washington.*

No. 6.

BALTIMORE, May 2, 1815.

SIR:

I have the honor to make known to you my arrival at this place with a part of the officers and crew of the United States' frigate *Constitution*, captured in a prize, the *Levant*, in the harbor of Port Praya, in the island of St. Jago, by a squadron of His Britannic Majesty's ships, consisting of the *Leander*, Sir George Collier, the *Newcastle*, Lord George Stewart, and the *Acasta*, Captain Kerr. For the particulars of my recapture, I beg leave to refer you to the enclosed extract from the log-book of the *Levant*.

Having caused the destruction of my own papers, as well as those of the officers with me, I can only say to you, relative to the *Constitution*, that, after leaving the port of Boston, she severally cruised off the islands of Bermuda and Madeira, in the Bay of Biscay, and for some time in sight of the Rock of Lisbon, without having met with but two of the enemy's vessels, one of which was destroyed, the other ordered in; and that, on the evening of the 20th of February, the island of Madeira bearing west-southwest distant seventy leagues, fell in with, engaged, and, after a close action of forty minutes, captured His Britannic Majesty's ships *Cyane*, Captain Gordon Falcon, and *Levant*, Hon. Captain Douglas. It would, sir, be deemed presumption in me to attempt to give you particular details respecting the nature of this action; I shall, therefore, only remark, generally, that every officer, seaman, and marine on board did their duty. I cannot, however, deny myself the pleasure that this opportunity affords me of noticing the brilliant management of Captain Charles Stewart, through whose unerring judgment every attempt of an ingenious enemy to gain a raking position was frustrated.

I have the honor to be, &amp;c.

HENRY E. BALLARD.

The *Cyane* mounted on her main deck twenty-two 32lb. carronades; on her upper deck ten 18lb. carronades, two long 9's, and one 12lb. carronade, on a travelling carriage, with a complement of 175 men.

The *Levant* mounted eighteen 32lb. carronades, two long 9's, and one 12lb. carronade, with 138 men on board. The *Constitution* had four killed and nine wounded; the *Cyane*, seven killed and seventeen wounded; the *Levant*, nine killed and seventeen wounded.

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

14th CONGRESS.]

No. 138.

[1st Session.]

## INDEMNITY TO AN OFFICER FOR RESPONSIBILITY INCURRED IN THE DISCHARGE OF HIS DUTY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 7, 1816.

Mr. BASSETT, from the committee to whom was referred the letter or memorial of Commodore John Rodgers, of the navy of the United States, reported:

That, in October last, a decree was rendered by the District Court of the Massachusetts district, against Commodore Rodgers, for forty-three thousand two hundred and fifty dollars. The decree expressly charges Commodore Rodgers, as commander of the squadron only, exempting him from any personal agency in the transaction on which the decree was rendered. From this decree an appeal was entered to the Circuit Court, the judge of which, not having time to examine the merits, on account of his preparation to attend the Supreme Court at Washington, confirmed the decree *pro forma*.

To this view, drawn only from the proceedings of the court, your committee will add a more detailed one from other evidence. The frigates *President* and *Congress* sailed from Boston on a cruise about October, 1812. In the course of that cruise, Commodore Rodgers having captured the British packet *Swallow*, and being engaged in removing the specie from on board her to the *President*, Captain Smith of the *Congress* did, without order or signal from Commodore Rodgers, give chase to a vessel which he did not come up with in less than three-quarters of an hour, and was — leagues distant from, and out of sight of, the *President* at the time of boarding the said vessel, which proved to be the *Eleanor* of Baltimore, owned by John Donnell. The two frigates, thus parted by the chase, did not unite till the next morning, eight o'clock. The facts of the boarding, as appears from the deposition of Lieutenant J. J. Nicholson, are, that he was ordered by Captain Smith to board the *Eleanor*, and send her captain and mate on board the *Congress*, with her ship's papers, which he accordingly did. It appears, that, after boarding the *Eleanor*, Lieutenant Nicholson being asked by a boy on board what vessel he belonged to, told him it was the British frigate *Shannon*; but it does not appear that the statement so made was by the order of Captain Smith, nor does it appear that any colors were flying from the *Congress*, and, if they were, it was not known to Lieutenant Nicholson. It seems to have been the impression of Lieutenant Nicholson that the insubordination of the crew was owing to the suspicion that they were captured by the *Shannon*. This impression may have been, and probably was, incorrect, as on the next morning the crew beat their captain (Graham) severely, and three of them were, at the request of Captain Graham of the *Eleanor*, put on board the *President*.

The decree and the deposition concur in ascribing the loss of the vessel to the insubordination on board, which the decree supposes to have been occasioned by the deception of the boarding officer. The judge deduces from this fact a general liability for the consequences it is considered to have produced; which liability he fixes upon Commodore Rodgers, on the ground that, though not personally acting in the transaction, he was responsible as commanding officer of the squadron. It is not within the legislative sphere to decide on judicial questions. This case is prepared for a decision of the Supreme Court: there let it be decided. It is of importance to remark, that the commodore, by this decree *pro forma*, is required to give security in the penalty of forty-five thousand dollars; a sum serious to be involved in, however strongly urged thereto by friendship, or the stronger impression that the Supreme Court will reverse the decree. In looking to precedents, your committee find them numerous; the Government having never failed to indemnify the officer who has suffered in the faithful discharge of his duty. Though the cases are many, none have been as strong as this, where the officer is made responsible by the force of his appointment solely, without personal agency or privity in the transaction. The cases of interference have, in the general, been after judgment; but in the case of Lieutenant Malay the defence was assumed by the Government. It would be certainly consonant with reason to say, that the propriety of indemnity being agreed, the period when must be unimportant, or dependent upon the particular circumstances of each case. The peculiar features of this case requiring present interference are, the heavy security required operating oppressively on Commodore Rodgers before decision, and the possibility of an affirmation of the judgment, for want of security, to the injury of the Government.

Your committee, seeing that Commodore Rodgers is charged in this case, whether rightly or wrongfully, as the officer of the Government only, acting avowedly within the limits of his duty, (if, indeed, he could be said to be acting at all in this transaction,) and satisfied of the justice and strict propriety of indemnifying an officer so acting, recommend the following resolution:



*Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled, That Commodore Rodgers be required to prosecute the appeal taken from a decree of the Circuit Court for the Massachusetts district to the Supreme Court of the United States, in which John Donnell of Baltimore was libellant, and said Rodgers was respondent, for the sum of forty-three thousand two hundred and fifty dollars, with costs; and if the same be confirmed, that then the Secretary of the Treasury be required to cause the same to be liquidated and paid; and that ——— dollars be appropriated for the same out of any money not otherwise appropriated.*

*Resolved, further, That the Attorney General be required, on the part of the United States, to assist the counsel of Commodore Rodgers in prosecuting said appeal.*

WASHINGTON, February 1, 1816.

SIR:

In the month of October, 1812, Captain John Smith, commanding the United States' frigate the Congress, while on a cruise, fell in with the schooner Eleanor, owned by Mr. John Donnell of Baltimore, spoke her, and sent an officer on board for the purpose of examining her papers. Some time after this the Eleanor was lost; and the owner, alleging that her loss arose from her having been "forcibly taken and detained by the frigates President and Congress," instituted a suit against Captain Smith, and myself, as commanding the frigate President, for the value of the vessel and cargo. While the suit was pending, Captain Smith died; and at a special District Court for the Massachusetts district, held in October, 1815, it was decreed that the libellant recover against me the value of said schooner and cargo, being forty-three thousand two hundred and fifty dollars, with costs. From this decree an appeal was made to the next Circuit Court, and there, in consequence of some papers not having been received in time to admit of the case being fully examined by the presiding judge before his necessary departure for Washington, and as it was understood by the court and counsel on both sides, at the opening of the arguments, that a decree of some sort should be delivered before the close of the term, it was deemed necessary by the judge to enter an affirmance of the former decree, which now subjects me to the extreme inconvenience of filing a bond with sureties to respond the final judgment and costs in this case, and to enter the appeal in six days.

I am prepared, sir, to show that I had no agency whatever in the detention of the schooner Eleanor, more than if I had been with the President in the British channel, and Captain Smith had fallen in with her on our own coast; that I never gave to Captain Smith any order, either written, verbal, or by signal, directly or indirectly, with respect to the schooner Eleanor, prior to his falling in with her, or any order that could have had any effect whatever on his conduct towards that vessel; that, at the time he fell in with her, the President was not in sight, neither did I know any thing of the transaction until a considerable time after it took place; that I never gave any order whatever of any kind at any time, or took any measure, in relation to the Eleanor, that was not most obviously calculated to afford her succor and relief.

A transcript of the decree, delivered in the District Court in October, 1815, is herewith transmitted. The judge, (Davis,) it may be seen, expresses the opinion that Captain Smith would be liable to respond in damages if he were living; but "Commodore Rodgers, though not personally acting in this transaction, must, I think, as commander of the squadron, be responsible."

I hope, sir, that this case will be considered as not undeserving of the interposition of the National Legislature. I respectfully request, through you, that Congress will be pleased to afford such relief as in their wisdom and justice may appear due.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

The Hon. the SPEAKER of the House of Representatives.

MASSACHUSETTS DISTRICT, ss.

John Donnell, by James Perkins, his agent,

vs.

John Rodgers and John Smith.

} Special District Court, October, 1815.

The object of this libel and complaint is to recover of the respondents the value of the schooner Eleanor and cargo, the property of said Donnell, alleged to have been lost at sea in the month of October, A. D. 1812, in consequence of being forcibly taken and detained by the frigates President and Congress, and from improper and unjustifiable proceedings on that occasion, on the part of the captors, the said John Rodgers, commanding the ship President, and said John Smith, the ship Congress, sailing in squadron, under the command of said Rodgers.

Having fully considered the evidence offered in this case, it appears to me to be proved that the schooner Eleanor and cargo were lost in consequence of the master being deprived of the command of the vessel, and from the insubordination of the crew during his absence, and the absence of the master on board the frigate Congress. This temper of the crew appears to have been induced altogether by the indiscreet and unnecessary imposition which was practised on the part of the captors, by which a conviction was produced that the frigates were British; a persuasion which the subsequent explanations could not remove. Such deception is, indeed, admissible in war, in relation to the enemy, but the belligerent adopts it at his peril; and if an innocent party is injured by the indulgence of such a practice, there should be adequate redress. Nothing culpable or exceptionable appears in the character or conduct of this vessel. The right of search is indisputable; but, in this instance, it appears to me to have been exercised in an improper manner, and in such a manner as to make those who were instrumental in the transaction liable for the consequences connected with it. Captain Smith, commander of the frigate Congress, (the ship by which the Eleanor was examined,) has died since this suit has been pending. The reputation and character of that gentleman must assure us that no intentional wrong could have been inflicted by him on his fellow-citizens while in the execution of his official duties. But I am compelled to say that the course of proceedings relative to the examination and detention of the Eleanor were such as to render him liable to respond in damages if he were living. Commodore Rodgers, though not personally acting in this transaction, must, I think, as commander of the squadron, be responsible; and I shall decree, accordingly, that the libellant recover against him the value of said schooner and cargo, being forty-three thousand two hundred and fifty dollars, according to the affidavit in the case. If the vessel and cargo should be considered as too highly estimated, I should ascertain the true value more correctly by commissioners to be appointed by the court. There is not time for this course of proceeding previous to the next Circuit Court, at which it is understood that it is desirable the cause should be entered for as early a decision as may be practicable. I shall, therefore, render judgment for the abovementioned sum, with costs.

A true copy: attest,

JOHN DAVIS, District Judge.

JOHN W. DAVIS, Clerk.

MASSACHUSETTS DISTRICT, ss.

John Donnell, by James Perkins, his agent,

vs.

John Rodgers and John Smith, Esquires.

} Special District Court, October, 1815.

The object of this libel and complaint is to recover of the respondents the value of the schooner Eleanor and cargo, the property of said Donnell, alleged to have been lost at sea in the month of October, A. D. 1812, in consequence of being forcibly taken and detained by the frigates President and Congress, and from improper and unjustifiable proceedings on that occasion, on the part of the captors, the said John Rodgers, commanding the ship President, and said John Smith, the ship Congress, sailing in squadron under the command of said Rodgers.

Having fully considered the evidence offered in this case it appears to me to be proved, that the schooner *Eleanor* and cargo were lost in consequence of the master being deprived of the command of the vessel, and from the insubordination of the crew, during his absence and the absence of the mate, on board the frigate *Congress*. This temper of the crew appears to have been induced altogether by the indiscreet and unnecessary imposition which was practised on the part of the captors, by which a conviction was produced that the frigates were British; a persuasion which the subsequent explanations could not remove. Such deception is indeed admissible in war, in relation to the enemy, but the belligerent adopts it at his peril, and if an innocent party is injured by the indulgence of such a practice there should be adequate redress. Nothing culpable or exceptionable appears in the character or conduct of this vessel. The right of search is indisputable; but, in this instance, it appears to me to have been exercised in an improper manner, and in such a manner as to make those who were instrumental in the transaction liable for the consequences connected with it. Captain Smith, commander of the frigate *Congress*, the ship by which the *Eleanor* was examined, has died since this suit has been pending. The reputation and character of that gentleman must assure us that no intentional wrong could have been inflicted by him on his fellow-citizens while in the execution of his official duties. But I am compelled to say that the course of proceedings relative to the examination and detention of the *Eleanor* were such as to render him liable to respond in damages, if he were living. Commodore Rodgers, though not personally acting in this transaction, must, I think, as commander of the squadron, be responsible. And I shall decree, accordingly, that the libellant recover against him the value of said schooner and cargo, being forty-three thousand two hundred and fifty dollars, according to the affidavit in the case. If the vessel and cargo should be considered as too highly estimated, I should ascertain the true value more correctly by commissioners to be appointed by the court. There is not time for this course of proceeding previous to the next Circuit Court, at which it is understood that it is desirable the cause should be entered for as early a decision as may be practicable. I shall therefore render judgment for the abovementioned sum with costs.

JNO. DAVIS, *Dis. Judge.*

A true copy: attest,

JOHN W. DAVIS, *Clerk.*

UNITED STATES OF AMERICA, MASSACHUSETTS DISTRICT, ss.

District Court of the United States for said district, sitting in Admiralty at Boston, in the district aforesaid, on the first day of February, 1813.

John Donnell, by his agent, James Perkins, comp't.

vs.

John Rodgers and John Smith.

The answer of John Rodgers, commander of the United States' frigate, the *President*, to the libel and complaint aforesaid.

The respondent now, and at all times hereafter, saving and reserving to himself all and all manner of benefit and advantage of exception that may be had to the many errors, uncertainties, and manifest insufficiencies in the complainant's said libel or complaint contained, for answer thereto, or unto so much thereof, as this respondent is advised is material for him to make answer unto, protesting that the said schooner, called the *Eleanor*, or the goods, wares, and merchandise on board thereof, never were seized and detained by the said respondent; the said respondent does answer and say, that, during the existence of war between the United States of America and the united kingdom of Great Britain and Ireland, and their dependencies, to wit: on or about the 16th day of October, 1812, last, the said John Rodgers, being commander of the said United States' frigate the *President*, and the said John Smith, commander of the said United States' frigate the *Congress*, he, the said John Rodgers, being then and there the commanding officer of a fleet, or squadron, consisting of the ships aforesaid; and as such it being the duty of the said respondent, in and with this ship, and the ships of his squadron, to cruise for, and to seize and bring into port for adjudication, the ships and vessels, and property of every description he, or they, might meet with belonging to the said united kingdom of Great Britain and Ireland, or the subjects thereof; and for this purpose, to search and examine all vessels whatsoever which he or they might fall in with on the high seas according to the law of nations, and the rights of belligerent Powers; he did, in and with the respective ships of his squadron, namely, *Congress* and *President*, in about the longitude of 53° 19' west, and the latitude 37° 32' north, on the high seas, fall in with the aforesaid schooner or vessel called the *Eleanor*: That the said John Rodgers, of the aforesaid frigate *President*, being at the time engaged in taking possession of a vessel called the *Swallow*, came up with the said schooner, and brought her to; did, as I was afterwards informed, despatch one Joseph J. Nicholson, an officer, and several men, from on board the said frigate, with instructions to go on board the said schooner, and to request the commander thereof to repair, with the said vessel's papers, on board the said frigate, for the purpose of submitting the same to the inspection and examination of him, the said Smith; and, in the mean time, the said Nicholson, who was despatched as aforesaid from the said frigate, should remain on board the said schooner, and conduct her in such manner, during the examination and inspection of the papers as aforesaid, as that she should remain subject to the control and the signals of the said frigate; that, in pursuance of the said instructions, as the said respondent is informed and verily believes, the said Nicholson with the men who were despatched with the men as aforesaid, did proceed on board the said schooner while she was on her larboard tack; that on entering on board he found the crew thereof in great confusion; the vessel being then under a double reefed mainsail, jib, foretopsail sheeted home and clewed on the cap, the rest of the sails and rigging in a confused and disordered situation; that the said Nicholson immediately requested the master of the said vessel to repair on board the said frigate with one of his mates and with their papers, which request was complied with without hesitation: that he, the said Nicholson, thereupon, wore the said vessel on the starboard tack, in order to come up with the *Congress*, and to maintain a convenient position near to her; that he soon after discovered the *Congress* to wear, and thereupon wore the schooner also, in order to keep on the same tack with the frigate; that, about an hour afterwards, and whilst the said schooner was in this situation, the said Nicholson perceiving a squall approaching, and that the sails of the said vessel were in an improper and dangerous condition, ordered the crew to assist in taking in sail, and to prepare the vessel against the impending danger; which order, every individual of the said vessel's crew, except the mate, did refuse to obey, and most of them abandoned their stations, and went below.

In this situation, and being altogether unable, without the assistance of the crew, to manage and conduct the said vessel, she was overtaken by the squall, and both her masts carried overboard, and she reduced to a wreck. And the said respondent doth say, from the information received from Captain Smith, that the master of the said schooner and her papers were detained on board the said frigate *Congress* for the space of one or two hours only, and for no longer time than was indispensably requisite for such an inspection and examination, as he was authorized to make, in order to ascertain the character of said vessel, and whether she were or were not subject to capture, and to be sent into port for adjudication according to the laws of war; and that, after he was made acquainted with the disaster before recited, he did render to the officers and crew of the said schooner all such assistance as was deemed necessary for their safety and convenience, and for the preservation of the said vessel and cargo; and that, immediately after the papers of said vessel had been examined as aforesaid, which was effected as speedily as the nature of the case would admit, the same were restored to her commander, and he permitted to take possession of, and proceed with his said vessel and the cargo on board, in such manner as he might deem proper, and for this purpose every possible facility and assistance were tendered to him. And the said respondent doth furthermore say, that he is credibly informed, and doth verily believe, that, very soon after the said Nicholson, from the *Congress* frigate, had entered on board the said schooner, he did truly represent, to the officers and crew thereof, the national character of the two ships of war, by which he had been detained as aforesaid, as also the true cause of such detention. In all which matters and things the said respondent says that he did proceed and do as he lawfully might. And he does



utterly deny that the said schooner and her cargo, or any part thereof, were or was, by the misconduct, "negligence, or want of care of the officers of the said frigates, or any of them, wrecked, lost, or destroyed," as the said complainants in their libel or complaint have alleged.

And for cause why the said respondent does not proceed in this honorable court, to the legal adjudication of the said schooner *Eleanor*, her tackle, apparel, and furniture, and the goods, wares, and merchandise, which were laden therein, whether good and lawful prize or not, and why restitution, in value of the same, should not be decreed to the said complainants, in manner as propounded in the said libel or complaint, he, the said respondent, does allege that he is not now in possession of the said schooner, or her aforesaid cargo, or any part thereof; nor ever was in possession of, or had the custody of the same, except in the manner, and under the circumstances herein stated and set forth; but that the same were given up to the master thereof as before alleged. And all this the said respondent is ready to verify. Whereupon, he humbly prays to be dismissed from the said libel and complaint, with the said costs and expenses by him most wrongfully sustained in that behalf.

JOHN RODGERS.

Sworn to, in court, this 1st day of February, 1813.

WM. S. SHAW, Clerk.

I, Joseph James Nicholson, of Baltimore, in the State of Maryland, of lawful age to give testimony, do testify and say, that, in the month of October, in the year of our Lord 1812, the United States' frigate *Congress*, to which I then and ever since have belonged, in the capacity of second lieutenant, under the command of John Smith, Esq., and the frigate *President*, commanded by John Rodgers, Esq., who was commodore of the squadron, consisting of those two frigates, sailed from the port of Boston on a cruise; that, on the 16th of said month, between the hours of eleven and twelve o'clock, A. M., while the *Congress* was lying to, on the larboard tack, I discovered to the windward a sail standing to the eastward and before the wind, and immediately thereupon the *Congress* made sail in chase after her, she being about one mile and a half distant; after chasing her about three quarters of an hour, during which time the *Congress* fired two fore-castle guns, we came up to her; being directed by Captain Smith to board the chase and send her master and one of his mates, with her papers, on board our frigate, and to follow the frigate, I went in our boat and boarded her on her starboard side, my boat's crew consisting of a midshipman and four men. On getting on board, I met a boy who lighted me up her side, and whom I afterwards heard called by the name of "Norris," and I inquired for the master; he immediately appeared; and, pursuant to my instructions, I required him to go on board the *Congress*, with one of his mates, and his ship's papers. Said master, whose name I understood to be John Graham, accordingly went in the frigate's boat, taking with him his mate and papers, to the *Congress*, and I remained on board the chase, which I then found to be the schooner *Eleanor*, of Baltimore. Shortly after I had boarded, but whether before or after her master had left her, I cannot recollect, I was repeatedly asked, by the boy before mentioned, what ship it was that I came from; and I replied, she was His Majesty's ship *Shannon*; and, directly afterwards, going aft, I met the supercargo, and recognised him for an old acquaintance, whom I had often seen in Baltimore. At first he did not know me, but after some conversation, the particulars of which I do not now recollect, and being told my name, he recollected me. I then told him the name of our frigates, that we were Americans, what port we were from, and of the prizes we had taken. I wore ship twice, one or two of his men assisting me to shift the main boom and the jib sheet; afterwards, finding the crew would not obey my orders, I requested the supercargo to inform them who and what I was. Observing the *Congress* to leave us, owing, as I then supposed, to the bad steerage of the schooner, she carrying a strong weather helm, I went forward, and seeing the men there hauling down the jib, I asked them the reason of their so doing, and their reply was, that the jib-sheet had become unhooked, or had parted. My impression then was that they intended to do all they could to thwart and oppose me. When I went on board the schooner, I found her under a double reefed mainsail, the peak not entirely up, and a jib, the foretopsail sheeted home, clewed on the cap, the square sail and rigging foul, and flying about in every direction. On going aft, subsequent to remarking the situation of the jib, I found the main boom playing about, and in a dangerous state, owing to its not being confined to the crotch rope, and I ordered it to be secured, but could get no assistance, except from the man at the helm. About a quarter past two o'clock, A. M. it was squally, and I ordered hands to be placed by the throat and peak halyards, intending, if the squall should prove heavy, to take in the mainsail, but I could not cause my orders to be obeyed. Immediately after I had given these orders, the mainmast went, falling directly fore and aft; and shortly afterwards, before I could get forward, the foremast went by the board, in a quarterly direction. The cause of the falling of the mainmast, as I then supposed, was the schooner's having too much aftersail, which brought her head to wind and reel, and the main boom having considerable play, which strained the mainmast. After she was dismasted, the crew were alarmed, and became disposed to assist me. I then ordered the pump to be sounded; and it was reported to me there was no water in the well. I then ordered a light to be put on the stump of the foremast and the mainmast, to be secured in board, and caused a number of guns to be fired off. At half past three o'clock, A. M. or thereabouts, we came within hail of the *Congress*, and informed Captain Smith of our situation, and he sent a boat, with the master of the schooner, on board her. I offered to take the supercargo before mentioned on board the frigate with me, and to give him a berth in my state-room, and we went together in said boat to the *Congress*.

J. J. NICHOLSON.

Question, by William Prescott, Esq. Did you chase the schooner under British colors?

Answer. As my station was forward, I was not in the way of knowing what orders were given, and therefore cannot tell; but I know not of any colors being hoisted.

Question by the same. How near was the frigate *Congress* to the schooner when the before mentioned guns were fired, and were they loaded with balls?

Answer. I cannot tell the distance, as I was attending to my duty on the fore-castle; and the guns not being fired from my division, I know not whether they were loaded; but my supposition is, they were loaded with ball, that being the practice of all national vessels in time of war.

Question by the same. Was the supercargo present when you represented to the boy that the frigate was His Majesty's ship *Shannon*?

Answer. He might have been present, and I believe he was some of the time.

Question. When you first disclosed to the supercargo that you were an officer from an American frigate, did you request him not to communicate it to the crew?

Answer. I did.

Question. Was the refusal of the crew to obey your orders owing to their belief that you were from an English frigate?

Answer. I think it was; they persisted to consider me a British officer, notwithstanding all my endeavors to convince them to the contrary, from the time when I observed the *Congress* was leaving us.

Question. Did the mate obey your orders?

Answer. He did.

Question. At what distance was the frigate from the schooner when her masts were carried away?

Answer. I cannot tell; but I then saw the lights of the frigate appear and disappear at times.

Question. Was the schooner, by your taking command of her, carried out of the course of her voyage to Bordeaux?

Answer. She must have been, but I cannot say how many points. I did all I could to follow the *Congress* in every direction she took, pursuant to the order of Captain Smith; and I think if the crew had obeyed my orders, the masts would not have been carried away.

J. J. NICHOLSON.

UNITED STATES' FRIGATE PRESIDENT, BOSTON, *October 7, 1812.*

SIR:

In the event of parting company, the following you are to consider as the limits of your cruise: To steer in a direction for the Azores; and, reaching the longitude of thirty-four or thirty-five degrees west, to shape a course for the Cape de Verd Islands; off which, say from twenty-five to fifty leagues to the westward, after cruising one week, should you not fall in with me, to steer for the island of St. Paul, (latitude — degrees, fifty-five minutes north, and longitude twenty-nine degrees west,) and not finding me then, after cruising ten days, to steer westward to the longitude thirty-four, whence, after cruising five days, you are to proceed to the United States; passing to windward of Barbadoes, off which, should your water and provisions not be too far expended, you may cruise such length of time as you may deem advisable.

It is impossible to foresee the events which may arise to make it necessary for you to deviate from these instructions; much must necessarily be left to your own judgment. And although the object of your cruise is to capture and destroy the enemy's ships, and by the exercise of every means in your power to harass and perplex his East India and Brazil commerce, you are, nevertheless, not to expose the health of your crew, or hazard the safety of your ship to effect this, without having sufficient reason to believe that in doing so the object to be obtained is decidedly of primary importance to the risk attending its accomplishment. I have mentioned the number of days you are to cruise at each of the places assigned you as the most advisable cruising grounds; you are at liberty, nevertheless, to cruise as many days, more or less, at either, as your supply of water and provisions may on calculation sanction.

St. Paul's, you will recollect, is a point which all the enemy's homeward bound East India, as well as a large portion both of his outward and homeward bound Brazil commerce passes.

New York, New London, or Newport, are the most advisable ports for you to return to; but, should you have reason to believe that these are invested, you are at liberty to make any other in the United States, giving me, as also the Navy Department, on your return, an account of your cruise.

I have the honor to be, &c. &c.

JOHN RODGERS.

Captain JOHN SMITH, *Commanding United States' frigate Congress.*

I, John Rodgers, now resident in the city of Washington, in the District of Columbia, do testify and declare, that, soon after the commencement of a certain process in the admiralty, which is now pending in the Circuit Court of the United States for the first circuit, wherein John Donnell, of the city of Baltimore, is complainant against John Smith, Esquire, late deceased, and myself, on account of the alleged illegal seizure and detention, on the high seas, by the said Smith, as commander of the United States' frigate Congress, and myself as commander of the late United States' frigate President, of a certain schooner called the Eleanor; that is to say, in the winter of eighteen hundred and thirteen, being with the said Smith in Boston, we respectively engaged George Blake, Esquire, the attorney of the United States for Massachusetts district, as our proctor and counsel to manage in our behalf the defence in that suit. That in pursuance of the said Blake's request, and in order to enable him to frame a proper answer to the complaint, I caused Lieutenant Nicholson, whom I understood to have been the officer from the said frigate Congress, who boarded the said schooner Eleanor, and who was actually on board said vessel when the disaster complained of occurred, to prepare and hand to the said Blake a brief statement of the facts and circumstances attending the seizure and detention of that vessel. Such a statement, I understood, was made by said Nicholson to said Blake; and, being shortly afterwards informed by said Blake that an answer to the complaint of said Donnell had been prepared, I called, with Captain Smith, upon the said Blake, on or about the 1st of February, of the said year 1813, for the purpose of examining and making oath to the said answer. I well remember that the District Court of the United States, in which our counsel, Mr. Blake, appeared to be much occupied, was then in session, and that we met him for the purpose of making the proper attestation to the said answer in that court. The paper containing the said answer was there handed to Captain Smith and myself by said Blake; and, as it appeared, on a hasty and cursory examination, to contain a correct statement of the principal and most prominent circumstances attending the seizure of the said schooner Eleanor, it was thereupon immediately, and without a critical and minute consideration of the particular phraseology of the instrument, subscribed and attested to by the said Smith and myself. I furthermore testify and declare, that, in all the conferences which I ever had with my counsel, Mr. Blake, relative to the subject in question, I uniformly stated to him my intention of assuming, as a principal ground of my defence against the claim of Mr. Donnell, that whatever injury he might have sustained on account of the capture and detention of the said schooner Eleanor, was altogether the effect of a course of procedure which had been pursued by Captain Smith, without any particular order, privity, or agency, on my part; and that, however Captain Smith might be considered responsible for the consequences of the disaster alluded to, I ought to be regarded, as in reality I was, a perfect stranger to, and in no degree instrumental in, producing the same.

I furthermore declare, that, at the time of subscribing and making oath to the answer as aforesaid, it did not occur to me that it contained any statement or expression which could, in legal construction, warrant the conclusion that I intended to unite with the said Smith in a joint defence against the said suit, or to hold myself, as his commodore, in any degree responsible for his particular acts in regard to the seizure and detention of the said schooner Eleanor; and if the said answer, in the form in which it now appears in the case, does admit of such construction, it has been owing altogether to the misapprehension of my counsel, Mr. Blake, in framing the said answer contrary to my intentions, and not in conformity with the true state of my case. I furthermore testify and declare, that, at the time of the seizure and detention of the said schooner Eleanor, by the frigate Congress, and also at the time when the disaster alluded to is stated to have occurred on board the schooner, my own ship, the President, was not in sight. And in regard to the boarding the said schooner by the Congress, no instruction or command whatsoever was given by me, directly or indirectly, to Captain Smith, or to any of his officers or crew, nor had I then, or at any time subsequently, any connexion or concern with the said transaction; except that after the frigate Congress came up with the President, and I was informed of the misfortune which had happened to the schooner, I provided for the accommodation of the officers and crew of that vessel, another vessel called the Swallow, with which they returned to the United States.

Boston, *January 26, 1806.*

DEAR SIR:

I regret being under the necessity to state to you, that, owing to the circumstance of my not having received, until very near the close of the late session of our Circuit Court, your last affidavit in the case of Donnell, we are deprived of the benefit of Judge Story's opinion on the merits, in the present stage of the cause. It seems he had considered it unadvisable even to look into the papers until every portion of the evidence on both sides should have been introduced; and having, therefore, delayed the investigation until the reception of the abovementioned affidavit, which left him only a day or two preceding his departure for Washington, it became impossible for him, as he assures me, in the midst of the necessary preparation for his journey, to pay the least attention to this subject, much less to attempt an adjudication of the cause, with that deliberation which its importance certainly demands. Under such circumstances, and especially it having been understood by the court and the counsel on both sides, at the opening of the argument, that a decree of some sort should be delivered before the close of the term, it was deemed necessary by the judge, according to the uniform practice of the subordinate courts in such cases, to enter an "affirmance" of the former decree, "*pro forma*, and without prejudice to either party," with a view to take the cause, for a final argument and determination, to the Supreme Court.



This course of procedure can, as you will at once perceive, be attended with no other injury or inconvenience to you than as it may have been deemed desirable to have obtained, *in this early stage of the cause*, the deliberate opinion of Judge Story, which, I am extremely confident, would have been favorable to you; with this other consideration, moreover, that, being appellant, you are, of course, under the necessity of paying, in the first instance, for the transcript of a voluminous record, and also of filing a bond with sureties to respond the final judgment and costs.

In every other point of view, as the case, whatever might have been the decision in the Circuit Court, would most certainly have had a final hearing and determination at the Supreme Court, the circumstances before stated are altogether unimportant. By way of facility, with regard to giving the bond, an agreement of counsel has been entered of record, that it shall be delivered to Judge Story, at Washington, on or before the 20th of February, and its sufficiency is also to be left to his judgment.

Accompanying this, I take the liberty to hand you a form for such a bond as will be proper on the occasion; and, so soon as the clerk, who is now employed in making it out, shall have completed his transcript of the record and proceedings, it shall be forwarded to you without the least delay. In the meantime, permit me to advise you to request your counsel at Washington (Mr. Pinkney, undoubtedly) to cause the appeal and appearance to be immediately entered. Should it be the desire of your counsel, preparatory to the final hearing, to be made acquainted with the points and the authorities in their support which were relied upon in your defence at the Circuit Court, I presume Mr. Dexter, who will be attending the Supreme Court, will be able to communicate the requisite information. I will, myself, moreover, in the course of a few days, send you my own list of authorities.

Have the goodness to favor me with a line by the returning mail, if possible, that I may be assured this shall have reached you.

In extreme haste, I am, dear sir, with the greatest esteem and respect, your friend and most obedient servant,  
GEO. BLAKE.

P. S. The sum to be paid to the clerk for cost of the transcript will probably be fifty or sixty dollars.

Honorable JOHN RODGERS.

Boston, December 13, 1815.

DEAR SIR:

I had the pleasure to receive by the mail of this morning your letter of 8th instant. The affidavit and "extracts" which it contained will undoubtedly be sufficient, with the aid of my own affidavit, to ensure success to my motion for leave to withdraw the answer which was first given by you, in the case of *Donnell*, jointly with Captain Smith, and to enable you to file a separate and distinct answer. It seems, however, that you have inadvertently omitted to notice that part of my last letter on this subject, wherein you were requested to prepare and forward to me such an answer. I beg leave, therefore, to suggest the necessity of your doing this, with as little delay as possible. The court, which is now under a temporary adjournment, will be convened again, probably for the last time during the present term, on the 24th of this month, at which time the judges will, I presume, expect to receive your final reply to the libel and complaint in question. I pray you, therefore, to send it to me, if practicable, by the returning mail. In framing this answer, it will be necessary for you barely to transcribe the former answer of yourself and Captain Smith, of which a copy was transmitted with my last letter, omitting only such expressions as may seem to have indicated an acquiescence on your part, to unite with him in a joint defence; and superadding also that part of the statement contained in your present affidavit, which goes to show the distance of the President frigate from the Congress at the time when the disaster complained of occurred. It would be advisable, moreover, to state, in your answer, the nature of your cruising orders to Captain Smith, with reference to your journal, &c. &c.; and to negative most expressly the having given any order by "word," "writing," or "signal," with regard to the pursuit and detention of this particular vessel the *Eleanor*. In all other respects, the answer now to be filed ought to conform to the former one, inasmuch as we shall not be allowed to exhibit a statement substantially at variance with that already presented, nor, indeed, to do more than merely to explain what might have seemed ambiguous in our former answer, or to subjoin a statement of such other facts and circumstances, essential to the points in issue, as may seem to have been heretofore inadvertently omitted. The cause having already undergone a very full argument on all the points, I indulge in the hope that I may have the pleasure of announcing to you a favorable decision very soon after I shall have received your answer as above proposed.

In much haste, I am, dear sir, with the greatest respect and esteem, your most obedient servant,

GEO. BLAKE.

P. S. I forgot in my last to state that the libel of Captain Ham et al. against yourself and Captain Smith, which was long depending in our District Court, was a short time since abandoned.

JOHN RODGERS, Esq.

Boston, October 20, 1815.

MY DEAR SIR:

I have to perform the unpleasant task of making known to you the sad result which has attended the first hearing of the libel which has so long been pending against yourself and our deceased friend Captain Smith, in favor of John Donnell, as owner of the schooner *Eleanor* and cargo. This cause, which had been lingering along from term to term in our District Court, was necessarily, a few weeks since, brought to trial; and after a very full argument, in the course of which, as I flatter myself, nothing was omitted which could have been urged in your defence, a decree was passed against you for the supposed value of the vessel and cargo. From this decree an appeal in your behalf was interposed as a matter of course, and the cause is now open for a re-hearing in the Circuit Court, whose session commenced here a day or two since. What may be the result of a second and more thorough investigation of the case it is impossible to predict. I cannot, however, but entertain very strong hopes, (although it must be confessed that the evidence brought into the cause by the libellant wears, at present, a pretty formidable aspect,) that the liberal and enlightened judge of the Circuit Court, who has been somewhat remarkable for his pre-disposition in favor of *belligerent rights*, will take a very different view of the principles urged in your defence, from that by which the judge of the court below seems to have been governed in making his decision. I pray you, at any rate, my dear sir, to be assured that no effort on my part shall be wanting to obtain a more favorable decision in the second trial. Permit me, however, to observe that, as this cause is now beginning to assume a pretty serious and imposing aspect, I am extremely unwilling to endure the responsibility of continuing to act as counsel in the defence singly and alone, especially as two gentlemen, each of whom being at least of equal professional standing with myself, are associated against me on the other side; I must beg, therefore, you would have the goodness, with as little delay as possible, to authorize me to take to my aid some professional gentleman of distinction, (say Dexter or Otis,) whose co-operation with me in your defence would, I am persuaded, be not less advantageous to you, (or rather to the Government, by whom you will undoubtedly, in any event, be ultimately indemnified,) than it would be grateful and acceptable to myself. It is proper for me furthermore to suggest, that, in case the decree of the district judge should be affirmed on the appeal, which I cannot believe to be a very probable result, the cause cannot be transferred for a final decision in the Supreme Court of the United States until a bond, with sufficient sureties, not for costs merely, but for the entire amount of the damages which may be awarded, shall have been filed in our Circuit Court, with condition to abide and perform the final judgment. I deemed it prudent to give you this latter intimation thus seasonably, inasmuch as in a case of such magnitude, one, moreover, in which the United States will undoubtedly consider themselves responsible ultimately, the final determination ought to be, and unquestionably will be, in the highest court of the nation.

That you may be acquainted, in some measure, with the grounds upon which the district judge has seen fit to pronounce against you, I take the liberty to hand you the enclosed copy of his decree. Should you deem it to be useful to know more of the present posture of the case, and to become acquainted with the nature and bearing of

the evidence on either side, I will, with much pleasure, transmit to you a transcript of the entire record, or such parts thereof as you may be inclined to inspect. In a word, I will immediately comply with any directions which you may think proper to give me in relation to this subject. Lest you should suppose me to have been remiss in having omitted to communicate to you the foregoing circumstances instantly, and without the least delay, I beg leave to observe, that on the day succeeding my argument in your case at the District Court, I left town with my family on a journey to the country, from whence I returned not until yesterday, and that the decision of the judge was pronounced during my absence.

I have only time to subjoin a request that you would be pleased to offer my most cordial salutations, as well as those of Mrs. B., to Mrs. Rodgers, and family, who will very long be holden in most affectionate remembrance by numerous friends in this quarter; and accept for yourself assurances of the unremitted esteem and respect with which

I am, dear sir, your friend and obedient servant,

GEO. BLAKE.

JOHN RODGERS, Esq.

(Private.)

BOSTON, November 20, 1815.

DEAR SIR:

On receiving your letter of 25th October, I called immediately on Mr. Dexter, and, according to your suggestion, engaged him as associate counsel with me in your controversy with Donnell.

The cause has since been very fully, and, in reference to one of your advocates I may add, very ably argued, in the Circuit Court. A decision will not be pronounced until about the middle of December, to which time the court will speedily be adjourned. In the mean time, with reference to one of the strongest grounds assumed in your defence at the trial, to wit, that the distance of your own ship, the President, from the Congress, and the Eleanor, when the latter vessel was brought to and boarded by Captain Smith, must have precluded the possibility of your having given any particular orders, or having had any immediate concern, or agency, in that transaction, it was deemed advisable by your counsel, at the hearing, to propose such an amendment and modification of the present state of the pleadings as should leave you to stand on ground rather more distinct and independent of Captain Smith than you are supposed to do according to the answer in its present form. With this view, and especially as the court, towards the close of the hearing, intimated a doubt, whether, by uniting with Captain Smith in the *answer* and *justification*, you had not, upon strict legal principles, presumptively admitted that he acted, in making the seizure, under your authority and command, a motion was submitted for leave to sever the answer, and to file a separate answer, which should clearly disconnect you from him. Upon this motion, the court assented to the modification proposed, provided it should be shown satisfactorily, by your affidavit and my own, that the joint answer, in its present shape, had been put in merely through the misconception of your counsel as to what might be the legal effect of such a joinder in pleading. The doubt thus intimated by the court did not, I confess, at the trial, nor does it now, on further reflection, strike me with much force, inasmuch as the answer in its present form, though joint, exhibits such a presentment of facts as clearly shows that the seizure was effected by the Congress alone, and altogether independently of the President, and without the possibility of having received any previous special orders from that ship relative to the transaction. Still, however, for the sake of greater safety, in a case of so considerable magnitude, and on a point of so much importance, (*e majori cautela*, as we say in law latin,) it is undoubtedly advisable to put in a separate answer. In order to enable you to frame such a one, which, with regard to the principal facts stated, must correspond with your former answer, I take the liberty to forward herewith a copy of the latter, together with a loose draught of an affidavit in such form as will, I presume, be found to accord substantially with your own recollection of the facts and circumstances therein referred to. Should this, however, not be the case, you will be pleased to make such additions and qualifications as shall render your statement more conformable with the facts in the case.

It is particularly desirable that your affidavit should describe, with some degree of precision, the relative position of the President with regard to the Congress and Eleanor, at the time the latter was boarded, as also where the disaster took place; and that the nature of the cruising orders given by yourself to Captain Smith should be distinctly stated, so as to show very clearly that you had no privy or connexion with the individual transaction alluded to. With regard to this latter object, it would be well also to obtain, if possible, some other evidence besides that resulting from your own declaration: such, for example, as the affidavit of some officer belonging to the President, who may have been acquainted with the orders which were given by you from time to time to Captain Smith. With a view to assist your recollection of the circumstances attending the transaction, I forward you likewise a copy of the very full deposition of Lieutenant Nicholson, which was used at the trial, and constituted in fact the principal part of your evidence in the case.

As it is not quite certain that the court may not resume its sittings at an earlier period than the middle of December, may I be permitted to request that you would furnish me with the proposed answer and affidavit, duly executed, with as little delay as the nature of your other numerous avocations will admit. I have only to add, that both the instruments above mentioned ought regularly to be executed, and sworn to before some judge of a court of the United States.

With the most cordial esteem and respect, I am, dear sir, your most obedient,

GEORGE BLAKE.

JOHN RODGERS, Esq.

P. S. Although no very strong intimation of an opinion proceeded from the judge in the course of the trial, I was nevertheless happy to perceive, that the obvious inclination of his mind, throughout the trial, was in favor of our defence. I am at any rate very sanguine in the belief, and such I find to be the decided impression of my colleague, Mr. Dexter, that the decision of the Circuit Court, as well as the final determination in the Supreme Court, should the cause go there, cannot but be favorable, on any of the grounds which we have assumed.

As before, yours,

G. B.

WASHINGTON, October 25, 1815.

DEAR SIR:

I have received your letter of the 20th instant, with the enclosed copy of the decree of Judge Davis, in favor of the owner of the schooner Eleanor, of Baltimore. Had it appeared in evidence that the Eleanor's loss had been occasioned by any orders given by me to the captain of the Congress, I should suppose the judge had some reason for such a decision; but as this is not the case, I am at a loss even to conjecture on what ground his decree has been founded, as I cannot believe that the mere circumstance of my being Captain Smith's senior officer could justify such a decision; otherwise, I should be left to conclude, that, in this instance, law and justice were directly at variance.

It would appear by the decree, that the strongest argument used in favor of the plaintiff was, that the Eleanor's loss was occasioned by the boarding officers representing the President and Congress to be British frigates. Now, if the boarding officer did make this representation, it neither did, nor could have caused the crew to mutiny, unless they were all mad: for you must understand, that Lieutenant Nicholson, the boarding officer, was, immediately on going on board, recognised by the supercargo of the Eleanor as his schoolmate. Of course, if the crew remained longer in ignorance of the character of the ships, it was the fault of the supercargo, and he ought to be accountable for any evil consequences which might have resulted afterwards.

I notice what you say respecting the employment of additional counsel, and would advise your uniting the services of Mr. Dexter: for, although I do not believe that Judge Story will see the affair in the same light that Judge



Davis did, or that any other abilities than your own would be requisite, still it would not be advisable to omit any thing which might tend to a fuller elucidation of the case; and more particularly, as in the event of my being cast, the United States will be bound, in justice, not only to pay the costs of the suit, but to indemnify me to the fullest extent. Should you have occasion for Lieutenant Nicholson, the officer that boarded the *Eleanor*, a summons will find him at Philadelphia, as he is attached to the navy yard at that place.

With great regard and esteem, believe me, dear sir, your obedient servant,

JOHN RODGERS.

GEORGE BLAKE, Esq. *District Attorney, Boston.*

BOSTON, *December 29, 1815.*

DEAR SIR:

I have the pleasure to acknowledge the receipt of your letter of — instant, enclosing your answer, according to the late arrangement, to the libel of J. Donnell. On the receipt of these papers, I was really in hopes I should not again have had occasion to address you on this subject, until the cause should have had its final decision in this district. It seems, however, that further disclosures are required, and that a final decree will be delayed until these shall have been produced. I received last evening from one of the counsel of Donnell the enclosed billet, requiring peremptorily the production of a transcript of your sailing orders to Captain Smith, at the commencement of the cruise in question. It is obvious they can have no essential bearing on the points in issue: still, it is necessary they should be produced; and I will thank you therefore to forward the documents to me authenticated in like manner with those heretofore transmitted, with as little delay as possible.

In extreme haste, I am, dear sir, very truly, your friend and obedient,

G. BLAKE.

JOHN RODGERS, Esq.

DECEMBER 26, 1815.

SIR:

You are hereby notified to produce the sailing orders, and all other orders given by Commodore Rodgers to Captain Smith on the cruise, during which the *Eleanor*, belonging to John Donnell, Esq. of Baltimore, was captured by the President and Congress frigates, under the command of Commodore Rodgers, and afterwards lost.

Yours, respectfully,

SAMUEL HUBBARD.

GEORGE BLAKE, Esq.

WASHINGTON, *February 6, 1816.*

SIR:

At the time the accident happened to the schooner *Eleanor*, of which her detention by the frigate the Congress is alleged to have been the cause, the frigate the President was not in sight; neither was the Congress or the *Eleanor* to be seen from the President until seven hours after the accident occurred. Captain Smith having left the *Eleanor*, made sail to the eastward, (where I was engaged in disposing of the cargo and crew of the British packet, the *Swallow*, which I had captured the preceding evening) for the purpose of communicating to me the disaster that had happened to her.

With respect to the *Eleanor*, Captain Smith had no orders from me, either written, verbal, or by signal; and, to show more distinctly that I had no agency in the transaction which, it is alleged, occasioned the loss of the *Eleanor*, it is only necessary to observe that I did not know what the *Eleanor* was, or whether the Congress had boarded her, until eight o'clock in the morning, although she had left me at eleven o'clock the preceding night in chase of her.

I have the honor to be, with great respect, sir, your obedient servant.

JOHN RODGERS.

HON. BURWELL BASSETT, *Chairman of a Committee of Congress.*

SIR:

WASHINGTON, *February 6, 1816.*

It has been alleged that the crew of the *Eleanor* mutinied, owing to their believing the President and Congress to be British frigates. This was not the case. The crew was disaffected before the *Eleanor* fell in with the Congress, as was fully evinced by their behavior while the *Eleanor* was under the examination of the Congress. They then beat violently, and abused the master of the *Eleanor*, who, previous to leaving me, expressed his apprehensions of their proceeding to the last degree of violence, unless I would take from him Peter Michael, Joseph Pierson, and James Murray, who, he alleged, were the ringleaders in the mutiny. He declared to me that he preferred abandoning his vessel to remaining on board with them; and I did, in consequence, receive them on board the President.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

HON. BURWELL BASSETT, *Chairman of a Committee of Congress.*

14th CONGRESS.]

No. 139.

[1st Session.]

## PRIZE MONEY ALLOWED WHEN THE PRIZE PROPERTY IS RESTORED.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 15, 1816.

TREASURY DEPARTMENT, *February 15, 1816.*

SIR:

In the communications which have been made to Congress, relative to the operations of the American squadron in the Mediterranean, it appears that the property captured as prize from the Dey and regency of Algiers was restored on the conclusion of the peace with that Power. The restoration of the prize property being effected for the purposes of the Government, an equivalent became due to the captors; which has been fixed by their agent, and the Secretary of the Navy, at the sum of one hundred thousand dollars.

By the desire, therefore, of the Secretary of the Navy, and with the approbation of the President, I have the honor to submit to the Committee of Ways and Means a request that an item for appropriating one hundred thousand dollars may be included in the general appropriation bill, now preparing, to satisfy the claim of the captors.

I have the honor to be, very respectfully, sir, your most obedient servant,

A. J. DALLAS.

The Hon. WM. LOWNDES, *Chairman of the Committee of Ways and Means.*

NAVY DEPARTMENT, March 1, 1816.

SIR:

I have the honor to enclose to you the copy of a communication from Littleton W. Tazewell, Esq. agent for the officers and men of the United States squadron upon the late service in the Mediterranean, in which are comprised the reasons for admitting the claims of the captors to be equivalent to the one-half of the value of property captured, and which is submitted for your information upon the subject.

I have the honor, &c.

B. W. CROWNINSHIELD.

Hon. A. J. DALLAS, *Secretary of the Treasury.*

GEORGETOWN, February 1, 1816.

SIR:

As the agent of the officers and crews of the several ships and vessels of the United States, composing the first Mediterranean squadron, lately under the command of Commodore Decatur, it becomes my duty to ask of the Government, for and in behalf of my constituents, a fair and just equivalent for the interest of the captors in the Algerine property, captured by that squadron during the late war with the Dey and regency of Algiers, and afterwards restored to that Power by the officers of the United States, upon the conclusion of peace between the two nations. In making this application, I do not consider that I solicit of the Government any favor or benevolence, but the performance of a mere act of justice, required by existing laws, and in exact conformity with its already settled practice in previous similar cases. Hence, sir, I address myself rather to the President, through you, than to Congress. For if I am informed correctly of the arrangement of the different departments of our Government, it belongs to the Legislature to prescribe the rule, but to the Executive only to apply and carry the rule so prescribed into effect; and should any funds be required for the attainment of this object, although Congress alone can furnish them, yet the application for such funds is to be made to that body, not by the individual for whose payment they are designed, but by that department of the Executive charged with the duty of satisfying the public engagements. If, therefore, the President shall be satisfied that the claim which I prefer is of the character I have stated, it is not for me to address myself to any other branch of the Government in relation thereto.

In order to establish the proposition, that this claim must be regarded as one founded upon existing laws, I have only to refer you to the 5th section of the act of Congress, passed on the 23d of April, 1800, entitled "an act for the better government of the navy of the United States." Within the *spirit* of the provisions of this statute none, I believe, will doubt that the claim I exhibit is embraced; and but little question, I think, can exist, that the very letter of the law also very strongly protects it. But if doubts arise upon this latter subject, they will readily be removed by reflecting that it is only the act of the Government itself which has prevented from being done that which the literal terms of this statute may seem to require; and surely it ought not to be said, that the Government have a right to require evidence which the Government itself has rendered it impossible to obtain, and this to establish a fact admitted by the Government to be true.

The settled practice of the Government also, in previous similar cases, abundantly proves, that its own interpretation of this statute is such as I have contended for. The case of the ships of the Emperor of Morocco, captured by Captains Rodgers and Bainbridge in 1803, and restored to that monarch by the captors, before any judicial adjudication of the question of prize was, or could have been had, is one which, in its principles, it would be difficult, I think, to distinguish from that which I present. But in that case, the captors were compensated by the Government for their interests in the vessels captured, and the Executive made application to the Legislature, to enable the satisfaction of this legal demand. The act of Congress upon this subject you will find in the seventh volume of the laws of the United States, page 85.

As to the amount of the claim which I prefer, as soon as its principles are admitted, I will proceed to adjust it with you in any mode you choose to point out. At present, I will only remark, that I feel no disposition to ask of the Government more than I believe they ought to allow; and as from every information I have been enabled to obtain, the property captured was worth at least two hundred thousand dollars, I shall be disposed to rate it at that sum; if, upon inquiry, you also shall be satisfied that this estimate is not too high, and as I admit that the capturing squadron was of superior force, my constituents will, of course, be entitled to only one moiety of this sum. If, therefore, the President shall be satisfied that the claim which I prefer is correct in its principles, and after making every necessary inquiry you shall be convinced that the extent of that claim is not extravagantly estimated by me at one hundred thousand dollars, I will consent to this sum being taken as its amount, without resorting to any other mode of adjustment; should you differ with me, however, upon this question of "quantum," I will, with pleasure, accede to any other mode of settling it which you shall suggest.

I have the honor to be, very respectfully, sir, your most obedient servant,

LITTLETON W. TAZEVELL.

To the Honorable the SECRETARY OF THE NAVY.

14th CONGRESS.]

No. 140.

[1st Session.]

# VALUATION OF SHIPS CAPTURED AND TAKEN INTO THE NAVAL SERVICE OF THE UNITED STATES DURING THE WAR WITH GREAT BRITAIN.

COMMUNICATED TO THE SENATE, FEBRUARY 26, 1816.

NAVY DEPARTMENT, February 26, 1816.

SIR:

In obedience to a resolution of the honorable Senate of the United States of the 8th instant, I have the honor to transmit, herewith, the papers A, B, C, D, E, F, which contain all the information that the records and files of this Department afford upon the several subjects of inquiry.

A (No. 1 to 32,) contains copies of correspondence, and other papers, relative to the negotiation for the purchase of the captured ship *Cyane*.

B (Nos. 1 and 2,) contains all the direct information relative to the ship *Alert*; by which it appears that ship was purchased at the marshal's sales at a very low price.

C. Copy of a decree of the United States' District Court of New York, adjudging the ship *Macedonian* to the captors, at the valuation of two hundred thousand dollars.

D, (Nos. 1 and 2,) relative to the purchase of the sloop of war *Epevier*.

E. Extract of a letter from the Secretary of the Navy to Captain David Porter, confirming the valuation and purchase of the ship *Essex Junior*.

F. Statement showing the actual force, when captured, of the different prizes made by the United States' ships of war, during the late contest with Great Britain, and taken into the service of the United States.

All which is respectfully submitted.

B. W. CROWNINSHIELD.

The PRESIDENT OF THE SENATE.



## A.

No. 1.

PRIZE SHIP CYANE, NEW YORK, April 21.

SIR: I have the honor to enclose you the dimensions of the prize ship Cyane, together with the different articles that are now on board of her.

On account of my not at present being permitted by the marshal to land any thing, an exact inventory cannot be taken of the shot, powder, water and spirit casks, ballast, &c.; but, as soon as they are permitted to be landed, a correct account of them shall be taken, and immediately transmitted to the Department.

Very respectfully, I have the honor to be, your obedient servant,

B. V. HOFFMAN.

The Hon. B. W. CROWNINSHIELD, *Secretary of the Navy, Washington City.*

*Dimensions of the Masts, Spurs, Yards, and Booms, of the Prize Ship Cyane, with her length, breadth, and depth.*

	Feet.	Inches.	Diameter in inches.
Length of spar deck, - - - - -	124	9	
Length of gun deck, - - - - -	123	3	
Breadth of spar deck, - - - - -	30	6	
Breadth of extreme gun deck, - - - - -	31	6	
Breadth of the trançon, - - - - -	17	6	
Height of gun deck, - - - - -	6	2½	
Height of berth deck, - - - - -	5	9	
Depth of hold from gun deck, - - - - -	18	11	
Length of fore-mast, - - - - -	66	6	22½
Length of main-mast, - - - - -	77	6	23
Length of mizzen-mast, - - - - -	52	-	16½
Length of fore-topmast, - - - - -	41	6	12½
Length of main-topmast, - - - - -	46	9	13½
Length of mizzen-topmast, - - - - -	34	3	9
Length of fore-topgallant-mast hoist, - - - - -	22	-	Polehead.
Length of main-topgallant-mast hoist, - - - - -	23	6	7½ 16 feet.
Length of mizzen-topgallant-mast hoist, - - - - -	17	-	8½ 18 ft. 6 in.
Length of fore-yard, - - - - -	58	-	6½ 11 feet.
Length of main-yard, - - - - -	64	-	
Length of cross-jack yard, - - - - -	48	-	
Length of fore-topsail yard, - - - - -	44	-	
Length of main-topsail yard, - - - - -	48	-	
Length of mizzen-topsail yard, - - - - -	35	8	
Length of fore-topgallant yard, - - - - -	33	6	
Length of main-topgallant yard, - - - - -	38	-	
Length of mizzen-topgallant yard, - - - - -	25	-	
Length of fore-royal yard, - - - - -	22	4	
Length of main-royal yard, - - - - -	22	6	
Length of mizzen-royal yard, - - - - -	14	6	
Length of bowsprit, - - - - -	41	-	
Length of jib boom, - - - - -	35	9	10 diameter.
Length of flying jib boom, - - - - -	38	-	6 do.
Length of spanker boom, - - - - -	47	6	9½ do.

*An inventory of the stores, ammunition, guns, &c. on board the Prize Ship Cyane, April 20, 1815.*

## IN THE GUNNER'S DEPARTMENT.

22 thirty-two pound carronades on the gun deck,	44 powder horns,
6 eighteen pound carronades on the quarter deck,	6 drum's heads,
2 twelve pound carronades in the gangway,	100 wads for thirty-two pounders,
2 eighteen pound carronades, and	35 breechings for thirty-two pound carronades,
2 nine pound long guns, on the forecastle, with the	17 damaged lanterns,
whole of their armament complete,	8 glass signal lanterns,
28 muskets,	31 primed matches,
20 bayonets,	12 match stiffs,
30 battle axes,	1 bundle match stuff,
40 boarding pikes,	34 boxes thirty-two pound grape shot,
70 cutlasses,	8 sponges and rammers for eighteen pound carronades,
100 scabbards,	A quantity of spare rigging and junk for use of gunner,
18 cartridge boxes,	18 quires of cartridge paper,
38 rammers, sponges, ladles, and worms on gun deck,	1 coil of gun tackle falls—2½ inches,
10 rammers, sponges, and ladles, on the quarter deck,	1 cask whiting,
13 sponges, gunner's department,	46 blue lights and rockets,
52 cartridge and tube boxes,	4 quires cartridge paper,
57 scabbards for swords,	100 priming wires,
54 sheaths for swords,	11 formers for thirty-two, eighteen, long nine, and
33 scabbards, with straps, for bayonets,	twelve pounders,
8 sheaths for swords, with belts,	300 musket flints,
40 sword belts for cutlasses,	A large quantity of powder in the magazine.

A great number of round, which, being stowed in different parts of the ship, their number cannot be ascertained, including canister and grape.

*Account of Sails on board ship Cyane.*

3 main-courses,  
3 fore-courses,  
2 main-topsails,  
3 fore-topsails,  
3 mizzen-topsails,  
2 main-topgallant sails,  
2 fore-topgallant sails,  
1 mizzen-topgallant sail,  
3 mizzen-topsails,  
3 fore-royals,  
2 main-royals,  
1 mizzen-royal,

1 mizzen-course,  
2 flying jibs,  
3 standing jibs,  
1 spritsail and spritsail topsail,  
15 staysails of different kinds,  
2 complete sets of boat sails,  
1 awning for the quarter deck,  
1 main skysail,  
4 lower studding sails,  
4 topmast studding sails,  
4 topgallant studding sails,  
2 spankers.

*Inventory of articles in the Carpenter's department.*

1 jar of paint oil, about fifteen gallons,  
1 small tub of yellow paint, forty pounds weight,  
1 ditto lead color, paint forty-two pounds weight,  
1 half keg red paint, and half keg black paint,  
1 chest of tools of sundry articles,  
1 dozen paint brushes,  
1 dozen augers, 1½ dozen chisels, 3 saws, 4 axes,  
4 adzes, 1 cross cut, and 1 whip saw,  
1 dozen of calking, and horsing irons,  
7 pair of hooks and braces for boats' rudders,

1 dozen hooks for shot racks,  
1 dozen large ring bolts,  
2 kegs black varnish, ½ ditto pitch,  
9 boxes containing nails, spikes, and other things belonging to the carpenter's department, besides a great many other things impossible to enumerate.  
1 anvil, 1 camboose complete, a forge with  
1 pair of bellows, 1 cabin store,  
2 large launches.

*Inventory of articles in the Boatswain's department.*

1 coil of white rope, thirty fathoms, (supposed at)  
3 coils of five inch rope,  
4 coils of remnants—size unknown,  
1 coil of seven inch—contents not known,  
A machine for twisting rope,  
2 copper boilers,  
2 waste hammock cloths,  
3 dozen hooks and thimbles,  
1 dozen scrapers,  
3 half hour glasses, 2 hour ditto, 2 four hour ditto,  
48 signal flags of different kinds,

4 hand leads, nine pound weight,  
4 deep-sea leads, twenty-nine pound weight,  
4 dozen blocks, of different kinds,  
3 American ensigns,  
2 English ensigns, 4 pennants,  
3 anchors, from twenty-nine to thirty-two cwt.  
2 stream anchors, from six to nine cwt.  
5 cables, (size)  
5 hawsers, (size)  
1 engine, 1 travelling tiller.

*An inventory of Purser's stores.*

1 box shoes—one hundred pairs,  
1 box of candles—one hundred pounds,  
3 barrels of beef,  
3 barrels of pork,  
3 barrels of cocoa,  
8 barrels of peas,  
2 barrels of beans,  
2 barrels of sugar,  
2 barrels of flour,  
1 tierce of oatmeal,  
2 casks of wine,  
1 cask of vinegar,  
1 cask of lime juice,

3 puncheons of rum, 1 L. H.  
4 hogsheds of rum,  
1 barrel of lamp oil,  
7 empty spirit casks,  
1 set of purser's weights and scales,  
1 pair of steelyards,  
1 set of cooper's tools,  
A bread room nearly full of bread,  
5 oil canisters,  
4 bins partly filled with small stores,  
A locker and chest, containing sundry articles for the use of the doctor's department.

## No. 2.

*Mr. McCauley to the Secretary of the Navy.*

SIR:

NEW YORK, April 14, 1815.

I have the honor to acquaint you that the officers and crew of the frigate Constitution have appointed me their prize agent, and, on their behalf, permit me to offer you (for the United States) the interest they have in the prize ship of war Cyane, now in this harbor, at a fair valuation, by three officers of the navy. I am induced thus early to apply to you, under an impression that the present large assemblage of our navy officers in New York would afford you an opportunity of making such a selection as would be desirable to you, and could not fail of being satisfactory to me.

I have the honor to be, &amp;c.

JOHN McCAULEY,  
*Agent for the captors.*The Hon. B. W. CROWNINSHIELD, *Secretary of the U. S. Navy.*

## No. 3.

*Mr. McCauley to the Secretary of the Navy.*

SIR:

NEW YORK, May 24, 1815.

I have the honor herewith to enclose you a copy of the proceedings of the District Court of New York in the case of the ship Cyane. The commanding officer informs me that he has some time since furnished you with an inventory of condition and dimensions. I have the honor to be, &c.

JOHN McCAULEY, *Agent.*The Hon. B. W. CROWNINSHIELD, *Secretary of the U. S. Navy.*

## No. 4.

*Decree of Condemnation.*

At a special District Court of the United States of America, held for the southern district of New York, at the city of New York, on Tuesday, the 9th day of May, 1815: Present, the Hon. William P. Van Ness, Esq. Judge of the district.

The United States of America, and the officers and crew of the U. S. frigate Constitution, }  
vs. } *In Admiralty.*

The ship Cyane, her armament, tackle, apparel, furniture, and stores.

The marshal having returned upon the monition which issued to him in this cause, that, in obedience to the said precept, he had attached the said ship Cyane, her armament, tackle, apparel, furniture, and stores, therein men-



tioned; on motion of the district attorney, on behalf of the United States and the captors aforesaid, the first, second, and third proclamations were made for any person to appear that could show any cause why the said ship Cyane, her armament, &c. should not be condemned as good and lawful prize to the use of the United States and the said captors, and they should be heard; and no person appearing to claim or defend the same, on the like motion, it is ordered by the court that the first, second, and third defaults be entered. Whereupon the said attorney prayed sentence of condemnation against the said ship Cyane, her armament, tackle, apparel, furniture, and stores; and thereupon it is ordered, sentenced, and decreed by the court, that the said ship Cyane, her armament, tackle, apparel and furniture, and stores, be, and the same are hereby, condemned as good and lawful prize to the United States and the captors aforesaid; and it is further ordered that the said ship Cyane, her armament, tackle, apparel and furniture, and stores, be sold by the marshal, according to law.

The same *vs.* the same.

On motion of the attorney of the United States, it is ordered by the court, that the execution issued to the marshal in this cause be stayed until the tenth day of June next.

Extract from the minutes of the court:

ROBERT FINN, *Deputy Register.*

No. 5.

*The Secretary of the Navy to Captain Evans.*

SIR:

NAVY DEPARTMENT, June 7, 1815.

You will not deliver the ship Cyane into the hands of the marshal, but keep possession of her for the United States until further orders from this Department.

I am, respectfully, &c.

B. W. CROWNINSHIELD.

Captain SAMUEL EVANS, *Commanding Naval Officer, New York.*

No. 6.

*The Secretary of the Navy to Mr. McCauley.*

SIR:

NAVY DEPARTMENT, June 8, 1815.

Your letter of the 24th ultimo, covering the copy of the decree of the District Court of New York, in the case of the prize ship Cyane, has been received.

I have this day written to the navy agent to make an offer for the ship, in behalf of this Department, which, if not acceded to on the part of the captors, the ship will be sold at public auction, after giving due notice of the time and place of sale.

I am, respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JOHN McCAULEY, Esq.

*Agent for the captors of the ship Cyane, New York.*

No. 7.

*The Secretary of the Navy to John Bullus, Esq.*

SIR:

NAVY DEPARTMENT, June 8, 1815.

The late British ship of war the Cyane having been condemned in the District Court of Admiralty for the district of New York, to the captors and the United States, (the Cyane having been a public ship belonging to the navy of Great Britain,) it is desirable to retain her in the navy of the United States, although such a ship is not actually wanted for the service.

You will, therefore, offer the agent of the captors, say forty thousand dollars for the ship, with armament and stores complete as she came from sea; that is, reserving the moiety thereof to the United States' Pension Fund.

If this offer is not accepted, you will immediately write to the Department, that orders may be given for the sale at public auction, after due notice shall be published in the public papers.

I am, respectfully, &c.

B. W. CROWNINSHIELD.

JOHN BULLUS, Esq., *Navy Agent, New York.*

No. 8.

*The Secretary of the Navy to Captain Samuel Evans.*

SIR:

NAVY DEPARTMENT, June 9, 1815.

You will be pleased to transmit immediately to this Department an inventory of the prize ship Cyane, including a description of her model and qualities, dimensions, condition of hull and spars, armament, sails, and materials, and quantity of stores, provisions, &c. on board, which may be included in an inventory for the sale of the ship. This statement is wanted immediately, to enable the Department to decide upon the value of the ship, and purchase for the public service.

I am, respectfully, &c.

B. W. CROWNINSHIELD.

Captain SAMUEL EVANS, *Commandant U. S. Navy Yard, New York.*

No. 9. (1.)

*Captain Samuel Evans to the Secretary of the Navy.*

U. S. NAVY YARD, NEW YORK, June 12, 1815.

SIR:

I have had the honor to receive your letter of the 7th instant, relative to the ship Cyane, and it is, in consequence, proper that I should state to you what I have learned respecting her.

It appears that, agreeable to your instructions to Lieutenant Hoffman, the prize master, the ship was reported to the district attorney, and libelled. This proceeding, I suppose, placed her in the possession of the District Court; and the marshal, as the executive officer of that court, demanded and received from Lieutenant Hoffman the keys of the ship, which he still retains in his possession, having secured the hatches, and placed a deputy on board, to see there was no embezzlement.

In the early part of last month, the ship was condemned as forfeited to the United States and the captors, and an execution issued from the court to the marshal, directing the sale of her; and she was advertised for sale accord-

ingly. The agent of the captors, however, moved the court to stay the execution, with a view to produce proof of the inferiority of the capturing ship, and make an arrangement with the Government respecting the purchase of her; which was granted until the 10th of this month. The court, however, has not yet met; but, immediately they do, it is supposed they will direct the marshal to proceed in conformity to their former decree, or deliver the ship to the captors.

Thus, sir, this ship is situated; and, on the assumption that it is not your intention that I should, in a military point of view, enter into collision with the civil authority, I have done no more than direct the navy officer on board not to suffer her, or any thing in her, to be removed without my knowledge; and, as she is at the yard, I shall keep her here until I can hear from you on the subject. Even this measure, however, may produce opposition and difficulty, and I request your early sanction or disapproval of it, with such other orders on the subject as you may judge necessary from the above exposition.

I have the honor to be, very respectfully, sir, your obedient servant,

SAMUEL EVANS.

HON. B. W. CROWNINSHIELD, *Secretary of the Navy.*

No. 9. (2.)

*Mr. John Bullus to the Secretary of the Navy.*

NEW YORK, June 12, 1815.

SIR:

I have had the honor to receive your letter of the 8th instant. Agreeably to your directions, I have made the offer you directed to the agent of the captors of the late British ship the Cyane, of forty thousand dollars for the ship, with her armament and stores complete as she came from sea, reserving the moiety thereof to the United States' Pension Fund.

The agent states that he is not prepared to give an answer to this offer previous to consulting with the captors, for which purpose he will this day proceed to Boston; and in a short time I expect to receive his answer.

I have the honor to be, &c.

JOHN BULLUS.

The Honorable B. W. CROWNINSHIELD, *Secretary of the Navy Department.*

No. 10.

*The Secretary of the Navy to Captain Samuel Evans.*

NAVY DEPARTMENT, June 16, 1815.

SIR:

I have received your letter of the 12th instant. The power of the United States' court does not extend to any control over the property after legal condemnation. The owners of the ship will take possession, and direct her to be sold when they think proper. The marshal and the court can always depend upon the Government for their fees and charges. So long as the United States are a party, that ship must not be sold without the authority of the Navy Department, and you are directed to forbid such sale, or to deliver the ship up; and the marshal will certainly not sell under such circumstances.

It is not to be expected that any officer of the United States will disobey a direct injunction of the Executive, expressed through either of the Departments; and all ideas of force must consequently be out of the question.

I am, respectfully, &c.

B. W. CROWNINSHIELD.

Captain SAMUEL EVANS, *Commanding Naval Officer, New York.*

No. 11.

*John McCauley, Esq. to the Secretary of the Navy.*

NEW YORK, June 19, 1815.

SIR:

I received from Mr. Bullus, Navy Agent at New York, the proposals he was directed by the Navy Department to make for the prize ship Cyane, viz. the Government will take the Cyane, at forty thousand dollars, on condition that the captors agree to relinquish for the Navy Pension Fund one moiety thereof, which would leave to the captors, after deducting the court charges, agent's commission, port expenses, &c. about eighteen thousand dollars as a reward for their gallantry in subduing two ships of war of the enemy, superior in force to their own ship, in a time and style unparalleled, I believe, in naval history. I must confess, sir, that an offer so far short of my expectations, and below the value of a ship of the Cyane's description, (which is, in fact, a vessel superior in force, capacity, and many qualities, to some of the United States frigates, as first built—say the Boston, the Adams, the John Adams, and the General Green,) that I feel myself much at a loss on the occasion, and a difficulty in making known to the officers, seamen, and marines concerned, the manner and extent of your disposition to reward their merit. I therefore determined only to communicate your proposals in a private letter to Captain Stewart, for his information, believing that you have not given the subject such consideration as it merits on the part of Government, both as respects its fairness between them and the captors, and the policy of Government in rewarding those who have so largely contributed to the honor of our flag, to the character of our marine, and perished, or bled, in the cause of their country. Sir, it has time immemorial been the established practice of naval powers to encourage their marine, by rewarding their gallantry in every possible way, that they may be excited to great and glorious acts of heroism, satisfied that the high national character the country acquires by their brilliant achievements more than compensates the nation for any of those pecuniary, or other rewards, they bestow on their gallant citizens, or subjects in arms, while at the same time they hold the power of punishing with death or disgrace those who are guilty of acts of folly or indiscretion, and who thereby hazard the public character and public property. As this has been the usage and practice of all nations hitherto, (not excepting our own,) so it has been also their policy and pride to bring into their service all the national ships of war, which the skill and courage of their marine have subdued and conducted into port, by a fair valuation of the vessel, her armament, stores, &c. made by persons competent to judge and decide on the same, as a vessel of war for public service, and not in the manner of a merchant, who is bargaining for a vessel for mercantile purposes, and for which he cannot, at all times, afford to give the full value, but wishes to get a bargain, as cheap as he can, let who will suffer. It may be said, sir, that the Government is under no obligation to purchase the prize ships of war, unless it suits their convenience to bid them in for public service, as competitors with individuals under the hammer of an auctioneer. And as no individual would be desirous to have ships built for war to prosecute mercantile operations with, the Government agents could procure them at their own price, and at one fourth their value: but, sir, would this mode of proceeding comport with the true policy of Government, and the dignity of a liberal and enlightened nation? Would it carry with it that generous reward due to their heroic citizens? And would it not be injudicious, by opening to the enemy, or those who may become our enemy, a market wherewith to recover at a cheap rate their lost ships of war, or afford to the latter, at the expense of your gallant citizens, the cheap means of annoyance to yourselves? It is, therefore, upon this principle, as well as to reward the victorious, that the common practice and usage of nations has been to purchase all the captured ships of war, and if the officers, seamen, and marines, are bound in their duty to the Government by the custom and practice of the sea service, does



not the universal practice of public service in honor bind the Government to their officers, seamen, and marines? By the instructions generally given to the commanders of our ships of war in the late contest with Great Britain, I have understood, that they have been ordered to destroy the merchant vessels, and their cargoes, with certain exceptions, lest they put to hazard the ship under their command: this being admitted, that opening has, by the order of their own Government, been closed to their receiving any advantage in that way, and the very small portion which falls to their share, of what they may get in, under those exceptions, leaves (after the heavy duties, charges, and Navy Pension Fund &c., are satisfied) but little encouragement to the service, unless the Government act with liberality towards them, in the purchase of the ships of war sent in. By the act of Congress for the distribution of prizes, the law declares that all prizes of equal or superior force to the vessel making the capture shall belong to, and be wholly distributed among, the captors. This principle has hitherto been practised on, and the courts, or those to whom it belonged to decide the question, have in several instances decided with that liberality towards the captors, which has always distinguished the intent and meaning of the honorable Congress of the United States, the rate of the United States ship making the capture as established by the act of Congress, and the actual force of the vessel captured, has been taken as the standard of their respective forces; or how could the Insurgent be declared of equal force to the Constellation, under Commodore Truxton, that ship mounting as many guns as the Insurgent, and they twice the weight of caliber—the Insurgent French twelves on her gun deck, and the Constellation English twenty-fours. This was also the case when the Macedonian was declared to be of equal force to the frigate United States, although not equal in any one respect otherwise—the Macedonian mounted forty-nine guns, the calibers of eighteens, twelves, and thirty-twos, the United States fifty-six guns, twenty-fours and forty-twos: so also was the Brig Boxer given up to the captors on the same principle (when actually inferior in number and weight) to the Enterprise.

In the case under consideration the attacking force or combined force of the two ships Cyane and Levant were actually superior in the number of their guns, and weight of caliber, not only to the rate of the Constitution as established by act of Congress, but superior in those points to her whole force. Much might be said in elucidation of this subject, but I deem it improper to intrude further on your valuable time, but, as, agent for the captors, I have considered it as proper to submit the foregoing considerations to you, and I trust that the officers, seamen, and marines of the precious ship Constitution will not be doomed by their Government to receive a compensation for the Cyane (actually a frigate, and, as I understand, sound and put in complete repair prior to her leaving England last fall, when she was newly coppered, well fitted, and found in abundance of stores of all kinds for six months, at the time of her capture) less than was paid by Government to the captors of the Epervier.

You will oblige me, sir, by as early a decision in this case as your more important official duties will permit.

In the mean time, I remain, with respect, your obedient servant,

JOHN MCCAULEY.

Honorable W. CROWNINSHIELD, *Secretary of the Navy.*

No. 12.

*The Secretary of the Navy to John McCauley, Esq.*

NAVY DEPARTMENT, June 23, 1815.

SIR:

In reply to your letter of the 19th June, current, I have to observe that the offer made by this Department, for the prize ship Cyane, is, in my opinion, fully equal to the value of that ship. If the captors should think themselves entitled to extra compensation for their bravery and good conduct, in capturing the Cyane and Levant, that will be a subject for the consideration of Congress, and which this Department cannot decide.

It appears that the ship is very much cut up in the hull, spars, and rigging, and will require large and expensive repairs; at the same time that the Government cannot apply, at this period, a larger sum out of any existing appropriations; and, should this offer not be accepted, I request your determination, in order that instructions may be given for the disposal of the ship at public sale.

I am, respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JOHN MCCAULEY, Esq. *New York.*

No. 13.

*The Secretary of the Navy to John McCauley, Esq.*

NAVY DEPARTMENT, October 27, 1815.

SIR:

The offer that was made for the prize ship Cyane was what I was authorized to do by the President of the United States.

As Congress will meet soon, would it not be better to come before them for remuneration? Nothing would give me more pleasure than to be legally authorized to be just, and even generous, to the captors, who so bravely maintained the honor of their country, but I do not see that I am.

Very respectfully, yours, &c.

B. W. CROWNINSHIELD.

JOHN MCCAULEY, Esq. *Prize Agent for Ship Constitution.*

No. 14.

*John McCauley, Esq. to the Secretary of the Navy.*

PHILADELPHIA, November 28, 1815.

SIR:

Before I left New York I informed the captors that I had accepted your offer of forty thousand dollars for the prize ship Cyane, and did flatter myself that I should, before this, have received the money. I shall feel myself very much indebted to you to say when I shall be paid, or, if any difficulty has arisen, be so good as to state it to me, that I may make it known to the concerned.

I have the honor to be, &c.

JOHN MCCAULEY.

The Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

P. S. The court charges, amounting to thirteen hundred dollars and ninety cents, have been paid in New York by my order, as follows, viz:

Marshal's fees,	-	-	-	-	-	-	-	\$650 90
District Attorney's fees,	-	-	-	-	-	-	-	500 00
Clerk's fees,	-	-	-	-	-	-	-	150 00

\$1,300 90

And the ship ready for delivery to the United States.

No. 15.

*The Secretary of the Navy to John McCauley, Esq.*

NAVY DEPARTMENT, December 1, 1815.

SIR: I have received your letter of the 25th ultimo. The amount of the purchase of the ship Cyane, \$40,000, is remitted to the Navy Agent at New York, with instructions to have the bill of sale executed in your presence by the marshal, and all the materials, with the ship, delivered over to the commandant of the navy yard, previous to the payment of the money, in order to avoid, as much as possible, any difficulty that might arise out of the transaction.

I am, very respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JOHN McCAULEY, Esq. *Prize Agent for the Cyane, Philadelphia.*

No. 16.

*The Secretary of the Navy to John Bullus, Esq.*

NAVY DEPARTMENT, December 1, 1815.

SIR: Having purchased the prize ship Cyane for the sum of forty thousand dollars, a warrant for which is enclosed in favor of John McCauley, Esq. agent for the captors. Before the payment of the amount of this warrant to Mr. McCauley you will have a bill of sale duly executed by the Marshal of the United States for the District of New York, and see the ship delivered over by him to Captain Samuel Evans, commandant of the navy yard, including all her armament, ammunition, provisions, stores of all kinds, in every department, iron and other ballast, equipments, and appurtenances of every description, which belonged to the said ship at the time of her arrival at the port of New York, and free from all charges, costs of condemnation, and fees of court, or of the marshal; and recite all the foregoing conditions and articles in the bill of sale from the marshal. It is distinctly to be understood that the ship is to be delivered to the officer appointed by this Department complete in all these particulars, and free from all charges of every kind whatever.

You will then, upon the execution of said bill of sale, which Mr. McCauley will sign as a witness, pay over to him the amount.

I am, very respectfully, &amp;c.

B. W. CROWNINSHIELD.

JOHN BULLUS, Esq. *Navy Agent, New York.*

No. 17.

*The Secretary of the Navy to Captain Samuel Evans.*

NAVY DEPARTMENT, December 1, 1815.

SIR: The prize ship Cyane having been purchased by this Department for the United States' service, you will have an exact inventory taken of her armament, ammunition, provisions, sails, equipments, and appurtenances of every description, and have the same compared with the originals at the time of the ship's arrival at the port of New York.

The ship will be secured at the navy yard, ready for such repairs or service as may be ordered.

I am, very respectfully, &amp;c.

B. W. CROWNINSHIELD.

CAPTAIN SAMUEL EVANS, *Commandant U. S. Navy Yard, New York.*

No. 18.

*John McCauley, Esq. to the Secretary of the Navy.*

NEW YORK, December 7, 1815.

SIR: Yours of the 1st came duly to hand, and I repaired to this place to fulfil your request. I have waited on the marshal, who declares that he has nothing to do with the ship, having delivered her up to me, and therefore will not be a party in executing a bill of sale. The examination of her armament, stores, &c. are progressing, and I hope will be complete in a few days. If any deficiency should be found, I trust the captors will not be required to make them good, as the ship has been entirely out of their control.

I have the honor to be, &amp;c.

JOHN McCAULEY.

THE HON. B. W. CROWNINSHIELD, *Secretary of the Navy.*

No. 19.

*The Secretary of the Navy to Jonathan Fisk, Esq. United States District Attorney, New York.*

NAVY DEPARTMENT, December 11, 1815.

SIR: I submit the enclosed question to your consideration, whether the bill of sale, executed by John McCauley, Esquire, prize agent for the captors, will be valid; or whether, as in the case of the Macedonian, the marshal ought not to make the bill of sale to the United States? Your opinion will oblige me.

I am, very respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JONATHAN FISK, Esq. *U. S. District Attorney, New York.*

No. 20.

*Jonathan Fisk, Esq. to the Secretary of the Navy.*

NEW YORK, December 16, 1815.

SIR: I have the honor to state, in answer to yours of the 11th instant, that the District Court having decreed a delivery of the sloop of war Cyane to the captors or their agent, instead of ordering a sale, it will be competent for Mr. McCauley, the authorized agent of the captors, to execute the bill of sale. The decree of the court will be inserted in, and constitute a part of the bill of sale. This will, in my opinion, be a valid transfer of the vessel.

I have the honor to be, &amp;c.

JONA. FISK.

THE HON. B. W. CROWNINSHIELD, *Secretary of the Navy.*



No. 21.

*The Secretary of the Navy to John Bullus, Esq. Navy Agent, New York.*

NAVY DEPARTMENT, December 19, 1815.

SIR:

You will require of Mr. McCauley a bill of sale of the ship Cyane, in which will be inserted the decree of the court, and all the other items as noted in my letter to you of the 1st December instant; upon the execution of which, you will pay over the amount of purchase money to Mr. McCauley.

I am, very respectfully, &amp;c.

B. W. CROWNINSHIELD.

JOHN BULLUS, Esq. Navy Agent, New York.

No. 22.

*The Secretary of the Navy to John McCauley, Esq. Philadelphia.*

NAVY DEPARTMENT, December 20, 1815.

SIR:

The navy agent at New York was yesterday instructed to receive from you a bill of sale of the ship Cyane, and to pay you the amount of prize money.

I am, very respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JOHN McCAULEY, Esq. Philadelphia.

No. 23.

*The Secretary of the Navy to John McCauley, Esq.*

NAVY DEPARTMENT, December 30, 1815.

SIR:

In reply to your letter of the 27th current, I inform you, that the amount of the purchase of the ship Cyane was drawn for, by warrant upon the Treasurer, on the 30th November, ultimo.

The navy agent has been advised accordingly, and is, no doubt, prepared to pay over the amount to you, upon executing the bill of sale.

I am, very respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JOHN McCAULEY, Esq. Philadelphia.

No. 23.

*The Secretary of the Navy to Captain Samuel Evans.*

NAVY DEPARTMENT, January 1, 1816.

SIR:

I have received your letter of the 27th ultimo, with the inventory of stores delivered into the navy store at New York.

In your letter, stating the deficiency of articles to a large amount, you do not say how those stores have been disposed of it is to be presumed that they have all been delivered upon regular requisitions for the United States service, and that the storekeeper can thus account for them; if not, you will be pleased to state whether they have been improperly disposed of, and are not accounted for in the storekeeper's accounts.

I am respectfully, &amp;c.

B. W. CROWNINSHIELD.

Captain SAMUEL EVANS, Commandant of the United States Navy Yard, New York.

No. 25.

*Captain Samuel Evans to the Secretary of the Navy.*

UNITED STATES NAVY YARD, NEW YORK, January 1, 1816.

SIR:

I have had the honor to receive your letter of the 1st instant.

The first inventory of the Cyane was taken by Mr. Abbott, prize-master's mate, who was in charge of her during a temporary absence of Lieutenant Hoffman, assisted by the master carpenter and boatswain of the yard.

The second which I transmitted you was taken under the superintendence of the storekeeper of the yard, and sailing-master Loomis, the latter of whom, at the request of the agent of the captors, I authorized to receive the keys of the ship from the marshal, when, by the decree of the court, he delivered her up to them. I had no reason to believe but both inventories were taken essentially correct; the first one, it is true, leaves room to doubt whether some articles, particularly in the gunner's department, are not considered twice, and the officers of the yard, who were at the taking of that inventory, state that a liquor was estimated without measuring it. The deficiency of provisions may, perhaps, in some measure be accounted for in victualling the prize crew, who were not discharged from her until the middle of September, as I find there was nothing but bread and spirits drawn from the yard for that purpose. The other articles have no doubt been pillaged some time between the date of the two inventories. The marshal held charge of her, and every article of any value was under locks and keys, which he or his deputy had in possession; but since I wrote you on the subject, Mr. Berry, the boatswain of the yard, has stated to me that Robert Atkins, a seaman, and one of the prize crew, informed him that Mr. Abbott, the prize-master's mate, had false keys, to correspond with those in the possession of the marshal, and there is some reason to believe that he has been knowing or accessory to the pillage.

Mr. Abbott, while I was absent on duty to the eastward, was discharged with the prize crew of the Cyane, their terms of service having expired. At the request of Lieutenant Hoffman, he was re-entered to assist him in the care of that vessel, and at Lieutenant Hoffman's further earnest request, I permitted him to be transferred to the Tom Boline, after that officer's appointment to her. Atkins was also discharged at the same time. I have had Mr. Berry in quest of him, since he informed me what is stated: he has not yet found him, but when he does, I shall inform you more fully on that subject.

I have the honor to be, &amp;c.

SAMUEL EVANS.

Honorable B. W. CROWNINSHIELD, Secretary of the Navy.

No. 26.

*Captain Samuel Evans to the Secretary of the Navy.*

U. S. NAVY YARD, NEW YORK, January 13, 1816.

SIR:

Since I had the honor to address you on the subject of the Cyane, I have not been enabled to gain much information respecting the plunder committed on board that vessel. Atkins, who informed Mr. Berry that Mr. Abbott had false keys, has kept himself out of the way, and it is said that he has gone to Charleston, South Carolina; another person, that Mr. Berry found in seeking Atkins, by the name of Grant, has declared that he has known Mr. Abbott open the spirit room when the marshal was absent, and had the keys with him, and take rum from it, but knows of nothing else; and I have myself seen a man belonging to her by the name of Twine, who says that he cut up the main deck awning to make boat sails.

The marshal's deputy, who had charge of the keys, and slept on board, states that he never left them with Mr. Abbott when he was absent, except at the time they were taking the first inventory.

I have the honor to be, &amp;c.

SAMUEL EVANS.

The Honorable B. W. CROWNINSHIELD, *Secretary of the Navy.*

No. 27.

*John Bullus, Esq. to the Secretary of the Navy.*

NEW YORK, January 20, 1816.

SIR:

I have the honor to enclose you a bill of sale of the prize ship Cyane, unexecuted. Mr. McCauley came here again for the purpose of closing the business and receiving payment, but returned to Philadelphia yesterday. He states that it will be impossible for him to make a bill of sale conforming in all respects to your letters of the 1st and 19th December, owing to a deficiency in her stores. But he is willing to submit the bill of sale to the examination of the Department, and will agree to any modification you may be pleased to direct.

I have the honor to be, &amp;c.

JOHN BULLUS.

The Honorable B. W. CROWNINSHIELD, *Secretary of the Navy.*

No. 28.

*The Secretary of the Navy to John Bullus, Esq.*

NAVY DEPARTMENT, January 27, 1816.

SIR:

I return to you herewith the bill of sale for the ship Cyane; it will be but just that an allowance should be made for the deficiency in the stores, if it can be done without too great expense and trouble; the amount is considerable, and you may have the point determined by any two intelligent and impartial men, and return the bill of sale, when duly executed, to this Department. Pressure of business has prevented an earlier answer to your letter of the 20th current.

I am respectfully, &amp;c.

B. W. CROWNINSHIELD.

JOHN BULLUS, Esq. *Navy Agent, New York.*

No. 29.

*John McCauley, Esq. to the Secretary of the Navy.*

PHILADELPHIA, February 1, 1816.

SIR:

I wrote to you from New York on the 19th ult. which place I left under assurances from Mr. Bullus he would write to me on his receiving further instructions from you. I shall be extremely obliged to you to inform me if those instructions are gone on, and the nature of them so far as it affects what is expected of me, before I receive the purchase money.

I have the honor to be, &amp;c.

JOHN McCAULEY.

The Hon. B. W. CROWNINSHIELD, *Secretary of the U. S. Navy.*

No. 30.

*John McCauley, Esq. to the Secretary of the Navy.*

PHILADELPHIA, February 2, 1816.

SIR:

I wrote to you on the 1st instant, and this day I received a letter from the navy agent at New York stating he was ready to arrange the business respecting the Cyane, provided I was willing to submit to a reference the costs of deficiencies in inventory. For my part I was privy to no inventory, but that taken in January last; and if any other was taken, let those who took it be accountable for the deficiencies that may appear. Should you insist on the captors making good those deficiencies, I must confess (though I must submit) that I conceive it to be neither "just nor generous."

I have the honor to be, &amp;c.

JOHN McCAULEY.

The Hon. B. W. CROWNINSHIELD, *Secretary of the U. S. Navy.*

No. 31.

*The Secretary of the Navy to John McCauley, Esq. Navy Agent, Philadelphia.*

NAVY DEPARTMENT, February 6, 1816.

SIR:

I have received your letter of the 2d instant, and regret the delay occasioned by the Treasury arrangements, in making the payment for the ship Cyane.



As respects the deficiency in the inventory, the amount is too considerable to be passed over without investigation; but I have no disposition to make the captors account for the deficiency. I suggested to the navy agent the propriety of adjusting the business by a compromise; I now authorize him to take the ship with the present inventory, and to pay over the amount. In this, I wish to demonstrate my sincere desire to render justice to the captors, and to convince you, that my proposition arose solely from a sense of public duty; while I admit that the custody of the ship, between three parties, has been neglected to the prejudice of the United States; and the responsibility appears to be lost in the useless division of authority over the property.

I am, very respectfully, your obedient servant,

JOHN McCauley, Esq. Philadelphia.

B. W. CROWNINSHIELD.

No. 32.

*The Secretary of the Navy to John Bullus, Esq.*

NAVY DEPARTMENT, February 7, 1816.

SIR: On the 27th ultimo you were authorized to have the allowance to be made for the deficiency in the stores of the Cyane determined by a reference to two intelligent and impartial men; but as the Department feels no disposition to require the captors to account for that deficiency, you will please to have the bill of sale duly executed and transmitted to this Department, paying to the agent of the captors the amount of purchase money.

I am, respectfully, &c.

B. W. CROWNINSHIELD.

JOHN BULLUS, Esq. Navy Agent, New York.

B. No. 1.

*John Bullus, Esq. to the Secretary of the Navy.*

NEW YORK, February 19, 1816.

SIR: I have the honor to acknowledge the receipt of your letter of the 16th instant.

The prize ship Alert was purchased by me at marshal's sale, on the 26th October, 1812, agreeably to instructions received by Captain Hull from the Department, who then commanded on this station,) for the sum of eleven thousand two hundred dollars.

On the 27th of October, I made a requisition for the amount, which was received by me on the 6th November following, in draught No. 1576 from the Treasurer, agreeably to warrant No. 2967, in which was included also ten thousand dollars for "contingent." The amount was paid to Peter Curtanius, marshal, on the 16th November, and the receipt and bill of sale forwarded to the Accountant of the Navy, in my accounts for November 1812, per abstract P. voucher No. 1. I have the honor to be, very respectfully, your obedient servant,

JOHN BULLUS.

The Honorable BENJAMIN W. CROWNINSHIELD, *Secretary of the Navy.*

B. No. 2.

*Captain D. Porter to the Secretary of the Navy.*

WASHINGTON, February 17, 1816.

SIR: In answer to your letter of yesterday, I have to state, that the Atlantic was valued at Valparaíso by Mr. Poinsett, the Consul General for Chili, and two American merchants there, at twenty-five thousand dollars; taking into the estimate her services for a year in the employ of the United States, together with her stores, ammunition, and armament complete.

This valuation I did not consider one-third the actual value of the ship, but as her services were wanting and the risk of recapture being great, I (acting between the United States and the officers and crew) felt satisfied if a compensation could be secured to the latter, in the event of her capture, equivalent to the chance of getting her to America. My capture occasioned the loss of the certificate of valuation, but having preserved a copy of it I forwarded one to the Department of New York, attested by Mr. Bostwick, the clerk who copied it. This, it appears, has been mislaid. My books are not here, and I have not at this moment the means of furnishing another. I shall write to Mr. Poinsett on the subject, however, and furnish you with satisfactory testimony on that head as soon as possible.

In regard to the sloop of war Alert, I am unable to state what the United States purchased her for. I have understood, however, that the agent of the captors has only received between three and four thousand dollars for their proportion of the ship; and that the United States are yet indebted to them for a quantity of stores taken out of her for the service of the fleets on the lakes, and for the vessels on the New York station.

The amount of the stores claimed by the captors will, probably, amount to the price of the ship: making the whole amount of the captors' proportion of the prize about twelve thousand or twelve thousand five hundred dollars. I am not enabled to inform you with greater precision, not having had a settlement with the agent, Major Hall of the marines; and I am sorry that his absence to the Mediterranean should prevent my consulting him. Many of the officers and men are dissatisfied with the valuation of the Alert, believing that she was of equal value to any other sloop of war since captured. I have the honor to be, &c.

D. PORTER.

Honorable B. W. CROWNINSHIELD, *Secretary of the Navy.*

C.

*The President of the United States of America, to all to whom these presents shall come, greeting:*

Know ye, that we, having inspected the records of the District Court of the United States for the district of New York, do find a certain entry or writing there remaining of record, in the words and figures following, to wit:

At a special District Court of the United States of America, held for the district of New York, at the city of New York, on Monday, the 1st day of March, 1813, at 11 o'clock, A. M. Present, the Honorable William P. Van Ness, Esq., one of the judges of the district of New York.

The United States of America, and the officers and crew of the U. S. frigate United States, }  
vs. } Decree.  
The frigate Macedonian, her tackle, apparel, and furniture, arms, stores, and ammunition. }

The marshal having returned upon the motion which issued in this cause, that, in obedience to the said precept, he attached the frigate or ship Macedonian therein mentioned, her tackle, apparel and furniture, arms, stores, and ammunition, and had given due notice to all persons claiming, that this court would, on this day, proceed to the trial and condemnation thereof, unless a claim should be interposed for the same; and on the motion of the attorney of the United States of America prosecuting in this district, the proctor for the libellants, the first, second, and third proclamations were each three times made for any person or persons to appear that can show any cause why the said





*Distribution.*

One moiety to the captors, - - - - -	\$26,796 25
One moiety to the United States, - - - - -	26,796 25
	<hr/> \$53,592 50

JOHN EPPINGER, *Marshal.*MARSHAL'S OFFICE, SAVANNAH, *August 12, 1814.*

E.

*Extract of a letter from the Secretary of the Navy to Captain David Porter, dated*NAVY DEPARTMENT, *July 13, 1814.*

I confirm the purchase of the Essex Junior, for account of the United States, at the sum of twenty-five thousand dollars. You will please to transmit to this Department the valuation made by the persons appointed by you for that purpose.

F.

*Statement showing the actual force, when captured, of the different prizes made by the United States' ships of war during the late contest with Great Britain, and taken into the service of the United States.*

Ship Alert, 20 guns; viz. eighteen 32lb. carronades, and two long 12 pounders.  
 Ship Macedonian, 49 guns; viz. twenty-eight long 18's, two long 12's, and two long 9 pounders; and sixteen 32lb. and one 18lb. carronades.  
 Ship Atlantic, afterwards the Essex Junior, 8 guns; the caliber not designated.  
 Brig Epervier, 18 guns; viz. sixteen 32lb. and two 18lb. carronades.  
 Ship Cyane, 34 guns; viz. twenty-two 32lb., nine 18lb., and one 12lb. carronades, and two long 9 pounders.  
 [The prizes captured on the lakes, and taken into the service of the United States, are omitted in this statement, from an impression that they were not embraced by the resolution of the Senate.]

14th CONGRESS.]

No. 141.

[1st Session.]

## MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 22, 1816.

NAVY DEPARTMENT, *April 11, 1816.*

SIR: In compliance with the request of the committee of the House upon Naval Affairs, communicated by your letter of the 4th instant, enclosing a resolution of the House of Representatives, I have the honor to state, for the information of the committee, that the number of officers, non-commissioned officers, musicians, and privates, proper to be retained in the marine corps upon a peace establishment, ought not, under existing circumstances, to be less than one thousand men, exclusive of commissioned officers, the number to which the corps was reduced in January last, in pursuance of the order of this Department; copy of which, marked A, is enclosed.

It will be perceived, by an inspection of the representations recently made by Lieutenant Colonel Franklin Wharton, the commandant of the corps, of which copies are herewith transmitted, marked B, that to supply the wants of the service, and give effectual protection to the public property at the various depots, it would be impolitic, at the present time, to recommend a further diminution; and, as the number of commissioned officers is not disproportioned to the strength of the corps, and as resignations frequently occur, it is not considered necessary to suggest any reduction in the number of the officers.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

HON. JAMES PLEASANTS, JUN., *Chairman of the Naval Committee  
of the House of Representatives.*

A.

NAVY DEPARTMENT, *January 24, 1816.*

SIR: You are hereby authorized and directed to reduce the United States' marine corps, under your command, to the number of one thousand men, including the non-commissioned officers, musicians, and privates; and retaining the commissioned officers and staff upon the present establishment.

I am, very respectfully, &amp;c.

B. W. CROWNINSHIELD.

Col. FRANKLIN WHARTON, *Commandant U. S. Marine Corps, Head Quarters.*NAVY DEPARTMENT, *April 18, 1816.*

SIR: In compliance with the request of the Naval Committee of the House of Representatives, communicated by your letter of the 16th instant, I have the honor to state, in reply to the first inquiry of the committee, that the present number of officers, staff, non-commissioned officers, musicians, and privates of the marine corps, authorized by the several acts of Congress, passed July 11th, 1798, March 22d, 1799, April 22d, 1800, March 3d, 1809, and April 16th, 1814, is as follows, viz: 1 lieutenant colonel, 2 majors, 20 captains, 32 first lieutenants, 38 second lieutenants, 117 sergeants, 233 corporals, 92 musicians, and 2,180 privates.

As it respects the second inquiry of the committee, I have to observe, that the marine corps has never been organized into regiments or companies; the guards requisite for the protection of the public property on shore, or the performance of duty on board the vessels of war, are considered as detachments, and vary in the number of

officers and men, according to the nature of the service on which they are employed. The law passed on the 3d of March, 1815, fixing the peace establishment of the army, directs a company to consist of one captain, one first lieutenant, one second lieutenant, four sergeants, four corporals, two musicians, and sixty-eight privates. This organization might be applicable to the marine corps while employed on shore; but the same number of privates of which a company in the army consists would form three detachments, each sufficient for a sloop of war, and would, consequently, require three lieutenants, and a proportional number of sergeants, corporals, and musicians.

The answer to the third inquiry of the committee may readily be deduced from the proportion of officers deemed necessary for the proper organization of the corps, conformably to the principles stated in the preceding article. The present officers of the marine corps, are one lieutenant colonel commandant, two majors, two captains, (majors by brevet,) twelve captains, exclusive of the three who form the staff, twenty first lieutenants, and eighteen second lieutenants, making the entire number of commissioned officers amount to fifty-eight.

The staff consists of an adjutant, paymaster, and quartermaster, selected from the captains. The duties of these officers are arduous, and considered, by the Department, to be of primary importance, and indispensable to the preservation of the corps. The non-commissioned staff consists of a sergeant major, quartermaster sergeant, drum and file majors, with one sergeant or two corporals for the superintendence of the armory.

The staff being taken from the strength of the corps, leaves, of course, that number of effective officers and non-commissioned officers deficient for actual service; and the whole number now in commission cannot be reduced without inconvenience to the organization, taking into view the probable resignations which may occur in the course of the year.

Enclosed is a copy of an estimate relative to the expense of the marine corps during the year 1816.

All which is respectfully submitted.

B. W. CROWNINSHIELD.

HON. JAMES PLEASANTS, Jun.

*Chairman of the Naval Committee of the House of Representatives.*

*Estimate of the expenses of the Marine Corps, (Paymaster's Department,) for the year 1816.*

1 lieutenant colonel,	-	\$75 per month,	-	-	-	900
2 majors,	-	50 "	-	-	-	1,200
20 captains,	-	40 "	-	-	-	9,600
32 first lieutenants,	-	30 "	-	-	-	11,520
66 sergeants,	-	9 "	-	-	-	7,138
86 corporals,	-	8 "	-	-	-	8,256
60 musicians,	-	7 "	-	-	-	5,040
780 privates,	-	6 "	-	-	-	56,736
Extra pay to adjutant, paymaster, and quartermaster, including forage, 30 "						1,080
						<u>100,470</u>

*Contingencies.*

Postage, travelling expenses of officers, with transportation of their baggage, &c.	1,500
	<u>\$101,970</u>

HEAD QUARTERS OF THE MARINE CORPS, *Paymaster's Office, January, 1816.*

JOHN CRABB,

*Captain and Paymaster of Marines.*

N. B. Of the above number of privates,  
120 are on board of seventy-fours,  
230 on board frigates and sloops of war.

Total, 350

B.

NAVY YARD, GOSPORT, VIRGINIA, *March 31, 1816.*

SIR:

My guard remains much as when I last wrote you, with the exception of one man dead, (Graham,) who I regret much in consequence of his worth. The guard have very arduous duty to perform. I have lately had to triple my sentries round the yard, in consequence of an attempt being made to fire it, but was fortunately discovered by sergeant Dentzell, my orderly. I am in hopes you will be enabled to send me some more men shortly; they are much wanted here. I should be much pleased if a wall could be put up round the yard; it would prevent many desertions, and all attempts of incendiaries. May I hope to hear from you shortly, relative to the prisoners I mentioned in my last?

With respect, &c.

THO. R. SWIFT, *Captain M. C.*

Lieut. Col. FRANKLIN WHARTON,

*Commandant Marine Corps, Washington.*

HEAD QUARTERS OF MARINES, WASHINGTON, *April 8, 1816.*

SIR:

The subjoined copy of an inquiry made of the officers of the corps in command of guards stationed at the navy yards at the time of discharging such men as came within your instructions on that subject, I beg leave to submit, and have now, in obedience to your orders lately received, made extracts from their reports in relation to it, which I presume will be satisfactory in showing what duty has been, and now is, required, from the detachments so stationed.

(Extract No. 1.)

The order for discharges will be immediately attended to. After filling up the guard of the Independence and Washington, I shall not, in my opinion, have any thing like a sufficient number for this command. I have averaged ten sentinels; three reliefs will be thirty men; thirty, as a relief guard, will be sixty; taking into consideration sick, waiters, fatigue, cooks, deaths, and desertions, fifty more will be necessary; making the strength one hundred and ten privates. I shall not have forty.

ROBERT D. WAINWRIGHT, *Captain commanding,  
Stationed at the navy yard, Charlestown, Massachusetts.*

[For the months of January and February, Captain Wainwright reports sixteen deserters, three of whom only have been regained.]



## (Extract No. 2.)

In reply to your letter of the 24th instant, as respects the strength of the guard necessary for the protection of the public property in the navy yard at New York, I will state, that at no time since my command at that post could the public property be sufficiently protected without from eight to ten sentinels a day; and I should be unwilling to hold myself responsible for the property of the United States unless I could have a guard of sufficient strength to protect it, and which, in my opinion, cannot, or ought not, to be a less number than two musicians, four sergeants, four corporals, and sixty-five privates, with their commissioned officers.

RICHARD SMITH, *Major commanding,*  
*Stationed at the navy yard, New York.*

[Major Smith here makes no allowance for sick, prisoners, deaths, desertions, or discharges.]

## (Extract No. 3.)

The number of sentinels posted daily is five: one at the barrack's gate, one at the hospital, one at the water gate, and two on the line of the rope walk, to prevent plundering in that quarter, which had commenced; the two last were particularly demanded by the commanding officer of the yard; the sentinel at the gates, and at the hospital, are essentially necessary. It is my opinion that the following number of officers, non-commissioned officers, musicians, and privates, will be required at this station for the security of the public property, viz: three officers, five sergeants, four corporals, four musicians, and fifty-five privates.

ANTHONY GALE, *Major of Marines,*  
*Stationed at the navy yard, Philadelphia.*

[Major Gale deducts from this number fourteen privates, say waiters, those on the sick list, cooks, &c. but makes no allowance for prisoners, deaths, and desertions, or discharges.]

## (Extract No. 4.)

Captain Cassin has stated to me, should the guards be competent, he would require five sentinels for the protection of the public property in the yard; these are independent of the one which is requisite in front of the barracks, and one at the marine battery; I should, therefore, say six at the smallest calculation; that, from eighty to ninety effective men would not be beyond the number to be stationed in this yard, taking into consideration deaths, sickness, and desertions.

THOMAS R. SWIFT, *Captain commanding,*  
*Stationed at the navy yard, Gosport, Virginia.*

[Captain Smith here makes no allowance for prisoners and discharges.]

*Extract of a letter from Major Daniel Carmick, stationed at New Orleans.*

The draught you have made on me for men has reduced my number so much as that to enable me to comply with the commodore's requisition, which has lately been increased on account of an attempt being made to burn the large ship at the navy yard, Tchefonctas, I must, therefore, request you to authorize my recruiting a sufficient number for that purpose.

[This draught was made before the return of the squadron from the Mediterranean, but was then revoked.]

*Extract of another letter from the above-mentioned officer, since received.*

I was pleased when I learned that your order for a detail from my command was revoked, as I have now barely sufficient to comply with the requisition of the commodore of this station. The Saranac brig came on this station without marines, which, of course, took a sergeant, a corporal, and twelve privates; which, with the other vessels on the station, leaves not more than sufficient for the guards on shore. Submitting the foregoing for your consideration, I now beg leave to state, sir, that I have at head quarters scarcely a sufficient number for the guard there, at the navy yard, and magazine; and that the mechanics in the armory have been frequently required for duty on account of the number on the sick report and prisoners. In addition to the guards above stated, permit me to observe, that, at Baltimore a small guard has been stationed, and is now continued; that at Portsmouth, New Hampshire, I have been for several years required to keep one; and that at Sacket's harbor and Erie, guards have been and still are stationed for the protection of the property; and that I believe, from the information received, one is essentially necessary on lake Champlain; but the reduced state of the corps, and having received no orders to that effect, I have never formed one for that station. Since the report of Captain Swift, at Gosport, Virginia, I have received the accompanying letter.

[In the order for reducing the corps, Major Carmick was directed to discharge from seventy to eighty men, to be taken from those whose terms of service were expiring.]

The corps reduced, it will be proper, in the disposition of our men, that I should be informed on certain points relative to guards. Report to me, therefore, the following: what number of sentinels on the average have you been required to post under requisition of the commanding naval officer of the yard, for the security of the public property, &c. and on that number deemed in future to be necessary; what, in your opinion, ought the number of privates to be on the station, to allow the performance of such guard duty as is usual at forts and fortifications, as to the relief of guards, calculating on deaths, desertions, &c. &c.

I have the honor to be, &c.

FRANKLIN WHARTON, *Lt. Col. Com. of Marines.*

The Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

[To Captain Robert Wainwright and others, officers stationed at navy yards.]

[14th CONGRESS.]

No. 142.

[2d SESSION.]

## CLAIM FOR PRIZE MONEY ON VESSELS CAPTURED BY THE ARGUS AND DESTROYED AT SEA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 30, 1816.

Mr. PLEASANTS made the following report:

The Committee on Naval Affairs, to which was referred the petition of Thomas J. Allen, administrator of William H. Allen, late commander of the United States' brig *Argus*, and the surviving officers and crew of that vessel, and the heirs and representatives of the officers and crew deceased, have had the said petition under consideration, and have agreed upon the following report and resolution thereupon:

The petitioners state, that, in the summer of 1813, during the late war with Great Britain, William H. Allen, commander of the United States' brig *Argus*, was ordered by the Navy Department to receive on board, and convey to France, our late minister to that country, and afterwards to cruise on the coast of England and Ireland, for the purpose of intercepting and destroying the commerce of the enemy in that quarter; that after executing the former part of the order, the *Argus* proceeded on her cruise, and in the course of three weeks, on a service of the greatest difficulty and danger, captured nineteen British vessels in the Irish channel, amounting in value, with their cargoes, to about two and a half millions of dollars; that his orders from the Navy Department forbade the commander to send any of his prizes into port, "unless their value and qualities should render it morally certain that they might reach a safe and not distant port." All those prizes, except two, were accordingly destroyed at sea, with their cargoes, and the only two which, under his orders, he deemed himself at liberty to attempt to save, were re-captured by the enemy; that after seriously injuring the commerce of the enemy in those seas, the *Argus* was captured by a superior force on the 14th of August, 1813; her commander, with other officers, and many of her crew, mortally wounded, and the survivors remained a long time in captivity; the petitioners ask some remuneration for their services and losses in the destruction of their prizes: the amount they leave to the judgment of Congress.

The committee have bestowed an attentive consideration on this case, and with every disposition to appreciate the merits of the officers and crew of the brig *Argus*, are of opinion that the prayer of the petition ought not to be granted. It is well recollected what a number of circumstances concurred to produce that impulse of feeling, which conferred upon the officers and crew of the frigate *Constitution* the reward which they received for the capture of the *Guerriere*. The then recent disasters of our land forces; the brilliant contrast on the ocean; the success of a part of our infant navy in its first contest with that of Great Britain; the apprehensions entertained of the result of such a contest, all conspired to produce a burst of applause from one end of our country to the other. This feeling extended to the National Legislature, and along with resolutions expressive of their high sense of the merits of the officers and men, was coupled an act bestowing a pecuniary reward, in consideration of the necessity they were under of destroying their prize, to prevent her falling into the hands of the enemy, then in force in the immediate neighborhood. The cases of compensation, to be found in the acts of Congress, were generally bottomed upon this precedent. The committee doubt the propriety of extending the principle. It is unquestionably true, that sailors and soldiers in the public service of a Government, are bound to obey its orders. Soldiers have to execute the most difficult orders whenever the necessity occurs, without the hope of prize money or emolument in any shape. Sailors, when war exists with a commercial nation, have this prospect, being entitled to a proportion of what they capture if their prizes get safe into port; and this prospect no doubt has some influence in inducing them to engage in the public service. But should the policy of the Government point out the necessity or propriety of carrying on a destructive warfare against the commerce of an enemy, it has undoubtedly the complete and unqualified right to order its public ships on such a service. It will be remembered, that such was the opinion of Government of our capacity to injure our enemy essentially in this way, that at the time the news of peace arrived, a law had passed, and preparations were making under it, to fit out a squadron of small ships for this express purpose. No one imagined, it is believed, that the Government was to pay or make compensation in any way to the officers and crews of the vessels engaged in this service, for what they might destroy of the enemy's commerce. Should the United States be unfortunately engaged in another war with the same Power, (an event at least possible,) the same mode of warfare might, and probably would be resorted to, particularly during the comparatively weak state of our navy. Should the prayer of this petition be granted, no one acquainted with the force of precedents can doubt that it would be resorted to; and the extent of the expense to be incurred by the Government in such a case, cannot be foreseen or calculated. But were it the opinion of the committee that some compensation ought to be made in this case, they should find great difficulty in fixing a standard by which it should be regulated; any rule to which they could resort must be entirely capricious, and could not, they believe, be bottomed on principle. All the circumstances connected with the petition being duly considered, the committee recommend to the House the adoption of the following resolution:

*Resolved*, That the prayer of the petition ought not be granted.

[14th CONGRESS.]

No. 143.

[2d SESSION.]

## CONTRACTS FOR THE YEAR 1816.

COMMUNICATED TO THE SENATE, ON THE 14TH OF JANUARY, 1817.

NAVY DEPARTMENT, January 13, 1817.

SIR:

I have the honor of transmitting, herewith, a statement of the contracts made by the Navy Department during the year 1816, prepared in obedience to the act of the 3d of March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, with great respect, sir, your obedient servant,

B. W. CROWNINSHIELD.

The Hon. the PRESIDENT of the Senate of the United States.



## Statement of the Contracts made by the United States' Navy Department in 1816.

Date of contracts.	Names of contractors.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
1816.					
January 15	Nathan Starr, -	1,000 ship cutlasses, -	\$3 each, -	Within one year, -	Middletown, Connecticut.
February 12	Lemuel Pope, Jr. -	Freight of two vessel loads of live oak timber, from Sapelo island, Georgia. -	\$15 per ton, -	-	Navy Yard, Washington.
May 1	John T. Boyd, -	100 tons of saltpetre, -	24 cents per pound, -	-	New York.
May 9	John Pigeon, -	For raising and landing, on the navy yard wharf at Washington, certain guns, kentledge, shot, and bolts, sunk in the late sloop of war Argus, -	\$15 per ton for guns and kentledge, \$20 per ton for shot and bolts. -	50 tons in 12 months, 50 tons in 15 months. -	Navy Yard, Washington.
June 1	John Watkins, -	16,000 trenails, 34 inches in length, -	\$19 per thousand, -	-	Do.
		5,000 do. 30 do. -	\$25 do. -	-	Do.
		5,000 do. 36 do. -	\$31 do. -	-	Do.
		2,000 do. 40 do. -	\$35 do. -	-	Do.
June 1	John Mason, -	32 forty-two pound cannon, 36 thirty-two do. -	\$125 per ton, -	-	Georgetown, D. C.
		24 thirty-two pound cannonades, -	\$135 each, -	-	
		130 tons round shot, -	5 cents per pound, -	-	
		60 tons of grape shot and stools, -	8 cents per pound for grape shot, 54 cents do. for stools, -	-	
June 14	Edward Livingston, -	53,333 cubic feet of live oak ship timber cut to moulds for ships of 74 guns. -	\$4 25 per cubic foot, -	Within one year, -	Washington, Philadelphia, or Boston.
August 7	Elijah and Thos. Swift, -	29,630 do. for frigates of 44 guns, -	\$1 124 per cubic foot, 30 cents per foot for freight, -	On or before 18th July, 1818. -	Such navy yard as the Commissioners of the Navy Board may designate.
August 13	John Snow, -	1 full and complete frame of live oak timber for a 74 gun ship. -	\$1 55 per cubic foot, -	-	Do.
		Do. for a ship of the line, -	\$1 15 do. -	Within 6 months, -	Do.
		2 do. for frigates, -	-	Do. 12 do. -	Do.
		All the ranging timber of live oak and heart of yellow pine which may be required for one ship of the line and two frigates. -	\$1 per foot for oak ranging timber, 42 cents do. for pine ranging timber. -	-	
		All the mast pieces of heart yellow pine that may be required for a ship of the line and two frigates. -	45 cents per foot, -	Do. 12 do. -	
August 23	E. J. Dupont de Nemours & Co. -	Remanufacturing damaged powder, -	\$13 per hundred. The Navy Department to furnish all the saltpetre that may be required for the remanufacturing of the said powder, and allow a reasonable price for the barrels in which the powder shall be put up. -	-	Boston, New York, Philadelphia, or Washington.
September 4	Decatur and Atterbury, -	2,300 bolts of canvass— 600 bolts No. 1, - 500 do. 2, - 300 do. 3, - 300 do. 4, - 250 do. 5, - 150 do. 6, - 100 do. 7, - 100 do. 8, -	\$32 50 per bolt, - \$32 25 do. - \$22 do. - \$21 75 do. - \$21 do. - \$20 do. - \$19 do. - \$18 do. -	Within 12 months, -	New York.

## STATEMENT—Continued.

Date of contracts.	Names of contractors.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
1816. Septem. 16	Levi Hollingsworth,	All the sheathing, copper, copper bolt rods, copper rods for spikes, and copper sheathing nails, required for two ships of the line and one frigate of the first class.	33 cents per pound for the bolt rods, rods for spikes, and sheathing copper, and 44 cents per pound for the sheathing nails.	Within 12 months,	Baltimore.
October 2	Benj. and John Hersey,	680 oak knees.	50 cents per inch sided.	1st June, 1817,	Navy Yard, Washington.
October 2	George Long,	Freight of the ship George Long, from Alexandria, D. C. to the Mediterranean.	\$1 per barrel, if discharged at Gibraltar, or \$1 12½ per barrel, if discharged at any other port in the Mediterranean.	-	Mediterranean.
October 3	William Yeaton,	500 barrels of pork,	\$18 50 per barrel,	The ensuing winter and spring.	Navy Yard, Washington.
October 9	Edward Stone,	1,000 do.	\$18 50 do.	do.	do.
October 24	E. and A. Winchester,	3,500 do. beef,	\$12 do.	Do.	Boston.
November 5	David Wilson,	1,000 do. pork,	\$20 do.	Do.	-
		190 pieces of live oak timber,	\$1 20 per cubic foot,	November, 1816,	Navy Yard, Washington.



14th CONGRESS.]

No. 144.

[2d SESSION.]

## NAVY PENSION FUND.

COMMUNICATED TO THE SENATE, JANUARY 17, 1817.

NAVY DEPARTMENT, January 15, 1817.

SIR:

The commissioners of the Navy Pension Fund, in obedience to the "Act for the better government of the Navy of the United States," respectfully report to Congress the following statements in relation to that fund.

Viz: Paper A, contains a statement of the amount of the United States' stock belonging to the Navy Pension Fund.

Paper B.—Statement of Bank stock belonging to the Navy Pension Fund.

Paper C.—Account of the treasurer, Thomas Tudor Tucker, Esq. with the commissioners of the Navy Pension Fund. [Balance against him \$12,324 60.]

Paper D.—Abstract of warrants drawn by the Secretary of the Navy on the Treasurer of the Pension Fund, from the 1st of January, 1816, to the 31st December, inclusive. [Amount, \$36,144 65.]

Paper E.—Statement of moneys not included in the treasurer's account, nor invested in stocks on the 31st December, 1816.

Paper F.—List of Navy pensioners, with the pension allowed to each. [Number, including widows and orphans, 327, and amount paid, \$27,627 20.]

All which is respectfully submitted.

B. W. CROWNINSHIELD.

To the Hon. the PRESIDENT of the Senate.

A.

*Statement of the stocks on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and of the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued for the year 1816.*

Stocks.	Nominal amount of stock.	Commencement of interest.	Interest and reimbursement for 1816.	Reimbursement of 6 per cent. and deferred stocks, to 31st Dec. 1816.	Irredeemed amount on 1st January, 1817.
Old six per cent., - - -	39,579 04	1st Jan. 1816.	3,166 31	34,911 10	4,667 94
Deferred, - - -	56,532 23	Do.	4,522 56	28,251 53	28,180 70
Three per cent. - - -	30,895 93	Do.	926 88		30,895 93
Louisiana, - - -	38,000 00	Do.	2,280 00		38,000 00
Six per cent. loan of \$7,500,000, -	112,314 44	Do.	6,798 84		112,314 44
Do. do. 10,000,000, -	193,489 35	Do.	11,609 36		193,489 35
Do. do. 6,000,000, -	50,000 00	Do.	3,000 00		50,000 00
Six per cent of 1815, - - -	36,789 44	Do.	2,207 36		36,789 44
	\$558,600 43		\$34,511 31	\$63,262 63	\$495,337 80

TREASURY DEPARTMENT, REGISTER'S OFFICE, January 14, 1817.

JOSEPH NOURSE, Register.

B.

*Statement of Bank stock belonging to the Navy Pension Fund.*

	Nominal amount.	Amount of cost.
626 complete shares Columbia Bank stock, - - -	62,600 00	69,102 60
700 do. Washington do. - - -	14,000 00	14,260 00
600 do. Union do. - - -	15,000 00	15,340 50
	\$91,600 00	\$98,703 10

In addition to the stock reported by the Register of the Treasury, the sum of \$37,800 United States' stock of 1814, still remains on the books of the Commissioner of Loans at Philadelphia.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 31, 1816.

CONST. FREEMAN, Accountant.

E.

*Prize Moneys.*

Deposited to the credit of the Treasurer of the United States, not included in his account as Treasurer of the Navy Pension Fund, - - -	\$50,039 72
This sum, amount of dividends on bank stock, for the last twelve months, not deposited to the credit of the Treasurer of the Navy Pension Fund, - - -	7,768 00
This sum, amount of interest on \$37,800 United States' stock, on the books of the Commissioner of Loans at Philadelphia, not deposited to the credit of the Treasurer of Navy Pension Fund, - - -	2,835 00
This sum, the balance per treasurer's account herewith, - - -	12,324 60
	\$72,967 32

There are considerable sums, in the District Courts of Massachusetts and New York, unaccounted for.

NAVY DEPARTMENT, ACCOUNTANT'S OFFICE, December 31, 1816.

CONST. FREEMAN, Accountant

14th CONGRESS.]

No. 145.

[2d Session.]

## SURVEYS OF THE WATERS OF THE CHESAPEAKE BAY, WITH A VIEW TO THEIR DEFENCE, AND THE ESTABLISHMENT OF DOCKS AND DEPOTS.

COMMUNICATED TO THE SENATE, JANUARY 20, 1817.

NAVY DEPARTMENT, January 18, 1817.

SIR: In obedience to the resolutions of the honorable Senate of the United States of the 21st of December, 1815, and the 8th of January, instant, I have the honor to lay before the Senate all the information in the possession of this Department, respecting surveys of the waters of the Chesapeake, the Middle Ground, and the several sites proper for the establishment of docks and a naval depot, with a roll of the several surveys made by order of this Department, in conjunction with officers of the corps of engineers, under orders from the War Department. Schedule of which, and other accompanying documents, is herewith enclosed.

In relation to the site for docks and naval depot within the Chesapeake, I respectfully refer to the separate opinions of the Commissioners of the Navy Board, and the officers who made the surveys; and whose opinions being at variance, in respect to the local advantages of the places designated, I have deemed it most proper to leave the decision to the honorable Senate, without expressing any preference arising from my own view of the subject; as a spirit of candid investigation appears to have marked their deliberate consideration of the comparative advantages, with a single regard to the public good.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

The Hon. the PRESIDENT of the Senate.

*Schedule of documents having relation to the defence of the Chesapeake Bay, and the selection of a site for a naval depot, (not specified in the annexed schedule of charts,) submitted by the Secretary of the Navy to the honorable President of the Senate, January 18, 1817, viz:*

AA. Copy of a communication from Commodore John Rodgers, President of the Naval Board, stating his opinion relative to the selection of a site for a naval depot, and the means proper to be adopted for the defence of the Chesapeake bay.

BB. Copy of a communication from Commodore Stephen Decatur, Commissioner of the Navy, upon the same subject.

CC. Copy of a communication from Commodore David Porter, Commissioner of the Navy, upon the same subject.

B. and C, No. 1 and 2. Copies of communications from Captain Arthur Sinclair, of the United States' Navy, explanatory of charts B and C.

D and E. Communication from Captain Robert T. Spence, of the United States' Navy, explanatory of charts D and E.

*Schedule of Charts.*

Chart A. Exhibiting observations and measurements made, in relation to the defence of Chesapeake bay, during the summer of 1816.

Accompanying chart A are three papers, marked A No. 1, A No. 2, and A No. 3. A, No. 1, shows the number of batteries believed requisite to defend the entrance of the Chesapeake bay. A, No. 2, shows the profile of the bottom between Old Point Comfort and Willoughby's Shoal, with an outline of a regular work on Old Point Comfort, and a castle, mounting one hundred and twenty pieces of cannon, and eight mortars on Willoughby's Shoal. A, No. 3, is copy of a letter from Colonel Bomford, of the corps of engineers, to the Secretary of War, dated the 21st of November, 1816.

Chart B is a survey of York river, in Virginia.

Chart C. Site for a naval depot in York river.

Chart D. Upper and Lower Tangier Islands.

Chart E. Lower Tangier Islands.

N. B. As there are no duplicates of the preceding enumerated charts, the Secretary of the Navy respectfully requests that the honorable President of the Senate, after having used the same, may cause them to be returned to the Navy Department.

AA.

*Copy of Commodore John Rodgers's letter to the Secretary of the Navy, relative to a naval site and rendezvous on the waters of Chesapeake bay.*

NAVY COMMISSIONERS' OFFICE, December 23, 1816.

SIR: Having, in company with the other Commissioners of the Navy Board, examined those places designated in your letter of the 7th May last, for the purpose of reporting, through you, for the consideration of the President of the United States, the opinion of the Navy Commissioners, as to the means most proper to be adopted for the defence of the Chesapeake bay in time of war, it is a source of unpleasant reflection, not only to myself, but I am confident equally so to the other commissioners, to find, on comparing our opinions, that we do not entirely agree as to the mode by which this truly important object might, most probably, be accomplished. I regret this the more from the persuasion, that it would have been more agreeable to you, and more satisfactory to the President, had we found all the data upon which we might have formed a correct estimate of such positive character as to admit of no diversity of opinion. As, however, different opinions are entertained by the members of the Board, we have judged it best that each member should make a separate report, trusting that from these conflicting opinions, and the facts and arguments adduced in support of each, the best means of obtaining the highly important object in view may be elicited.

I proceed, with respectful deference for the opinions of my brother commissioners, to submit those views of this important question, which the most attentive consideration and anxious investigation of facts have produced in my mind.

From the distance between the nearest points of the Middle Ground and Horse Shoe, the great depth of water between those places, and their exposed situation to the mountainous waves, rolling in from the Atlantic ocean, unobstructed, during the prevalence of southeasterly gales, I incline to the opinion that it would be extremely difficult, if not impracticable, to erect batteries, at any cost, however great, that would resist the tumult of the whole Atlantic ocean, drawn, as it were, to a focus, by the peculiar formation of the coast at that point.



In another view such an attempt might be hazardous; for it may be seriously questioned, whether the erection of batteries, in that part of the channel of Chesapeake bay which is the most confined, would not produce a new channel through that immense bank of sand, the Middle Ground, thereby changing the course of its waters, rendering the batteries wholly useless, and subjecting the navigation of the bay to destruction at its very confluence with the Atlantic ocean? A new channel, thus formed, would necessarily displace immense deposits of sand from the Middle Ground, and thereby, most probably, to the destruction of the navigation, complete the bar that nature has already more than two-thirds finished across the entrance of the bay.

For these reasons the erection of batteries between the Horse Shoe and Middle Ground appears to me, if not impracticable, at least unadvisable.

I will now examine the navigation from Cape Henry to Hampton Roads, and thence to Norfolk, for the purpose of demonstrating, by unquestionable facts, how far Norfolk unites the advantages essential to the purposes of a great naval rendezvous and depot of maritime stores.

As an outer harbor, Hampton Roads is easy of ingress and egress to ships of every class. At its entrance from the bay, by erecting a formidable battery at Old Point Comfort, and another at the distance of one mile on the shoal of Willoughby's Point, it might be so far defended as to prevent a hostile fleet, however formidable, from attempting to enter it without having in view the accomplishment of some great object. On ordinary occasions the risk which an enemy would then incur, from an attempt to enter Hampton Roads, would no doubt be sufficient to deter him; but an object, worthy of the risk, might present itself; and, in such case, an enemy, availing himself of the most favorable wind and tide, might attempt it, and would probably succeed. Passing these batteries, as he might do under such circumstances, with a velocity equal to fourteen miles an hour, the effect of the batteries would be rendered very uncertain, and he would be in their reach only eight minutes, seventeen seconds! Should he succeed in entering the road, he might anchor in various situations, from four to four and a half miles in every direction from the shore. My own personal observation enables me to add, that during the prevalence of northeasterly gales, particularly in the winter season, Hampton Roads is subject to a very heavy sea, which may be ascribed to its great width at its entrance, and its exposure to the northeast.

As an inner harbor, Norfolk may be easily defended both by land and by sea; and there is in its vicinity an abundance of good timber. These are great advantages; but, from the difficulty of getting in or out of Elizabeth river, arising from the narrowness of the channel in many places, and the various courses necessary to be steered, (from west-northwest to east-northeast, points directly opposite,) before you reach Cape Henry, added to a shoal at its confluence with the waters of Hampton Roads, on which there are only twenty feet eight inches at low water, and not more than twenty-four feet two inches at high water, during the prevalence of neap-tides, and at no time, excepting the spring-tides, more than twenty-two feet at low, and twenty-five feet at high water, present to my mind insuperable objections to Norfolk as a navy yard, particularly when it is recollected how imperfect and insecure Hampton Roads would be as an outer harbor.

I will now proceed to state the advantages and disadvantages peculiar to York river, considered as a place for a naval rendezvous and depot of naval stores—below Yorktown as an outer, and above it as an inner harbor.

The lower part of York river being, at its mouth, only one mile wide and three-quarters in breadth, from shore to shore, and the channel only about fifteen hundred yards from flat to flat, and affording, as it does, a safe navigation at all times and in all seasons for ships of the greatest draught of water, is, in my opinion, suitable for an outer harbor. With the aid of land batteries an inferior may be defended against a superior force of ships. Like Hampton Roads, however, it is subject to a rough sea during the prevalence of easterly gales; but, in this river, that disadvantage is greatly diminished by the fact, that with any wind that would make this anchorage objectionable, or that would enable an enemy of superior force to approach you, (supposing this place not to be fortified,) you can, with perfect security and ease, get under weigh and run into the inner harbor, above the batteries at Yorktown and Gloucester.

As an inner harbor and naval depot, York river, above Yorktown, does not combine every advantage desirable, not having any basin or deep bay in which ships could be sheltered from the draught of the river, and there not being an abundant supply of timber immediately in its vicinity.\* It has, however, every other essential requisite; being completely susceptible of defence against a land or naval force, and affording at all times, and in all tides, an easy and safe navigation to ships of the greatest draught of water; there being for at least ten miles above Yorktown, where the river is actually only nine hundred yards wide from shore to shore, nowhere less than six fathoms of water.

Another very prominent fact, in relation to the outer harbor of York, more than counterbalances the objections stated. From that harbor ships passing up and down the Chesapeake bay are exposed to full view; indeed the moment a ship enters the bay you can discover her. You would there have the advantage of watching the movements of an enemy, from a safe harbor. If he comes with a force too formidable for you to resist him in that position, you can retire; the same wind that enables him to approach you, would enable you to retire to a place of safety. If circumstances would justify your attacking him, you might do so, with the advantage of having the earliest intelligence of his approach.

Hence, although York river does not possess every advantage that could be desired, as respects either its inner or outer harbor, it does, in my opinion, unite more of the essential requisites than nature has bestowed on almost any other place. From its peculiar position, (which the chart will show,) when aided by a naval force, it is the only point deserving the name of the key to the Chesapeake bay.

I proceed now to examine St. Mary's river.

This river is situated on the north side of the Potomac, about seven miles above Point Look Out, the next above Smith's Point, with which it forms the entrance into the Potomac. By some it is urged that this place, as respects salubrity of climate, is preferable to either Norfolk or York. As a safe and commodious harbor it is, perhaps, not excelled by any in the United States. At its entrance it is about three miles wide, and the water is thirty-two to thirty-three feet deep; for three and a half to four miles up, its width gradually decreases, until you pass two projecting points at opposite sides, within which the depth at low water is about twenty-four feet; and the river from point to point about half a mile wide: from this to a place about two miles further up, the river is, by two other projecting points, diminished to about five hundred yards in width, presenting above those points a beautiful basin, in which there is, near the entrance inside, twenty or twenty-one feet at low water.

This river above, where it is perfectly susceptible of defence against a naval force, presents, in several respects, the most seducing reasons for its selection as a naval depot and rendezvous. But situated as it is, in a narrow peninsula, having the Patuxent on the one side, and the Potomac on the other, the protection of such an establishment would be attended with great expense. To protect it against a land force, it would be necessary to erect strong batteries, and the annual expense of maintaining an efficient garrison in them would be very great.

Such an establishment should not only be able to protect itself, but it should afford the means of protecting our own commerce in every part of the bay. This latter advantage, I am inclined to think, is not possessed in a superior degree by St. Mary's, owing to its great distance from the sea (ninety-five to one hundred miles): neither do I think that in the present infant state of our country, it could effectually protect itself against a land force, since even above the line of defence, where the batteries would necessarily be situated, the peninsula is so narrow, that a superior land force might so occupy it as to cut off all communication in the rear, thereby endangering the safety of the adjacent country, while at the same time a superior naval force, from the safe anchorage afforded, might not only cut off all communication in front, by his large vessels, but his smaller vessels might destroy every merchant vessel of ours attempting to pass up to Washington or to Baltimore.

The facts stated being all that occur to me as essential in deciding the question of locating a naval depot and rendezvous, I now proceed respectfully to submit my views as to the best means of defending the Chesapeake bay generally. I assume the preliminary position, which I presume will be readily accorded to me, that in the present infant state of our country, our preparations to meet a war should be conducted with a view to measures of defence as well as offence.

\* Although it would be an advantage if York river had a basin, or deep bay, to shelter ships from the draught of the river, yet it is not having that advantage is not to be considered as constituting any serious objection to the river.

Two small but strong martello towers, between the eastern extreme of Lynnhaven bay and the mouth of Lynnhaven creek, would prevent an enemy from anchoring between those two points; and his exclusion thence would, as you will perceive by the chart, deprive him of any other safe anchorage nearer the mouth of the bay than New Point Comfort.

A strong battery on Old Point Comfort would keep him out of Hampton Roads; and two martello towers at the mouth of York river, would prevent his anchorage in that situation, while, at the same time, they would serve to protect it, as an outer harbor and general rendezvous for our marine force assembled in the Chesapeake bay, in time of war.

York river, fortified at Yorktown, would afford security to that important tract of country through which it passes, and secure a naval depot higher up the river. The place where I consider it advisable to locate such an establishment is called the Clay Banks, and is about ten miles higher up than Yorktown.

While a battery at Old Point Comfort, and two martello towers at the mouth of York river would keep an enemy from Hampton and York, they would, with the aid of a suitable naval force, prevent his attempting to take shelter in a situation so near as New Point Comfort. Hence, being shut out of Lynnhaven bay by the two towers proposed in that quarter, he would be deprived of all safe anchorage near the entrance of the bay.

The importance of depriving an enemy of anchorage in Lynnhaven bay is fully established by the fact, that it is a position more dangerous to our commerce than any that could be occupied by any enemy within the Chesapeake bay; and if the importance of depriving him of all safe anchorage near the entrance of the bay be, as it appears to me, too obvious to admit of a doubt, then the propriety of erecting towers and batteries at the other places suggested must necessarily be conceded.

It will, I presume, be readily admitted, in devising the most efficient means for the protection of the Chesapeake bay, that the mouth of the bay should claim the first attention, since if you can succeed in protecting that point effectually, you afford protection to all points above it. The measures which I have had the honor of suggesting have had this great object in view.

Allow me, sir, to request your attentive examination of the chart submitted. A reference to that part of it which embraces York Spit, and what is termed the head of the Middle Ground, will, I think, satisfy you of the great advantage which a respectable naval force, stationed at the mouth of York river, would possess; and that such a force, co-operating with the towers near Lynnhaven bay, the battery on Old Point Comfort, and the towers of York river, proposed, would, in all probability, protect the whole commerce of the Chesapeake bay.

With respect to the Tangier Islands, I have considered it unnecessary to say any thing; particularly as the report and chart made by Captain Spence afford more information than any personal observation of my own would enable me to communicate.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

HOD. BENJAMIN W. CROWNINSHIELD, *Secretary of the Navy.*

N. B. Some difference of opinion probably exists, as to the practicability of defending, against a land force, a navyyard situated on the Clay Banks. I cannot, however, persuade myself to entertain any doubt on the subject, since the land is there as high, if not higher than any other within reach of cannon shot. There are, moreover, two large creeks, Aberdeen and Jones's, that discharge their waters into York river, on each side of the proposed site, about one mile distant from its centre, by which, without any extraordinary labor or expense, the whole establishment might be insulated; and the measure by which this desirable protective effect would be produced, would furnish an ample supply of water for all the purposes of labor-saving machinery.

For further particulars relative to the advantages of this place, permit me to refer you to the following extracts of Captain Sinclair's report:

The mouths of these two creeks are two miles apart, but before they flow half a mile there are two branches approaching each other, within a quarter of a mile, where, after the creeks are dammed below, a canal might be cut which would insulate the place, and add greatly to its security in the rear. Indeed, it appears to be very capable of being defended by a moderately small force. The channel does not exceed a quarter of a mile in width, and is overlooked by an eminence of thirty feet for a mile or two below. The country is said to be healthy; indeed, judging from its inhabitants, I should pronounce it so. The land is generally fine, and well timbered with white oak, yellow and pitch pine, and some cedar, though not in abundance.

JOHN RODGERS.

*Copy of the communication made by Commodore Stephen Decatur, dated January 2d, 1817, in relation to the defence of the Chesapeake Bay, and the selection of a site suitable for a naval depot.*

NAVY COMMISSIONERS' OFFICE, January 2, 1817.

SIR:

In obedience to your call of the 16th ultimo, on the Navy Commissioners, requiring a report of the late examination and surveys made under their direction, in pursuance of your instructions of the 7th May, I enclose you a statement of such facts as I have been enabled to collect upon this important subject. From the diversity of opinion which we found to exist between us, upon this important subject, we have deemed it most satisfactory to give in separate reports. This diversity was, perhaps, to have been expected, in a case presenting so wide a range for observation; and I trust we shall not be considered as too tenacious of our individual opinions, when it is recollected that this question involves the safety of the navy, and the protection of the extensive shores of the Chesapeake.

The first examination required by your order of the 7th, is to ascertain the most proper mode of defending the Chesapeake in time of war.

In giving my opinion upon this head, I beg leave to be understood as disclaiming all knowledge of the expense of constructing fortifications, for particular estimates of which I beg leave to refer you to Lieutenant Colonel Bomford of the engineers, who accompanied us on this survey. The Chesapeake bay can be defended from a superior hostile fleet only by fortifications sunk at some point in the channel, and the point nearest the ocean susceptible of defence is obviously the most proper. The channel of the bay at the capes, navigable by ships of a large class, is four and three quarter miles wide, depth of water generally from ten to fifteen fathoms. The sea at this point, being uninterrupted by shoals in its roll from the Atlantic, would, in my opinion, render fortifications utterly impracticable. Ascending the bay from the capes, the channel branches at the Horse Shoe, one branch passing into Hampton Roads, the other leading up the bay itself. That branch of the channel which leads up to Hampton Roads, passes between two shoals; that on the south side called Willoughby's, and distant from Old Point Comfort about two and a quarter miles, has eight feet water on it; the one on the north side is called the Thimbles, and is distant from Old Point about three miles, and has nine feet water on it; they are about a geographical mile distant from each other. The other branch of the channel (that which passes up the bay) has a width between the Horse Shoe and the Middle Ground of four miles, and the depth of water for three-fourths of this distance does not exceed four fathoms and a half, being nowhere more than eight fathoms.

The bottom, from a number of experiments, appears to be a solid and closely compacted sand, protected from the heavy sea of the Atlantic, by the shoal of the Middle Ground, which stretches many miles to sea, and on which its violence is expended before it reaches this channel. If the Chesapeake be susceptible of defence at all, it is my opinion this is the only point at which it can be defended, the channel at every other place, above or below, being much wider, and of much greater depth; and that works, judiciously constructed, between the tail of the Horse



Shoe and the Middle Ground, would be permanent, strong evidence is furnished by those extensive works which form the harbor of Cherbourg—works constructed on a sand, unprotected by shoals without, where the sea is as violent, the tide infinitely stronger, and its perpendicular rise upwards of forty feet.

You will perceive, sir, that, in considering the subject of defending the Chesapeake, generally, I have included the defence of Hampton Roads; not *only* as an arm of the bay, nor on account of the objects of spoil to which the banks of its rivers invite an enemy, but with reference to the other inquiry of a naval depot, to which I shall presently call your attention.

In relation to the defence of Hampton Roads, particularly. If the defence of this place were the exclusive object, there is another position for the purpose, which would probably be preferable, which is Old Point Comfort, and the opposite shoal, called the Rip Raps, which are less than one mile distant. I beg leave to refer you to a report made upon the subject by Colonel Bomford, merely noticing that I understand it was made out before it was discovered that the water on Willoughby shoals and the Thimbles was so shallow, or that those shoals approached so near together as they do. I will now further add the authority of General Bernard's opinion, that any distance, not exceeding one mile, may be so fortified as to be rendered impassable.

If, in addition to powerful works placed at the entrance into Hampton Roads, we add that part of the naval force already contemplated, which will probably be stationed within the roads, (the only inducement a hostile fleet could have to attempt passing heavy batteries,) so moored as to aid in obstructing the enemy's passage, and sufficiently near to be sustained by the forts, in the event of their passing, I do not believe it will ever be attempted. Let us suppose Hampton Roads thus fortified, and our naval depot, as well as our fleet, drawn within those defences; what inducement would remain to an enemy to attempt a passage up the bay? The destruction of our fleet and our depot would be their first object; their second would be to prevent our fleet from getting to sea. Either of those objects would keep them necessarily in the vicinity of the roads. The pillage of the shores of the Chesapeake and its waters would be the only remaining inducement for a cruise up the bay; an inducement too trifling to permit the belief that they would abandon for it the important objects that they would leave in the neighborhood of Hampton Roads; and more particularly when their passage up the bay is opposed by batteries stretched across the channel at the Horse Shoe and the Middle Ground, and with a fleet, too, in their rear, ready to act, in the event of their receiving such injury, as is more than probable they would receive, in passing such works. The non-existence of any object of sufficient importance to invite an enemy up the bay, under the arrangements already stated, would render it unnecessary to have the works between the Horse Shoe and the Middle Ground as numerous or as strong, by one-half, as would be otherwise requisite. And it is my opinion that the bay and Hampton Roads are susceptible of permanent and complete defence, by works erected at the points proposed, and the same works be made to serve for the defence of both; whereby the whole expense of fortifying the naval depot would be saved, as well as the expense of keeping up garrisons. What the expense of such works would be, I am incapable of saying; but I am satisfied that the cost to the nation of defending the shores of the Chesapeake, for one single war, would greatly surpass what would be requisite to erect a permanent defence of the bay; and, when we connect this with the debasement of permitting the enemy to make a home of our waters, the consideration of any warrantable expenditure can scarcely be thought to oppose an obstacle to the establishment of any works which may be determined to be practicable.

I come now to the location of a naval depot; and on this point there are a few simple principles which seem decisive of the inquiry. A naval depot should possess a sufficiency of water; it should be contiguous to the ocean; otherwise, the navy could not render that prompt protection to the coast which comprises the greater part of its utility. It should, also, be connected with the means of supplies of timber and naval stores, which no posture of a war could cut off or interrupt. These are qualities of the first necessity.

There are other advantages, not, indeed, so indispensable, but still of a very high character, and which it would be extremely fortunate to find with the qualities of primary importance already mentioned; such, for example, as a populous neighborhood, from which supplies of labor and provisions might be commodiously drawn, and which would be at hand to give support to the depot, in the event of a sudden attack. Another of these incidental advantages is, a large, safe, and well defended outer harbor, into which the ships, when built, could be drawn and manoeuvred, without the hazard of exposure to a superior enemy.

Hampton Roads, which I consider the outer harbor of Norfolk, is eighteen miles from Cape Henry. Ships can enter or proceed to sea from it, with the wind from any quarter. It furnishes excellent anchorage, and has sufficient room for a fleet to manoeuvre in under sail; an advantage which no other harbor, that I know of, possesses. The distance from Hampton Roads to the navy yard at Gosport is twelve miles; and the shoalest water found in the river, at ordinary high tides, is twenty-five feet. This depth is more than sufficient for the seventy-fours we now have. You will find on the file in your office that the pilotage paid for the Independence seventy-four, when she sailed for the Mediterranean, was twenty-four feet. The ships now building, though of greater capacity, will not draw so much by six inches. The present defences of Norfolk are, in my opinion, sufficient to protect it from any naval force that can be brought against it.

It will be recollected that, during the late war, the enemy considered it absolutely necessary to get possession of Craney Island, before they could pass up to Norfolk with their shipping; in consequence of which, a combined attack by their boats, and a considerable land force, was made on Craney Island. The attack was repelled by a few pieces of cannon placed upon the sand; since which time, it has been regularly fortified. All the approaches to Norfolk and the navy yard by land are interrupted by water courses, and lead through swamps; both places, with the exception of about two hundred yards, are insulated by creeks, unfordable by reason of the deep mud. Those creeks can, and, I believe, have been, connected by military works; nor is there any higher ground than that on which they stand within cannon range of either place.

It is the opinion of military men who have commanded there, that they are particularly well situated for defence against an attack by land.

From Craney Island up to the navy yard, which I consider the inner harbor, is six miles; in which space, thirty sail of the line may lay with perfect convenience; and it is at all times so smooth as not to interrupt the ordinary work or repairs that may be required. From Norfolk to Hampton Roads, large ships cannot sail when the wind is ahead, in consequence of the narrowness of the channel. But, if warping-anchors, with buoys, be laid down in the channel, (as is the case in all men of war harbors that are close,) ships can, with any wind, be warped into the roads.

The harbors of Malta and Port Mahon, which are considered two of the best harbors in Europe, can only be left or entered, when the wind is adverse, by warping. The navy yard at Norfolk comprises within its walls a square of about twenty acres, one side of which lays upon the channel of the river, at which sixteen sail of the line can be laid up in ordinary, if they are brought to the pier, end on, as is practised at the naval arsenal at Antwerp.

The navy yard, in its present state, furnishes as many conveniences for building or fitting out as any yard in the United States; two hundred thousand dollars, at least, having been already expended by the public in valuable improvements. The neighborhood furnishes abundance of oak and pine timber suitable for naval purposes, and also naval stores, a supply of which cannot be cut off by a blockading enemy. The advantage it possesses in consequence of its vicinity to a commercial city, would be considerable, both as it regards the numerous mechanics and seamen that are to be obtained there, and the protection a large population would afford, in the event of a sudden attack. The climate of Norfolk is, I presume, similar to that of the shores of the Chesapeake, generally, on tide water.

I will now proceed to the examination of York river. From Cape Henry light-house to Gloucester town, which is the first point on York river that could be rendered sufficiently strong to prevent the passage of a hostile fleet, is thirty-two miles. Ships can enter or proceed to sea from it with all winds. The distance from Gloucester to the Clay Banks, the place contemplated for the navy yard, is seven miles, and the depth of water is sufficient for any ship, at all times of tide. It can unquestionably be defended against any attack by water. It is, at present, entirely unprotected by any fortifications. From the best information I have been enabled to collect, I am induced to believe that there are several rivers putting in from the bay navigable for light craft and boats, and approaching within eight or nine miles of the Clay Banks, where a debarkation of troops might be effected; of the nature of the intervening grounds I am unacquainted. The site selected as the best in this river for a naval depot forms, at present,

part of the bed of the river; and no vessel drawing ten feet water can approach the bank nearer than a quarter of a mile. As the bottom is mud, it is probable that it would be found necessary to drive piles for the foundation of the navy yard; and the whole yard must, of course, be composed of artificial or made ground. There is a creek on each side of its heading, about half a mile in the rear, where they approach within about four hundred yards; at this point it is proposed placing the defences against a land attack. About eight hundred or a thousand yards to the right of this position and the contemplated depot, there is an extensive range of heights that overlook and command them.

In consequence of which, I am of opinion that this position cannot be defended from a land attack with a less force than would be competent to meet the assailants in the field. It is believed that a supply of oak timber may be obtained from the shores of York river; but pine, fit for naval purposes, and naval stores, must be drawn from a distance. A blockading force, in time of war, might prevent the transportation of them by water, the only means by which they could be obtained in any quantity. From the unusual straightness of York river, the mouth of which lies open to the bay, it is much more rough with particular winds, than rivers of its width generally are.

With the wind blowing fresh up or down the river, I should apprehend that any repairs that would require working near the water would be interrupted. The inner harbor of this river, like that of Norfolk, cannot be left or entered when the wind is ahead, except by warping.

The next point embraced by your instructions is Tangier Islands, lying about one hundred miles up the Chesapeake. From the survey and report of Captain Spence, the commissioners were of opinion that that place was totally unfit for a naval depot, and, therefore, did not proceed to examine it. For particular information respecting this place, I beg leave to refer you to Captain Spence's survey and report.

As your instructions did not particularise St. Mary's, and not being apprised that my colleagues intended to examine that place, I was not present when they did so. It lies on the upper side of the Potomac river, near its mouth, and about a hundred and twenty miles up the Chesapeake bay. I am unacquainted with the depth of water, the extent of the harbor, its susceptibility of defence against an attack by water, or the supply of naval stores and building materials in its vicinity.

From my want of local knowledge of this place, I can say nothing as to its particular advantages, and can only point out some prominent objections which present themselves. Its distance from the ocean I consider an insuperable objection to it as a naval depot and rendezvous, in consequence of the difficulty and detention our ships might meet with in going out or returning from sea. Another objection is, that the population for a considerable distance is so thin that it cannot afford sufficient succor in case of a sudden attack.

The river Patuxent lies a few miles higher up the bay than the Potomac, and approaches where it is navigable for vessels of the largest class, within five miles of the rear of the harbor of St. Mary's. The harbor is every where surrounded on the land side by commanding heights, which are too numerous to be occupied and sustained except by a large army; and therefore it would be necessary that a considerable land force should be kept there at all times to ensure its safety. Another very important objection is, that, if the neighborhood does not afford sufficient supplies of timber, which I believe is the case, they might be cut off in time of war by a blockading force. This place, as well as the harbors of Norfolk and York, from the narrowness of its channel, can only be left or entered, when the wind is adverse, by warping. Its climate is very similar to the climate of those places. There is an objection common to both York and St. Mary's as the places of naval deposite, which has not yet been mentioned, and that is, that they both lie within the defences proposed to be raised from the Horse Shoe to the Middle Ground. If you present to an enemy the combined attractions of your depot and your fleet, those works for the defence of the bay must be more numerous and strong, and, consequently, much more expensive; and it is for this, among other reasons, that I think it so much more preferable to place both these objects behind the defences proposed to be established at the mouth of Hampton Roads.

Having weighed all the advantages and disadvantages of the several positions, it is my decided opinion, that the present navy yard at Norfolk, independent of the protection it would afford the Chesapeake, is, in all respects, incomparably the best place for a naval depot, if Hampton Roads be properly fortified; and in that case I should consider it the finest harbor I have ever seen. The only objection to it, in its present state, is the mud bar at the mouth of river, over which our largest ships cannot pass at *low water*; which is a sufficient objection in the present unprotected state of Hampton Roads, inasmuch as any of our larger ships, chased into the roads by a superior naval force, at *dead low water*, could not pass the bar at the mouth of the river, and would, of course, be exposed to attack. The expense of the requisite buildings for a naval depot at either of the other places, together with the fortifications necessary for the protection of them by land and by water, would, in my opinion, be much greater than would be necessary to fortify Hampton Roads completely. Should either of the other places be fortified, they would require a much larger force to garrison them, and would render no material aid in the general defence of the Chesapeake. Permit me further to observe, sir, that it is the unanimous opinion of the Board that the waters of the Chesapeake should, at some point or other, be the place of a naval depot and rendezvous. The mildness of the climate enabling the workmen to continue their labor throughout almost the whole of the year, and the geographical situation of the place, seem to me to fit it eminently for this purpose. It is near the centre of our coast, and of our commerce; and that portion of the navy which would be stationed there would possess, thereby, a facility in defending both by the rapid movements it would be enabled to make. And I have no hesitation in expressing the opinion, that by raising the fortifications which I have proposed, and placing the depot near the ocean, the Chesapeake, at present the most vulnerable point of the coast, would become one of the strongest. It would become itself a defence to our seaboard.

The subjoined sketch of the waters in the vicinity of the Chesapeake was furnished me, at a few hours' notice, by Mr. Adams, of the United States' navy, who made the survey of the Chesapeake under the directions of the Board. The well known talents and precision of this gentleman leaves no doubt of the accuracy of his lines of bearing, distance, and soundings. You will perceive, sir, that I have drawn my facts relative to those points from this document.

I have the honor to be, &c.

STEPHEN DECATUR.

Hon. B. W. CROWNSHIELD, *Secretary of the Navy.*

CC.

*Copy of the communication made by Captain David Porter, Commissioner of the Navy, in relation to a site for a naval depot, and the best means to be adopted for the defence of the Chesapeake bay.*

NAVY COMMISSIONERS' OFFICE, December 27, 1816.

SIR:

In compliance with the call made by you of the 16th ultimo, and for the reasons set forth in the communication made to you by the Board of the 24th instant, I have now the honor to send for your consideration, facts, and my own opinions, in relation to the points to which you have directed the attention of the commissioners of the navy by your communication of the 7th May last.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

Hampton Roads, it is believed, could be fortified to advantage by means of batteries placed on Old Point Comfort, and on the shoal of Willoughby's Point, in fifteen feet water, and the distance between the batteries, so placed, need not be more than one mile and a quarter. But until a fair experiment has been made as to the expense of erecting them, the effect of the latter, on the shoals and channels, and whether it could resist the violence of the waves to which it would necessarily be exposed, I should not deem it advisable to undertake to defend the Ches-



apeake, by erecting a line of batteries across the mouth of the bay, as, by so doing, the risk would be incurred of expending uselessly many millions of dollars; of choking up the channel on one side, and of changing the navigation to the other; by obstructing the waters, and thereby causing them to ebb and flow in larger quantities and with greater rapidity on the north side of the mouth of the bay, clearing away a passage for the largest ships by the removal of the light and almost floating sand on that side of the Middle Ground, where a safe and convenient channel already exists for vessels drawing sixteen feet water. A failure in the completion, or the ultimate destruction of the blocks or islands which must be sunk in the channel for the purpose of erecting such batteries, would create dangerous shoals;\* and if perfect success should be obtained in the erection, it is quite problematical whether they would succeed, at all times, and under all circumstances, in preventing the passage of a hostile fleet, or of securing to themselves the necessary supplies of provisions and water when invaded by a powerful force. Therefore, for an uncertain object, I should consider it unadvisable to risk the destruction or injury of the present channel into the Chesapeake, and the opening of another that would require equal means to defend.

If Hampton Roads can be fortified, the Chesapeake bay, in my opinion, (which I submit with due deference,) could be best protected by a moveable force, that can seek the protection of batteries placed there, and at York river. The chart (not yet completed) of the survey made under the superintendence of the commissioners, and the report of the surveying officer, will place you in possession of the distances, depths of water, and other facts that have produced this opinion, as well as of the information required by the examination of "Hampton Roads up to Norfolk." It therefore only remains for me to give my opinion as to the latter place for a naval depot. A want of sufficient depth of water, at all times, for the easy ingress and egress of the largest ships, I have always considered a strong objection to Norfolk as a great naval depot. The objection does not, however, exist to the extent I supposed. The minute examination which has lately been made, discovers more water over the flats, below Craney Island, than was ever before found, but yet not of sufficient depth to float, at all times, ships of the largest class, with their provisions, water, and guns on board: added to which, the channel is narrow, difficult to be found, and never to be passed by ships of war with a head wind. Under these circumstances, I can see no cause for changing the opinion formerly entertained; and will now add, that if a higher perfection in our naval architecture, or the increased size of our ships should render a greater draught of water necessary, and our ships are not to be put into a state for service until their arrival in Hampton Roads; if they are then to receive their guns, their provisions, and their stores, from the naval depot; if Hampton Roads, instead of affording protection to the whole Chesapeake, is to answer only the purpose of protecting our inoffensive ships, the main object of a naval depot, at the mouth of the Chesapeake, will be defeated, and the objections to Norfolk proportionably increased.

How far the fortifications of Hampton Roads may justify ships dropping down there in a defenceless state, will depend on experiments yet to be made, and on the extent of those experiments. It is now doubted, whether one of our largest ships, under the most favorable circumstances, could steer through the narrow and crooked drain, which forms the channel over the flats, without grounding. The means, however, of determining this point, are fortunately at hand, and it would not be difficult to make the trial. York river opposes no obstacles to the passage of the largest ships as high up as the Clay Banks, which appears to be the most suitable place on that stream for a navy yard. It offers advantages in streams of water for labor-saving purposes, and may be protected from maritime attack by batteries placed at York and Gloucester points, and near the channel on the oyster shoals above, (which are bare at low water,) as well as on the shoalest part of York spit; and the passage of an enemy may be retarded by means of booms, and other obstructions. The climate is said to be subject to the same diseases as those which prevail at Norfolk; and it is said to be liable to attack from Severn river. It has, however, this advantage over Norfolk, (in addition to its depth of water,) that ships can go to sea with most winds with which they leave the place named as most suitable for a naval depot. Captain Sinclair's reports and survey of York river will afford you further information on this subject. The Tangier Islands were surveyed by Captain R. T. Spence: to that survey, and the report which accompanies it, I beg leave to refer you for all the information I possess respecting them.

Commodore Rodgers and myself, on our passage down the Potomac, in conformity with your instructions, touched in at St. Mary's, which is situated near its mouth. In point of healthiness of situation, security from maritime attack, and (I am informed) from ice, excellence of harbor, and the easy ingress and egress to an inner harbor, at all times, to ships drawing not more than twenty-four feet and a half of water, the advantages it offers by means of streams of water for labor-saving purposes, and its convenience to forests of fine timber, St. Mary's is, in my opinion, superior to any other place of which I have a knowledge on the Chesapeake for a naval depot.

How far its distance from the sea, and the necessity for concentrating a land force for its protection from an enemy, (which may attack it from the Patuxent,) may weigh against these advantages, or whether it may be considered a disadvantage to have so concentrated, in a healthy situation, a force which may easily be transported for the protection of other important points; or, in fine, (taking into consideration its central position, and the speed with which vessels may get to sea with a favorable wind, through both channels of the Chesapeake,) whether such objections should be considered disadvantages, I beg leave to submit to the decision of Government: they involve military questions of which I am not a competent judge. I shall merely observe, firstly, that whatever objections may be made to the distance of St. Mary's from the ocean, when we measure the sinuosities of the channel, we shall find the objection nearly as strong to Norfolk; and when we take into estimation the time required to sail this distance, we shall find the comparison much in favor of St. Mary's. And, secondly, that whatever objection may be made to the assemblage of a military force for the protection of St. Mary's, still stronger objections might be made to their assemblage from the distant parts of Virginia, for the defence of Norfolk; and the same remark may apply to York. Norfolk has owed its protection to troops drawn from Richmond, which was thereby left exposed to attack. St. Mary's would be guarded by those from Baltimore and Washington, and placed in the most favorable situation to enable them to aid in their defence, as well as that of Richmond. The establishment of a naval depot at St. Mary's is not incompatible with the plan suggested for protecting the Chesapeake, by means of a moveable force, that shall seek the protection of batteries at Hampton Roads and York river. The protection of St. Mary's would depend greatly on that force; and the destruction of the naval depot, established there, would require a force (in addition to the one left to watch our fleet) proportioned to the protecting force stationed at St. Mary's: for it is not usual or prudent to leave an enemy unguarded in the rear, when he may be in a situation to avail himself of the advantages which a defeat might offer.

A superior enemy's fleet which could (by placing itself between the naval depot and St. Mary's, and our naval rendezvous at Hampton Roads) cut off all communication between them, could, by blockade, render both fleet and depot equally useless, were the latter at Norfolk. The command of our own waters (the object for defending the mouth of the Chesapeake) would secure to us an easy communication between our fleet and depot. And if this superiority is not to be obtained, our naval depot, placed wherever it may be, will not answer the end for which it was intended.

A naval depot at St. Mary's would afford a safe and commodious winter retreat for our fleets, which experience has taught me cannot be found in Hampton Roads, and which I have reason to believe cannot be found in York river. It would, from its central and convenient situation, afford protection and convoy to the commerce of the whole bay, even were its mouth blockaded by an enemy's fleet; an advantage which could not be afforded by York or Norfolk. It would serve as a rendezvous for the light cruisers from Baltimore, where they could easily elude an enemy's blockading fleet by availing themselves of the choice of channels; an advantage which York does not possess in so great a degree, and one of which Norfolk has been found to be entirely destitute. The blockade of the mouth of the Chesapeake would constitute the blockade of Hampton Roads; consequently, the supplies of the naval depot, placed there, would be limited to those received by the canals, and by the waters discharging themselves into Hampton Roads; while the whole resources of the Chesapeake, and its tributary streams, as well as those which may be afforded by the projected canals connecting its waters with the Delaware, will be open to St. Mary's.

\* Engineers say it would require nine batteries, mounting from one hundred to one hundred and fifty guns each, to defend the passage between Old Point Comfort and the Middle Ground.

A military force stationed at St. Mary's can aid in the defence of every part of the bay exposed to attack, while such aid has never been found in the force stationed at Norfolk, nor is it believed it would in any stationed at York.

And, finally, if the experiment of fortifying Hampton Roads should not succeed, a naval force that can issue from St. Mary's would not be less formidable, nor afford less protection to the Chesapeake, than one stationed there or at York.

In closing these remarks, allow me to observe that I should regret extremely that any difference of opinion existed as to the most suitable point for establishing a naval depot, were I not persuaded that this difference will be the means of placing you in possession of the best information as to the merits and defects of the places under examination. And I am happy to have it in my power to say, that there appears to be but one opinion among the commissioners as to the necessity of such an establishment somewhere on the waters of the Chesapeake. Reasons of a political nature which may weigh for or against the particular spot to be selected for a naval depot, I leave to politicians; unbiassed by local interests or local prejudices, I have given my opinion solely in regard to the utility of such an establishment. I give them with deference; but with a perfect conviction, in my own mind, of the correctness of the position, that the defence of the Chesapeake, and the utility of a naval depot on its waters, will depend more on the conveniences and resources it can furnish, than the position of the depot. A naval depot is the source whence all the members receive their supplies and vigor to defend, not any particular spot or place, but the whole body corporate—not for the advantage of any particular section, but for that of the whole Union.

D. PORTER.

B. & C. No. 1.

*Copy of a letter from Captain A. Sinclair to Commodore John Rodgers, President of the Navy Board, dated*

SIR:

YORK RIVER, March 22, 1816.

I sailed and arrived in York river the day my last letter left Norfolk for you, and agreeably to your instructions of the 26th ult. I take the earliest opportunity to inform you of my proceedings here.

I have traced the river up and down several times, and find there is not water enough for ships of the largest class to ascend higher than five or six miles above what is called the Clay Banks, which lay in Gloucester county, and about fifteen miles below West Point. The report of the officers I had sent over to ascertain what distance four fathoms could be carried up, and who reported that they carried that depth all the way to West Point, was extremely erroneous. The confluence of the Portopotank creek with this river has thrown an extensive mud flat entirely across the channel, on which there is not more than twenty feet water; between that and where it commences shoaling again, about four miles below West Point, there is quarter four fathoms, and from thence to West Point, three fathoms is the extent of what can be carried. So that the want of a sufficient depth of water places that highly eligible site, in every other respect, entirely out of the question for a navy yard. Yorktown labors under too many disadvantages to be thought of as a dock-yard. In the first place, its exposed situation on both sides to the attack of an enemy, who may have the ascendancy in our waters. Secondly, its great exposure to easterly gales, and the great difficulty there will be in getting piers to stand, owing to the sandy foundation, strong current, and high sea, which heaves in from the eastward. Thirdly, there is no stream by which labor-saving machines may be worked, or the docking of ships be aided; and lastly, it is one of the poorest countries in the world, in every respect, being totally destitute of timber, even for fuel, except miserable pine.

I should not have mentioned any spot as *not* being calculated for the above purpose, but for the general opinion, which prevails among the intelligent part of the community in this quarter of the country, that Yorktown is eminently calculated for a naval establishment, and that such an opinion has gained belief abroad.

I have fixed on a site in Gloucester county, just nine and a half miles above Yorktown, which holds out many more advantages than any other on the river; indeed, there is not another above York, that the distance of the channel from the shore does not counterbalance all other advantages they may possess; and this is infinitely further from deep water than it ought to be, the nearest point being four hundred yards. This, however, is the greatest disadvantage attending it. It ebbs dry three-fourths of the distance, leaving a fine, firm foundation, and from two feet water it is very abrupt into four fathoms at low water. There is an abundance of timber at hand for piling, filling in, &c.; and the land, from high water, rises gradually in the distance of one hundred and fifty yards to thirty feet in height, affording as much earth as may be required for filling to the channel.

This site is bordered on the east by Aberdeen creek, and on the west by Jones's creek, either of which affords an abundance of water for all our purposes; but the country generally is so low, that I am fearful the water dare not be raised entirely high enough for docking; what it leaves, though, after taking a ship in, may be easily pumped out by pumps worked by water. There are several good mill streams emptying into those creeks which flow from a source sufficiently high to answer the purpose of docking, if the adjacent land would admit of its being dammed. The mouths of those two creeks are two miles apart, but before they flow half a mile, there are two branches approaching each other within a quarter of a mile, where, after the creeks are dammed below, a canal might be cut which would insulate the place, and add greatly to its security in the rear; indeed, it appears to be very capable of being defended by a moderately small force. The channel does not exceed a quarter of a mile in width, and is overlooked by an eminence of thirty feet for a mile or two below. The country is said to be healthy; indeed, judging from its inhabitants, I should pronounce it so. The land is generally fine and well timbered with white oak, yellow and pitch pine, and some cedar, though not in abundance. The county of Matthews can supply a number of excellent ship carpenters, who would, no doubt, flock to such an establishment. The wind from north to west-southwest will take a ship to sea; the channel is generally narrow, but very plain, and quite deep enough for the heaviest ships completely equipped for sea. I have made a very minute survey of all the land lying between those two creeks as far back as where I purposed a canal should be cut for security against an enemy, and shall forward a plat of it, as soon as I can copy it upon a large scale. It can be purchased (that is as much as the Government may require,) for whatever disinterested persons may value it at, which will not exceed from ten to twenty dollars the acre.

With the plat I shall send you a proper description of it, with the advantages, disadvantages, &c. attending it. I have made as much progress as the weather has admitted of, which has been extremely boisterous and inclement. To be as accurate as I could wish to be, I ought to have another vessel, as it is almost impossible to sight an object from a base line on shore, the distance being about three leagues to the end of the Spit. I regret too, that I have not some intelligent young officers, as I could not procure a good draughtsman at Norfolk, and have to perform all that work myself. The aid of officers of some science, whom I could trust to take angles, &c. would relieve me very much.

The soil about the above site is well calculated for making bricks, which may be contracted for, for about five or six dollars the thousand. Shells for lime may be had at from three and a half to four dollars the hundred bushels; wood at three dollars per cord. I shall be more minute in my description of this place, attending to the width of the river, width and depth of the channel, strength of tide, with its perpendicular rise, exposure to ice, winds, enemy, &c. Should you wish any particular information that I may not probably embrace, you will be good enough to let me know, that I may be prepared to answer it.

Very respectfully, sir, I remain your obedient servant,

A. SINCLAIR.

Commodore JOHN RODGERS, *President of the Board of Navy Commissioners, Washington.*

B & C. No. 2.

*Copy of a letter from Captain Arthur Sinclair to Commodore John Rodgers, President of the Navy Board, dated*

SIR:

YORK RIVER, March 29, 1816.

I wrote you on the 22d inst. informing you of my having fixed on a site for a navy yard, which held out more advantages than any other on this river, and that it was not free from its disadvantages; namely, the channel being



too great a distance from the shore, and the river straight, wide, and bleak; but the channel being very narrow, and the remainder of the river quite shoal for eight or ten miles up and down, there is not much sea made from any wind. It would be exposed to ice if there were any afloat, but there has not been a sufficient quantity known in this river, from which danger might be apprehended, for upwards of thirty years; and should it be deemed prudent to guard against it, it will be seen, from the accompanying plat, which is a rough draught of a *minute and critically correct* survey, that it may be easily effected; the rise and fall of the tide not exceeding three feet on an average, the current is very trifling, seldom exceeding two knots.

This site, as I have before mentioned, is situated in Gloucester county, nine and a half miles above York, which lays six and a half miles from the mouth of the river, making the whole distance from it to Cape Henry about forty miles.

I have brought the survey a little below York, and find five and a half fathoms the least water there is at low tide, between the above site and York; below that, it is well known there is sufficient depth for any ship. The channel continues not more than four or five hundred yards wide, for two and a half miles, when it gradually increases to a half mile in two and half more, running south, thirty degrees east, for that distance. It then makes a small change to south, fifty-five degrees east, and widens to upwards of a mile between that and York, from which, to the mouth of the river, the course is from south seventy degrees east, to east, and the channel increasing to upwards of a mile in width. Agreeably to your letter of instruction, which requires a survey to be made so as to embrace the approach from the sea, and the channels now known to afford navigation for line-of-battle ships, I might stop this survey at York; but believing an accurate chart of this river to the bay channel will be acceptable to the Board of Commissioners, and more particularly so, should they approve of the site I have selected, I shall endeavor to continue to that point, should I find it practicable with the means in my power.

I have found infinite difficulty in making the survey, but more particularly in laying down the channel, having had a great deal of bad weather, frequently driving us eight or ten miles from our work to make a harbor, so that when a good day would offer, we would lose most of it in regaining our station. And not having men enough to man more than one boat, I have found almost insupportable difficulties in taking the soundings and shifting the buoys from station to station, being compelled, for the want of a second vessel, to use four buoys, and to make frequent references to the land for base lines to correct the work. Neat draughting is not to be performed on board such a boat as this; the want of room and stability precludes the possibility of it. I shall, of course, have to copy them when I return to Norfolk. I have not, as yet, been able to find a draughtsman who can draw more neatly than myself; the engineer I have had, and whom I have now discharged, being a man of science without possessing the talent of neat drawing. I shall endeavor to procure one in Norfolk if possible, but in case of my not succeeding, I can only promise you accuracy without much neatness.

I have the honor to remain, with high respect, sir, your obedient servant,

A. SINCLAIR.

Commodore JOHN RODGERS, *President of the Board of Navy Commissioners, Washington.*

D & E.

*Letter from Captain Robert T. Spence, in relation to the Tangier Islands, dated*

MAY 26, 1816.

SIR:

The islands known by the name of the Tangier Islands, have hitherto been very fallaciously represented, especially during the late war, when, from the circumstance of their having been a rendezvous for British marauders, and a depository for their stolen negroes, it became necessary to throw up temporary buildings for shelter and breastworks to secure them from surprise. These sheds were represented as highly commodious, and their works of defence, consisting of embankments of sand partially sodded to render them less mutable than they otherwise would have been, were magnified, by the exaggerating fancy of the timid, into regular fortifications, mounting heavy cannon, calculated to protect the island, and to give security to the shipping anchored in the sound. It was understood that an abundance of good water was afforded, and their gardens, described to be in a high state of cultivation, were spoken of as furnishing a sufficiency of vegetables for refreshment and for health. All these partial and illusive accounts were believed by many who had not the means of being better informed, and by others who were wholly indifferent to the fact. Having, in compliance with an order from the board of commissioners, explored, and, from accurate surveys, obtained correct charts of the islands, I spared no pains to inform myself on such points as my instructions particularly called my attention to, as

- 1st. The relative situation of these islands to each other, their distance from each other, and from the main.
  - 2d. The length and breadth of each.
  - 3d. The topography of each.
  - 4th. The channel on all sides, and those leading to each island and separating them.
  - 5th. The particular positions occupied by the British during the late war, and the works constructed by them.
  - 6th. How far they are at this time defensible, and what works would render them completely so.
  - 7th. The harbors afforded by these islands.
  - 8th. Whether they afforded good fresh water in abundance.
  - 9th. Whether they afford a good site for a naval establishment and rendezvous in time of war.
  - 10th. The soundings at least three miles on all sides, that it may be seen how near a first rate ship of war can safely approach them at every point, especially at that point which may be judged the best for a naval establishment.
- The charts I have prepared and transmit to the Board, having been executed with attention, are sufficiently minute to furnish full information upon all these particulars. They afford a kind of graphical report, exhibiting at one view the relative position of the islands; their distance from each other; their length and breadth; their topography; the particular positions occupied by the British during the late war, and that of the works constructed by them; the harbors afforded by the islands, as also the soundings on all sides, even beyond the distance prescribed by the commissioners. It therefore only remains for me to offer a brief general account, and a few remarks on such points upon which the charts cannot be alone satisfactory.

The Tangier Islands (if islands they may be called) situated about eight miles from the main, are nothing more than banks of sand, which are here and there interspersed with an upper stratum of soil, owing its original formation to seaweed and other marine productions, deposited by inundations, to which, in strong easterly winds, the islands are wholly subject, save here and there a small spot, elevated for the purpose of cultivation, and occupied by the possessor. That section of the islands on which the British formed their establishments is a level surface of white sand, the margin of which, though not more than three feet in height, is higher than the area it surrounds, in which the British had their hospitals, store-houses, their stolen negroes, grave-yards, and works of defence—of which there is nothing remaining, save memorials of death, and attestations of the deleterious effect of the water. The strength of their defences may readily be conjectured from the materials of which they were composed, and from their forms, which are in some places entire, while the outlines are distinctly visible. They consisted of semi-circular embankments, constructed of stakes driven equidistant into the foundation, interwoven with brush, and filled in with sand; the formation of which gave constant employment to an immense number of negroes they had collected from different parts of the Chesapeake. On these works, a few small guns were mounted, but of what caliber I could not, with any certainty, ascertain. On abandoning the island the whole was confagrated, and as the brush consumed the sand, returned more or less to its former level. Notwithstanding enough has been explained to establish the futility of attempting an establishment at such a place as the "Tangiers," there still remains other objections more cogent and less remediable. A want of fresh water is here, during the summer months, severely experienced. Wells formed by the insertion of barrels of extra length, (being from the nature of the

ground but few,) afford, at particular periods, a scanty supply, the saline impregnation of which must produce, with those not accustomed from infancy to its use, that destructive disease which daily robbed His Britannic Majesty of nine or ten of his loyal subjects. This mortality, it was said, had determined the commanding admiral to abandon, at the ensuing season, a spot not only subject to dangerous inundations, but to which a want of water, and other causes, had given more the appearance of a hospital, than a naval rendezvous.

Waiving, however, these objections, and admit for a moment that it is both defensible and tenable, would the advantages resulting from an establishment thus situated, prove of such magnitude as a transient view of the subject might at first promise? Cut off in time of war from all communication with Government, and from resources essential to its preservation, could it be productive of benefits proportioned to the expenditure attending its creation? As the day is rapidly approaching when the entire defence of the entrance of the Chesapeake will render other places within its bosom more eligible for a naval rendezvous, an establishment of this description on the Tangiers would then, it is probable, be speedily abandoned for sites in every respect better suited, both in time of peace or war, for the equipment of our public vessels, and for other purposes necessarily connected therewith.

While a superior maritime force has uninterrupted access to the Chesapeake, an establishment, either naval or military, at the Tangiers, cut off from assistance and supplies, would be wholly insecure, and exposed to inevitable reduction by an enemy possessing means of attack commensurate with the object to be effected. With this view of the subject I have, perhaps, been too prolix in my comments; if so, I plead the injunction contained in my instructions, "to make such general and particular remarks as might occur;" this, and my desire to be satisfactory, I offer as my apology.

I have the honor to remain, your obedient servant,

ROBERT T. SPENCE.

Commodore JOHN RODGERS,  
*President of the Board of Navy Commissioners.*

*Document A. No. 3, accompanying chart A, referred to in the report of the Secretary of the Navy communicating information relative to a site for a naval depot.*

WASHINGTON, November 21, 1816.

SIR:

In compliance with your order and instructions, I have the honor to submit the following observations on the defence of Chesapeake bay, together with the enclosed map and sketches; the first being the result of various examinations made by Major Kearney and myself; the latter, some outlines of my views on this subject.

Whatever may be the importance of founding permanent fortifications, to exclude an enemy from the waters of the Chesapeake, it does not appear, from attentive examination, that the entrance or mouth of the bay, (viz. a line from the nearest part of a shoal, called the Middle Ground, to Cape Henry,) affords the most practicable positions, as the violent action of the Atlantic during gales of wind, and the great depth of water, will render any attempt to establish permanent foundations on that line extremely slow in the execution, and (if ever effected) of uncertain durability, independent of an expense which the most sanguine could scarcely deem justifiable.

The next position of importance is Hampton Roads. A regular fortification on Old Point Comfort, and a castle on the nearest part of Willoughby's shoal (called the Rip Rap,) distance eighteen hundred yards, might, with the aid of a well organized flotilla, not only cover James and Elizabeth rivers from the attempts of a superior naval enemy, but the latter would also threaten the rear of any armament that would pass up the bay. This position would also present the most prompt support to our marine, whether in reconnoitring an enemy, (whose movements may be observed from thence to the Atlantic,) while protected by the batteries, or finding that protection on returning to a port scarcely fifteen miles from Cape Henry.

In the event of fortifying the pass between Old Point Comfort and Willoughby's shoal, several positions near the margin of Lynnhaven bay may be advantageously occupied by small insulated towers of masonry, carrying one twenty-four pounder each, and at such distances from the shore, as will secure them from the effect of grape and case shot; and as this bay would then be the only place near the mouth of the Chesapeake that a superior naval enemy could occupy with effect, the towers previously recommended would not only annoy, but deprive them of the principal advantages which the position would otherwise afford. One or two towers of the same kind would also prove important in the vicinity of Cape Charles.

Having thus stated an opinion that Hampton Roads, from its proximity to the Atlantic, combines many superior advantages, and, if fortified, will constitute an important part of the general defence of the Chesapeake, and singly will serve to check the incursions of an enemy, it will, I presume, be superfluous to particularize the positions which are more remote from the mouth of the Chesapeake that may be occupied for local defence, as almost every site of the description is already fortified where objects of sufficient importance and the existing population warrant their establishment.

As the total exclusion of an enemy from the waters of the Chesapeake is an object of great and increasing importance, and the obstacles having been already noted which will probably prevent the prosecution of such a design in the establishment of permanent and efficient defences at its entrance, in conformity with the spirit of my instructions, I subjoin an opinion on a more practicable position.

By referring to the enclosed map, and sections C, D, E, F, it may be observed that the distance and depth of water, between the extremity of the Horse Shoe and Middle Ground, is less than between the latter and Cape Henry, the bottom being also (at every place of trial) firm and free from quicksand, and as that line is also less exposed to the action of the water in particular winds, there can be but little doubt of its being the only position near the entrance of the Chesapeake that could justify any attempt to establish permanent defences, or that might promise, in conjunction with the works proposed and naval co-operation, to afford general protection and security.

Should this idea be deemed worthy of serious attention, the proposed castle on Willoughby's shoal may be erected in the first instance; and if, upon the test of time and military investigation, it should be found substantial and effective, sound and ample data would be thus afforded for the construction of similar towers (nine in number) on the line previously mentioned, (viz. from the extremity of the Horse Shoe to the Middle Ground) and would not only test the principle, but also the relative expense.

The expense of erecting works of masonry near the entrance of the Chesapeake will be considerably augmented in consequence of the distance from the principal materials, (viz. lime and stones,) the following general estimate, calculated on the prices of the present year, will not, I presume, vary considerably from the truth.

A regular (casemated) pentagon, mounting one hundred and fifty pieces of cannon and mortars, on Old Point Comfort,	\$250,000
A quadrangular castle of masonry, (four tiers of cannon) mounting one hundred and twenty-eight guns, on Willoughby's shoal,	209,000
Five small towers on the margin of Lynnhaven bay, and near Cape Charles,	50,000
	<hr/> \$509,000

The two works above mentioned could keep up an effectual cross fire of seventy-five heavy pieces of cannon and mortars, on any vessel attempting the pass, for the space of twenty-five minutes in time, allowing that the vessel should sail at the rate of between eight and nine miles per hour.

As there are various opinions on passing batteries in vessels of war, it may be proper to offer an observation on that subject; and it may be safely inferred, (from the result of many naval conflicts,) that vessels of equal armament may maintain a close action for fifteen minutes or more, without being entirely disabled from making sail, or changing



positions. With this fact, it can scarcely be doubted that vessels of war may often pass batteries without being destroyed or irreparably injured. The risk, however, of such attempts is greatly multiplied when passing under a well directed cross fire of hot shot, carcasses, and shells, and which must be encountered again in the event of an unsuccessful enterprise.

It has also been a received opinion, in reasoning upon the comparative powers of land batteries (in commanding positions) and the batteries of vessels of war, that six twenty-four pounders on the former, when well directed, are superior to the broadside of a forty-four gun frigate, and that double that number of guns of larger caliber are superior to the broadside of a seventy-four gun ship, provided the land batteries are so placed as not to admit the approach of vessels within the effective range of grape and case shot.

The latter observations are presented with due consideration, and may either be confirmed or rejected by an appeal to the distinguished naval gentleman with whom I had the honor to be associated, and from whom Major Kearney and myself received every civility and assistance.

The preceding statement has been condensed from a variety of notes, observations, and calculations, which will also afford (in the event of fortifying any of the positions previously named) a description more in detail, together with appropriate plans for the construction.

Fully sensible of the honor conferred in your order of the 31st of May last, I remain, with the greatest respect, your most obedient and humble servant,

GEO. BOMFORD, *Lieutenant Colonel of Ordnance.*

14th CONGRESS.]

No. 146.

[2d Session.]

## HOSPITAL SURGEONS.

COMMUNICATED TO THE SENATE, JANUARY 27, 1817.

NAVY DEPARTMENT, *January 23, 1817.*

SIR:

In reply to your note in relation to the memorial of Doctors Cutbush and Marshall, in behalf of themselves and the surgeons of the navy who have hitherto performed the duties of hospital surgeons, and praying for additional compensation, with the rank and emoluments equivalent to the army establishment in the United States, I have the honor to transmit to you the answer of the Commissioners of the Navy upon this subject, and the opinions of several commanders in the United States' service, whose experience and standing entitle them to respect and confidence.

The pay and emoluments prayed for appear reasonable and consistent when compared with the military hospital establishment, and a just reward to merit. I would, therefore, respectfully recommend to the honorable committee the establishment of a definite rank to a limited number of the oldest surgeons of the navy, who have devoted the best years of their lives to the service, under all the hardships and privations to which it has subjected them, and whose opportunities of acquiring property for the maintenance of their families have been less than any other description of officers.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

HON. CHARLES TAIT, *Chairman of the Naval Committee of the Senate.*NAVY COMMISSIONERS' OFFICE, WASHINGTON, *January 22, 1817.*

SIR:

In conformity with a request made in your letter of yesterday, the Commissioners of the Navy present to your consideration their opinions on the petition of the surgeons of the navy, referred to you by the Naval Committee.

It seems to be but just that, inasmuch as the duties and responsibility of navy surgeons call for an equal degree of professional knowledge, as well as of respectability of character, with those of the army, they should be put on the same footing, with respect to rank, pay, and emoluments.

The commissioners are further of opinion, that the navy surgeons, as regards their rank in relation to each other, as well as with the surgeons of the army, ought to take rank according to the date of their commissions.

The commissioners cannot perceive the justice of the complaint of the petitioners, "that, in consequence of their being classed, in the distribution of prize money, with persons with whom they do not and cannot associate, the respect to which the profession is entitled has been considerably diminished in our public service." This classification is merely to specify the sum to which surgeons are entitled in the distribution of prize money, and neither involves any general idea of equality, nor imposes any necessity of associating with inferiors.

With great respect, sir, your obedient servant,

JOHN RODGERS.

HON. B. W. CROWNINSHIELD, *Secretary of the Navy.*

SIR:

NEW YORK, *May —, 1816.*

We have heard with pleasure that it is the intention of the medical officers of the navy to address a respectful memorial to you, requesting that measures might be taken by the Department to obtain for them a definite rank in the service, an increase of pay, and the establishment by law of the rank of hospital surgeon. It has also been suggested to us, that the opinion of the senior officers of the navy, on the justice and expediency of those claims, might not be without benefit. We feel it, therefore, as a duty incumbent on us to state, that we consider the medical department of such great importance to the navy of our country, that no reasonable measures ought to be omitted which could have a tendency to retain in the service the professional ability of those gentlemen, who, by their experience, knowledge, zeal, and humanity, have procured the esteem and confidence of those with whom they have been associated; and we also beg leave to express our belief that no reasonable inducements would be objected to by Congress to procure for those who are engaged in a perilous service, and who are constantly exposed to the diseases of all climates, the best medical aid which the country affords. To effect this, it must be obvious that the rank and pecuniary emolument of medical officers ought to bear some proportion to what gentlemen of professional eminence would be entitled in private life; and we consider that justice requires they should, at all events, receive a compensation and rank equal to what has been enjoyed by the medical officers of the army. On the same principle, we would most earnestly invite your attention to the establishment of the rank of hospital surgeon. To the army, eight

officers of that rank are by law assigned; to the navy, *not one*; and let it be recollected that, whilst the hospitals of the former are supported at the expense of the Government, a fund has been formed *from the pay of the latter* for the support of such institutions as may be found necessary for their comfort and accommodation. On this fact, comment is unnecessary. We leave it respectfully, sir, to you, with entire confidence that you will use all proper means to promote the interest and dignity of that Department over which you have presided with so much honor to yourself, and satisfaction to those who have been subject to your orders. We shall only add our request that you will use this in any manner that may conduce to the interest of the surgeons and mates of the navy; and have the honor to be, with the most profound respect, sir, your obedient servants,

SAMUEL EVANS,  
JOSEPH BAINBRIDGE,  
S. ANGUS,  
JAMES RENSHAW,  
GEORGE W. RODGERS,  
JAMES T. LEONARD,  
EDWARD TRENCHARD,  
JAMES JONES,  
L. WARRINGTON.

To the Hon. BENJAMIN W. CROWNINSHIELD, *Secretary of the Navy.*

SIR:

Boston, December 13, 1816.

We have heard with pleasure that it is the intention of the medical officers of the navy to address a respectful memorial to you, requesting that measures might be taken by the Department to obtain for them a definite rank in the service, an increase of pay, and the establishment by law of the rank of hospital surgeon. It has also been suggested to us, that the opinion of the senior officers of the navy on the justice and expediency of those claims might not be without benefit. We feel it, therefore, as a duty incumbent on us to state, that we consider the medical department of such great importance to the navy of our country, that no reasonable measures ought to be omitted which could have a tendency to retain in the service the professional ability of those gentlemen, who, by their experience, knowledge, zeal, and humanity, have procured the esteem and confidence of those with whom they have been associated; and we also beg leave to express our belief that no reasonable inducements would be objected to by Congress to procure for those who are engaged in a perilous service, and who are constantly exposed to the diseases of all climates, the best medical aid which the country affords. To effect this, it must be obvious that the rank and pecuniary emolument of medical officers ought to bear some proportion to what gentlemen of professional eminence would be entitled in private life; and we consider that justice requires they should, at all events, receive a compensation and rank equal to what has been enjoyed by medical officers of the army. On the same principle, we would most earnestly invite your attention to the establishment of the rank of hospital surgeon. To the army, *eight* officers of that rank are assigned by law; to the navy, *not one*; and let it be recollected that, whilst the hospitals of the former are supported at the expense of the Government, a fund has been formed *from the pay of the latter* for the support of such institutions as may be found necessary for their comfort and accommodation. And, sir, we beg leave to express our hope that you will be pleased to give your aid in promoting the interest of the surgeons and surgeons' mates in the navy, by endeavoring to obtain for them a more eligible and advantageous situation than the present rules and regulations of the service admit of.

We have the honor to be, with great respect, your obedient and humble servants,

WILLIAM BAINBRIDGE,  
ISAAC HULL,  
D. DEACON,  
ALEX. S. WADSWORTH.

The Hon. SECRETARY OF THE NAVY.

14th CONGRESS.]

No. 147.

[2d SESSION.]

## CONDITION OF THE NAVAL ESTABLISHMENT.

COMMUNICATED TO THE SENATE, JANUARY 29, 1817.

COMMITTEE ROOM, December 27, 1816.

SIR:

The time of peace and prosperity is the season proper to build up and mature the institutions of a country. Under the influence of this obvious truth, Congress has, by a wise course of legislation, nearly completed the naval establishment. By the creation of a navy board, which, harmonizing with the head of the Department, and giving to it all the benefits of practical observation and experience, the civil administration of the affairs of the navy has been rendered, perhaps, as complete as the nature of the institution will admit. But, to realize all the advantages confidently anticipated by the friends of the Board, a cordial concert and harmony between it and the head of the Department is indispensable. It cannot but be foreseen that any jealousy, rivalry, or misunderstanding between these important branches of the establishment must greatly tend to paralyze effort, and to render nugatory the best concerted designs.

By the law of the last session, providing for the gradual and permanent increase of the navy, the fate and fortunes of this important branch of the national strength was finally fixed and settled. Congress, by a prudent foresight, has authorized, and furnished the means, of creating, by degrees, a naval force, which, when completed, cannot fail to secure for the nation that safety at home, and that respect from abroad, the foundation for which was so amply laid by the heroic exploits of our infant navy during the late war. There is no doubt that at this moment this arm of our safety and our strength possesses the confidence and the favor of the Government and of the nation. It is of the utmost importance that this confidence and this favor should not only be retained, but, if possible, augmented. This, in the opinion of the committee, can only be done by a prudent, energetic, and, above all, an economical management of the affairs confided to the Department. Profusion, in the expenditure of public money, is a common charge against Government. It is probable the belief of this very profusion in the money concerns of the Department, was the true cause why the navy was kept down so long in public opinion. The committee are of opinion that, situated as this country is, that a navy is not only its most efficient and appropriate, but its cheapest defence. That this conviction should become general, nothing is necessary but to introduce and enforce the most rigid economy in every branch of naval expenditure—an economy recommended by considerations not only of attachment to the naval establishment, and a solicitude for its prosperity and reputation, but of duty to the nation.



An act of the last session has 'also secured, by more effectual provisions, the Navy Pension Fund; so that the benevolent and humane intentions of the Legislature will be more amply extended to the disabled officers and seamen of the navy.

By your report to the Senate, of the 4th of December, 1815, [see No. 129] it appears that the dock-yard, contemplated by the act of the 3d of March, 1813, had not then been constructed; nor had the acts respecting naval hospitals been then executed. Perhaps the laws respecting these necessary appendages of the naval establishment are defective. Perhaps the appropriations, heretofore made for their construction, may not be adequate to the purpose. The naval committee of the Senate, animated with the desire to perfect the naval establishment by every means in their power, to amend any defects that may exist in the laws respecting it, and to afford every means to prevent or to suppress abuses, if any should exist, have directed me to communicate with you freely, and to inquire,

1st. Whether any legislative provision is necessary to carry into effect the existing provisions respecting the naval establishment; and,

2d. Whether any further provision, by law, is necessary to render it more perfect?

I have the honor to be, very respectfully, sir, your obedient servant,

C. TAIT, *Chairman.*

The Hon. BENJAMIN W. CROWNINSHIELD, *Secretary of the Navy.*

NAVY DEPARTMENT, January 8, 1817.

SIR:

I have the honor to reply to your letter of the 27th ultimo, and most cordially reciprocate your sentiments upon the subject of the naval establishment, and of the relative duties of its several branches.

The system of economy is most essential to its popularity, and a most important duty incumbent upon this Department; so far as abuses have crept in, every effort will be directed to check them in future, and to confirm that confidence of the Legislature which has been so liberally demonstrated in the late acts for a gradual increase of the navy, and for appropriations towards its support.

The act of the last session, for the better security of the Navy Pension Fund, has not been attended to in the States of Massachusetts and New York, where its provisions were more immediately applicable; and large sums, it is presumed, are still due, and remain unaccounted for since the commencement of the late war.

The subject of dock-yards and naval depots has constantly been under consideration, and the final decision, as to the most proper site in the Chesapeake, will lead to the execution of the necessary docks in that and the other naval establishments.

The naval hospitals have been suspended from the insufficiency of the original appropriation of the act of 1811, the amount of fifty thousand dollars, appropriated out of the Marine Hospital Fund, having failed; and the sum deducted from the pay of the officers and seamen has been absorbed in the general expenditures, and its reimbursement must depend upon additional estimates and appropriations for the service. The necessity of the establishment is fully admitted, and the present period appears to be propitious to its completion, which shall receive all the attention from this Department due to its importance.

To the queries propounded by the committee, I have the honor to reply that the existing provisions, respecting the naval establishment, are adequate to the present organization of the Department; such further provisions as the nature of the service may require, and such as may arise out of the gradual increase of the navy, shall be promptly suggested to the consideration of the naval committee of the Senate.

I take the liberty of suggesting a repeal of the law passed April 18, 1814, authorizing the President to make an addition, not exceeding twenty-five per centum, to the pay of the officers, seamen, and marines, as the situation of the naval service does not, at present, require such additional allowance.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

Hon. CHARLES TAIT, *Chairman Naval Committee of the Senate.*

NAVY DEPARTMENT, January 22, 1817.

SIR:

The Commissioners of the Navy Pension Fund respectfully submit to the honorable naval committee of the Senate the propriety of extending the provisions of the acts of Congress, in relation to the widows and children of those officers, seamen, and marines, who, in certain cases to be designated by law, may have died, or shall hereafter die in the naval service, in consequence of disease, or injuries received while in the line of their duty.

The existing acts of January 20, 1813, and of March 4, 1814, do not extend the benefit of pensions to all cases deserving the bounty of Government; many cases have occurred which claim some consideration from the long and faithful services of deceased officers and seamen, several of which have been presented to Congress in the form of petition, during the present session, and have taken that course from the inability of the commissioners to admit their claims, under a literal construction of the acts, which limit the pensions to the widows of those only "who die by reason of wounds, &c."

Considering the casualties and extreme hardships to which the naval service exposes those engaged in it, exclusive of those resulting from the acts of the enemy in battle; and, also, that the relief to be afforded will be derived from a fund accruing from the captures made by the officers, seamen, and marines, it is submitted to the naval committee of the Senate to have the naval service placed upon an equal footing with the military establishment, by extending the provisions to the widows and orphans of the naval officers, seamen, and marines.

A further consideration of the existing laws will show that sufficient provision is not made for the widows of surgeons and surgeons' mates, who are, in the performance of their duties, peculiarly exposed to contagious diseases; and, in the event of death ensuing from such causes, as the laws are now construed, the widows and orphans would be deprived of an equitable share of the benefits of the Navy Pension Fund.

I have the honor to be, with very great respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

Concurred with.

WM. H. CRAWFORD.

Hon. CHARLES TAIT, *Chairman Naval Committee of the Senate.*

14th CONGRESS.]

No. 148.

[2d Session.]

## CLAIM FOR PRIZE MONEY FOR A BRITISH VESSEL DESTROYED ON LAKE SUPERIOR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 5, 1817.

Mr. PLEASANTS, from the Committee on Naval Affairs, to which was referred the petition of Arthur Sinclair, for himself, his officers, and crew, in a cruise on Lake Superior, during the late war, reported:

The petitioner states that, during the late war, he was ordered on an expedition up Lake Superior, against Michilimaciac. That during the said cruise it was the fortune of the party to destroy in the river Nantawausaga a brig belonging to the enemy loaded with military stores; her burthen was about two hundred tons, and the loss sustained by the enemy in the destruction of said brig and stores was supposed to be not much short of one hundred thousand dollars. This loss was of a character most serious to the enemy, and would have been felt in the most sensible manner, had not the conclusion of peace put an end to the war. The petitioner prays that the munificence of Congress would bestow on those concerned in said expedition such reward as in their judgment they may merit.

The committee have considered the petition with attention, and are of opinion that the prayer of it ought not to be granted. The conduct of Captain Sinclair, his officers and men, was undoubtedly gallant; but the committee are able to see in the transaction nothing but the discharge of a duty, in the way in which duties were generally discharged by the naval officers and men, with bravery and fidelity. Extraordinary rewards should be reserved for extraordinary services, and they have been bestowed by Congress in few or no cases, but where there was equal or superior force. The committee, therefore, recommend to the House the following resolution:

*Resolved*, That the prayer of the petitioner ought not to be granted.

15th CONGRESS.]

No. 149.

[1st Session.]

## CONTRACTS FOR THE YEAR 1817.

COMMUNICATED TO THE SENATE, JANUARY 7, 1818.

NAVY DEPARTMENT, *January 6, 1817.*

SIR:

I have the honor of transmitting, herewith, a statement of the contracts made by the Commissioners of the Navy during the year 1817, prepared in obedience to the act of the 3d of March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, very respectfully, your obedient servant,

B. W. CROWNSHIELD.

Honorable the PRESIDENT OF THE SENATE.



## Statement of the Contracts made by the Commissioners of the Navy in 1817.

Names of the contractors.	Date of contracts.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Joel Bunce,	1817, January 1	All the rations that shall be required for the United States' marines stationed at the United States' navy yard, New York.	20 cents per ration,	As required during 1817,	United States' navy yard, New York.
Edward Stone,	"	500 barrels of York.	\$19 per barrel,	Within 40 days,	Washington city.
Henry Eckford,	"	One complete frame of live oak timber, cut to moulds, for a ship of the line, and one complete frame of live oak timber, cut to moulds, for a frigate, and all the promiscuous live oak timber required for clocks, fillings, and such like purposes, for the said two frames.	\$1 55 per cubic foot for the frame of the ship of the line, and \$1 42½ per cubic foot for the frame of the frigate, and \$1 per cubic foot for the promiscuous timber required for the two frames.	Within 12 months,	United States' navy yard, New York.
William Bowhay,	"	The right of making and using a machine invented and patented by him, called Bowhay's dorelleving machine.	\$100.		
Isaac S. Middleton,	March 19	Building a warehouse and furnishing materials.	\$3,210.	September 1, 1817,	Washington city.
Thomas Spalding,	April 2	One complete frame of live oak timber, cut to moulds, for a frigate.	\$1 42½ per cubic foot,	Within 12 months,	Navy yard, New York.
Robert E. Griffith,	"	Copper rods for bolts and spikes, sheathing copper, and copper sheathing nails, 391,333 pounds.	26 cents per pound,	Do.	Philadelphia.
William McKenney,	"	500 barrels of bread,	\$6 75 per each 100 pounds,	Do.	Georgetown, D. C.
Thomas Foyles,	"	700 do.	\$7 do.	May 1, 1817,	Washington city.
Nathaniel Wattles,	May 4	All the rations that may be required of him for the use of the machines of the United States stationed at head quarters in the city of Washington.	20 cents per ration,	As required, from the 10th April, 1817, to 9th April, 1818.	
A. Bull, P. Herron, J. Hopkins, W. Truss, T. Roggard, and C. Grace.	June 7	Freight of naval stores from the navy yard, Washington, to Gibraltar, &c.	\$1 25 per barrel.		
		339,600 feet of oak plank for a seventy-four, -	\$3 per 100 superficial feet,		
		232,250 feet of yellow pine plank, do.	\$3 do.		
		Also the white oak root knees, yellow pine beams, ledges, and long combings, and the promiscuous yellow pine and white oak for a seventy-four, and the lower masts, topmasts, lower yards, and top sail yards, and the oak plank and thick stuff for tops, caps, trestle trees, &c. required for a line of battle ship.	50 cents per inch sided for the oak root knees; 38 cents per cubic foot for the yellow pine beams, ledges, long combings, and promiscuous yellow pine and white oak; 4½d. Virginia currency, per inch, for the lower masts; 3½d. Virginia currency, per inch, for the topmasts, lower yards, and topsail yards; \$3 per 100 superficial feet for the oak plank and thick stuff required for tops, caps, &c.	Within 12 months,	Navy yard, Gosport, Va.
Elijah Swift,	"	One complete frame of live oak timber, cut to moulds, for a ship of the line.	\$1 55 per cubic foot,	Within 24 months,	At such navy yard as the commissioners may direct.
Nathaniel P. Tatem,	"	130,250 superficial feet yellow pine plank for a frigate, 233,250 do. white oak plank do.	\$3 per 100 superficial feet, \$3 do.		
		484 white oak root knees, -	45 cents per inch sided,		
		Yellow pine beams, -	38 cents per cubic foot,		
		Lower masts, -	60 do.		
		Topmasts, lower yards, and topsail yards, -	3½d. Virginia currency, per inch,	Within 12 months,	Navy yard, Gosport, Va.

## STATEMENT—Continued.

Names of the contractors.	Date of contracts.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Nathaniel P. Tatam,	1817. 9 June	Oak plank and thick stuff for tops, caps, and trestle-trees.	\$3 per 100 superficial feet,	Within 12 months,	Navy yard, Gosport, Va.
John F. Tice,	" 10	Keel and keelson pieces, for one line of battle ship, of Jersey white oak.	\$1 per cubic foot,	August 16, 1817,	Navy yard, Brooklyn, New York.
Ebenezer Thompson,	-	700 white oak knees for a line of battle ship, 484 do. for a frigate.	50 cents per inch sided.	-	-
Hugh Lindsey,	August 29	One complete frame of live oak timber, cut to moulds, for a ship of the line.	\$1 55 cents per cubic foot,	{ January 1, 1819,	{ At such navy yard as the Commissioners of the Navy may direct.
William Cammack,	Septem. 1	Do. for a frigate,	\$1 42½ cents per cubic foot,	-	-
		359,600 superficial feet oak plank for a seventy-four,	\$3 per 100 superficial feet,	-	-
		do. yellow pine plank,	do.	-	-
		233,250 do.	\$3	-	-
		700 oak root knees,	50 cents per inch sided,	-	-
		Yellow pine beams, ledges, long combings, and promiscuous yellow pine and white oak.	38 cents per cubic foot,	-	-
		Lower masts,	44d. Virginia currency, per inch,	Within 12 months,	Navy yard, Gosport, Va.
		Topmasts, lower yards, and topsail yards,	3½d. do.	-	-
		Oak plank and thick stuff required for tops, caps, &c.	\$3 per 100 superficial feet,	-	-
Athanasius Fenwick,	" 5	Do. for a seventy-four,	do.	-	-
		Promiscuous white oak timber for	\$3 20	-	-
		do. for a seventy-four,	35 cents per cubic foot,	{ January 1, 1818,	{ Navy yard, Washington.
Sweepson Whitehead,	" 17	359,600 superficial feet oak plank for do.	\$3 per 100 superficial feet,	-	-
		332,250 do. yellow pine plank for do.	\$3	-	-
		700 oak root knees for a seventy-four,	50 cents per inch sided,	-	-
		Yellow pine beams, ledges, long combings, promiscuous yellow pine and white oak.	38 cents per cubic foot,	Within 12 months,	Navy yard, Gosport, Va.
		Lower masts,	44d. Virginia currency, per inch sided,	-	-
		Topmasts, lower yards, and topsail yards,	3½d. do.	-	-
		Oak plank and thick stuff required for tops, caps, &c.	\$3 per 100 superficial feet,	-	-
Sweepson Whitehead,	" 17	130,250 superficial feet of yellow pine plank for a frigate.	\$3	-	-
		233,250 do.	\$3	-	-
		484 white oak root knees,	\$2	-	-
		Yellow pine beams, ledges, long combings, and promiscuous yellow pine and white oak.	45 cents per inch sided,	-	-
		do. do.	38 cents per cubic foot,	Within 12 months,	Navy yard, Gosport, Va.
		Lower masts,	60 cents per cubic foot,	-	-
		Topmasts, lower yards, and topsail yards,	3½d. Virginia currency, per inch,	-	-
		Oak plank and thick stuff required for tops, caps, &c.	\$3 per 100 superficial feet,	-	-
		Transportation of timber from New York to Washington.	11 cents per cubic foot,	-	-
Ralph Bulkey,	" 23	Do. from Norfolk to New York,	10 cents do.	-	-
		359,600 superficial feet oak plank for a seventy-four,	4 cents per foot inch measure.	-	-
James Murphy,	" 27	233,250 do.	\$2 62½ per 100 superficial feet.	-	Navy yard, Washington.
		1,500 barrels of pork,	\$17 75 per barrel,	-	New York.
James Brisbane,	Novem. 1	500 do. beef,	\$13	-	Navy yard, New York.
				{ The ensuing winter and spring.	





15th CONGRESS.]

No. 150.

[1st Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE SENATE, JANUARY 19, 1818.

NAVY DEPARTMENT, January 15, 1818.

*To the honorable the President of the Senate:*

The commissioners of the Navy Pension Fund, in obedience to the act for the better government of the navy of the United States, respectfully report to Congress the following statements in relation to that fund.

Paper A, which shows the amount of stock on the books of the Treasury to the credit of the commissioners.

Paper B. Statement of bank stock belonging to the fund.

Paper C. Account of the commissioners with Thomas T. Tucker, Esq. treasurer of the fund. [Balance against him \$76,016 47.]

Paper D. Abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund, from the 1st of January, 1817, to the 31st December, inclusive. [Amount \$196,900.]

Paper E. List of navy pensioners, with the pension allowed to each. [Number, including widows and orphans, three hundred and fifty-eight, and amount paid \$32,036.]

All which is respectfully submitted in behalf of the commissioners.

B. W. CROWNINSHIELD.

## A.

*Statement of the stocks on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with interest and reimbursement which accrued in the year 1817.*

STOCKS.	Nominal amount.	Commencement of interest.	Interest and reimbursement for 1817.	Reimbursement of six per cent. and deferred stocks, to Dec. 31, 1817.	Unredeemed amount, 1st of January, 1818.
Old six per cent. - - -	39,579 04	Jan. 1, 1817,	3,166 31	37,867 95	1,711 09
Deferred, - - -	56,532 23	Jan. 1, 1817,	4,522 56	32,285 99	24,246 24
Three per cent. - - -	30,895 93	Jan. 1, 1817,	926 88	- -	30,895 93
Louisiana six per cent. -	38,000 00	Jan. 1, 1817,	2,280 00	- -	38,000 00
Six per cent. loan of 7½ millions, -	113,314 44	Jan. 1, 1817,	6,798 84	- -	113,314 44
Six per cent. loan of 10 millions, -	193,489 35	Jan. 1, 1817,	11,609 36	- -	193,489 35
Six per cent. loan of 50,000 00	50,000 00	Jan. 1, 1817,	9,201 00	- -	187,800 00
Six per cent. loan of 6 millions, -	137,800 00	Ap. 1, 1817, }			
Six per cent. stock of 1815, -	36,789 44	Jan. 1, 1817,	2,207 36	- -	36,789 44
	\$696,400 43	- - -	\$40,712 31	\$70,153 94	\$626,246 49

Nominal amount, as per statement of 14th of January, 1817, - - - - \$558,600 43

Six per cent. stock, loan of six millions, entered to the credit of the commissioners on the 1st of October, 1817, carrying interest from 1st April, 1817, - - - - 137,800 00

Nominal amount as above, - - - - \$696,400 43

TREASURY DEPARTMENT, REGISTER'S OFFICE, January 16, 1818.

JOSEPH NOURSE.

## B.

*Statement of Bank Stock belonging to the Navy Pension Fund.*

	Nominal amount.	Amount of costs.
Six hundred and twenty-eight shares Columbia Bank stock, - - -	62,600 00	69,102 60
Seven hundred shares Washington Bank stock, - - -	14,000 00	14,260 00
Six hundred shares Union Bank stock, - - -	15,000 00	15,340 50
	\$91,600 00	\$98,703 10

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 1, 1818.

CONST. FREEMAN, Auditor.



15th CONGRESS.]

No. 151.

[1st Session.]

## NAVY HOSPITALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 20, 1818.

NAVY DEPARTMENT, *January 15, 1818.*

In compliance with a resolution of the House of Representatives, passed on the 23d day of December, 1817, I have the honor to submit the following statement in relation to naval hospitals, and to meet the inquiry contemplated in said resolution.

By the act of Congress, passed the 26th February, 1811, the Secretary of the Navy, Treasury, and War, were appointed a board of commissioners of navy hospitals, and the sum of \$50,000 was appropriated "out of the unexpended balance of the Marine Hospital Fund," to be paid to the said commissioners, to constitute a fund for navy hospitals; which sum has not been transferred to the credit of navy hospitals, in consequence of the deficit of receipts in the several succeeding years, to meet the annual expenditure for the support of the marine hospitals, as will appear by the treasury statements herewith; so that the fund for navy hospitals remains still unaided by that amount.

In the year 1809, as will appear by statement marked A, No. 1, the sum of \$38,513 96, was paid by warrant of the Secretary of the Navy into the treasury, in conformity with the act of 2d March, 1799, being the amount collected, "by virtue of said act, from the officers, seamen, and marines of the navy;" and on the 25th February, 1811, at the period of passing the act establishing commissioners of navy hospitals, there remained a balance, due to the Marine Hospital Fund, of \$3,782 86, as per statement, marked A, No. 2; and by the same statement it appears that the fund which has accrued to naval hospitals since the 26th February, 1811, to the 30th November, 1817, the latest settlement of accounts, amounts to \$77,701 45, while the annual expenditure for supporting the temporary establishments of navy hospitals, was \$13,783 98, as per statement A, No. 3, which has been paid out of the appropriations for the navy, and which exceeds, considerably, the amount received on account of the fund for navy hospitals.

By a statement of the Register of the Treasury, marked A, No. 4, it appears that, on the 1st of January, 1811, there remained on hand a balance, on account of the Marine Hospital Fund, of \$112,081 90; and that the expenditures of the years 1811 and 1812 exceeded the actual receipts by the sum of \$17,824 39; in the three subsequent years buildings were required for the further accommodation of the sick at different ports, and specific appropriations were granted by Congress, for that purpose, to the amount of \$60,000. The unexpended balance of \$33,667 41, remaining in the treasury on the 1st of January, 1817, with the estimated amount of receipts for that year, falls short of the expenditures by the sum of \$7,869 54, as appears by statement A, No. 1.

By section third, of the act passed 26th February, 1811, the commissioners were "authorized and required to procure, at a suitable place, or places, proper sites for navy hospitals," &c.; in pursuance of which the commissioners met in the early part of the year 1812, and had surveys made of several sites in Washington city; and an architect was employed to make a draught of a building, &c. but the subsequent events of the war stopped all further proceedings, until after the peace. In 1815 and 1816, the commissioners met, and, upon examining the state of the funds, it was found that there were no moneys at their disposal, and applicable to the object, so that the provisions of the act for establishing navy hospitals have not been carried into effect, for the reasons assigned, while no neglect is justly imputable; for every accommodation, and medical aid, has been afforded to the sick in temporary hospitals, commensurate with the means, and as far as circumstances have permitted.

The resolution of the House of Representatives affords an occasion of presenting, herewith, a joint report of the commissioners of navy hospitals, for the consideration of Congress.

All which is respectfully submitted.

B. W. CROWNINSHIELD.

To the Hon. the SPEAKER of the House of Representatives.

NAVY DEPARTMENT, *January 14, 1818.*

The commissioners of navy hospitals, designated by the act of Congress, passed 26th February, 1811, have taken into consideration the provisions and the objects of the said act, and find, upon examination, that the want of adequate funds has prevented its being carried into effect. The commissioners, therefore, recommend that so much of the law as separates the Navy Hospital Fund from the Marine Hospital Fund, be repealed; and so much of the third section of that law, as requires the establishment of a permanent asylum, &c. unless Congress shall deem it expedient to appropriate, specifically, a sum sufficient for that special object.

The commissioners further recommend, in case of repealing so much of the law, that the joint funds for the support of hospitals be placed under their direction as commissioners of hospitals, generally; and that the present existing marine hospitals, with such as may be erected as naval hospitals, be placed under the same direction, to be governed by such rules and regulations as the commissioners shall adopt; and the surgeons, officers, attendants, &c. to be appointed out of the naval surgeons, and those who fill the same stations in the naval hospital establishments; and that an appropriation be made for building and supporting the same.

WM. H. CRAWFORD,  
J. C. CALHOUN.  
B. W. CROWNINSHIELD.

The Hon. the SPEAKER of the House of Representatives.

A, No. 1.

*Statement of the Marine and Navy Hospital Fund, on the 1st day of January, 1818.*

TREASURY DEPARTMENT, REGISTER'S OFFICE, *January 8, 1818.*

The Register begs leave to state to the Secretary of the Treasury that, by a statement rendered to the Treasury Department from this office, under date the 5th January, 1818, there remained unexpended on the 1st January, 1817, of the Marine Hospital Fund, the sum of - - - 33,667 41

That, from the best estimate which can be formed, the receipts into the treasury, during the year 1817, will not exceed - - - - - 40,000 00

Making on 1st January, 1818, - - - - - 73,667 41

From an examination of the accounts settled at the treasury, in relation to said fund, warrants for payments made in the year 1817 will be issued to the amount of \$81,536 95

And that a deficiency on the 1st January, 1818, is stated at - - - - - 7,869 54

\$81,536 95

NOTE. The sum of \$38,513 96 was paid into the treasury in the year 1809,<sup>1</sup> by Thomas T. Tucker, for so much received by him from the Navy Department, under the act of 2d March, 1799. This appears to have been the only payment into the treasury by the Navy Department.

HON. WILLIAM H. CRAWFORD, *Secretary of the Treasury.*

JOSEPH NOURSE.

A, No. 2.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *January 8, 1818.*

SIR:

In pursuance of your verbal request, I have the honor of handing you the subjoined statement, exhibiting the balance of moneys standing to the credit of the "Marine Hospital Fund," on the books of the Accountant of the Navy, and of the amount which has accrued to the "Navy Hospital Fund."

I have the honor to be, sir, very respectfully, &c.

The Hon. BENJ. W. CROWNSHIELD, *Secretary of the Navy.*

CONST. FREEMAN, *Auditor.*

*Marine Hospital Fund.*

Balance to its credit to 25th February, 1811,	-	-	-	-	-	-	\$3,782 86
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*Navy Hospital Fund.*

Amount to its credit on Accountant's books from 26th February, 1811,	-	-	-	-	-	67,876 46
Ditto on Auditor's books from 3d March, 1817, to 30th November, 1817,	-	-	-	-	-	9,824 99
Total amount,	-	-	-	-	-	<u>\$77,701 45</u>

CONST. FREEMAN, *4th Auditor.*

A, No. 3.

*Estimate of the annual expenses paid by the Navy Department on account of Navy Hospitals, established at the following places, since the passage of the act of the 26th February, 1811.*

NEW ORLEANS.

Rent of house for hospital and surgeon's quarters,	-	-	-	-	-	1,560 00
Surgeon's pay and rations,	-	-	-	-	-	782 50
Surgeon's mate's pay and rations,	-	-	-	-	-	542 50
						<u>\$2,885 00</u>

CHARLESTON, S. C.

Rent of house for hospital,	-	-	-	-	-	350 00
Surgeon's pay and emoluments,	-	-	-	-	-	782 50
Rent of quarters for ditto,	-	-	-	-	-	198 00
Surgeon's mate's pay and rations,	-	-	-	-	-	200 00
						<u>\$1,825 00</u>

WASHINGTON CITY.

Rent of house for hospital,	-	-	-	-	-	200 00
Surgeon's pay and rations,	-	-	-	-	-	1,126 48
Rent of quarters for ditto,	-	-	-	-	-	400 00
Surgeon's mate's pay and emoluments,	-	-	-	-	-	632 00
Rent of quarters for ditto,	-	-	-	-	-	542 50
						<u>\$2,558 48</u>

PHILADELPHIA.

Pay and rations of surgeon,	-	-	-	-	-	782 50
Rent of quarters for ditto,	-	-	-	-	-	500 00
Pay and rations of surgeon's mate,	-	-	-	-	-	542 50
						<u>\$1,825 00</u>

NEW YORK.

Rent of a house for hospital,	-	-	-	-	-	450 00
Pay and rations of surgeon,	-	-	-	-	-	782 50
Rent of quarters for ditto,	-	-	-	-	-	500 00
Pay and rations of two surgeon's mates,	-	-	-	-	-	1,085 00
						<u>\$2,817 50</u>

CHARLESTOWN, (Mass.)

Pay of a surgeon,	-	-	-	-	-	782 50
Rent of quarters for ditto,	-	-	-	-	-	500 00
Pay and rations of surgeon's mate,	-	-	-	-	-	542 50
						<u>1,825 00</u>

Total amount of annual expense,	-	-	-	-	-	<u>\$13,763 98</u>
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CONST. FREEMAN, *Auditor.*

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *January 13, 1818.*



## A, No. 4.

*Statement of receipts and expenditures, on account of the Marine Hospital, from 1st January, 1811, to 31st December, 1816.*

Years.	Receipts.		Total receipts.	Expenditures.
	From collectors of customs.	Specific appropriations.		
Balance on 1st January, 1811,	-	-	-	-
Amount in 1811,	\$112,081 90	-	\$112,081 90	-
1812,	54,586 34	-	54,586 34	\$57,109 08
1813,	42,421 46	-	42,421 46	57,723 11
1814,	21,789 58	20,000	41,789 58	53,376 87
1815,	10,191 97	20,000	30,191 97	45,226 50
1816,	28,374 74	20,000	48,374 74	43,651 55
Balance on 1st January, 1817,	43,864 21	-	43,864 21	82,555 68
Total,	\$313,310 20	\$60,000	\$373,310 20	\$373,310 20

JOSEPH NOURSE.

TREASURY DEPARTMENT, REGISTER'S OFFICE, January 5, 1818.

15th CONGRESS.]

No. 152.

[1st SESSION.]

## COMPLAINTS OF SUBALTERN OFFICERS OF THE NAVY AND MARINE CORPS.

COMMUNICATED TO THE SENATE, JANUARY 21, 1818.

Mr. TAIT made the following report:

The Committee on Naval Affairs, to whom have been referred the memorial of certain commissioned officers of the navy, under the rank of commanders, and also the memorial of certain officers of the marine corps attached to the Mediterranean squadron, have had the same under consideration, and report:

That your committee, duly impressed with the importance and delicacy of the subjects referred to them, and anxious to pursue that course which will best comport with the good of the public service and the high duties of the Senate, have given the several memorials all the consideration to which they are entitled.

The memorialists of the navy and marine corps pray that the Senate would institute an inquiry into the proceedings of two naval courts martial, had in the Mediterranean, in the early part of the last year. They complain that those proceedings were such as to impair their confidence in the tribunals which have been established by the laws of the country for the protection of the rights of all who are connected with the naval establishment.

The memorialists of the marine corps pray that their rights may be guarded by a special act of the Legislature, "or, that the rules and regulations for the better government of the navy be more strictly carried into execution."

Your committee sincerely regret that any circumstances should have occurred which have caused discontents among any portion of the officers of the United States' navy. They have indulged the hope that the high reputation and renown which had been acquired by the naval establishment of this country in war would be cherished and sedulously guarded, in the season of peace, by every officer of the corps. It is only by a correct deportment, by a rigid discharge of duty, and a strict observance of the laws, that their well earned fame can be preserved. If these observations are correct as it regards the individuals, officers of the navy, they most strongly apply to their tribunals. If naval courts martial, or courts of inquiry, have become so negligent, or so partial and unfaithful in the discharge of their duties, that those who should look to them for protection can no longer confide in them, but must resort, in the language of the memorialists, for safety "to those arms with which their country has entrusted them, or to that strength with which nature has endowed them," then, indeed, there is most serious cause of alarm. But your committee do not believe that this is the condition and character of your naval tribunals. They have heretofore been unimpeached. Under their administration, the American navy has attained a character, both at home and abroad, of which the nation is justly proud. In the instances complained of, there may have been some ground for criticism; the proceedings may have been such as not to give entire satisfaction to all; but your committee are decidedly of the opinion, that, whatever may be the character of the proceedings of the courts martial under consideration, they are beyond the control of the Senate. It has no power that can reach these cases. It has none other than legislative power touching these matters, which, in its nature, cannot be retrospective. The corrective, in such cases, is confided by the institutions of the country to the Chief Magistrate, and to that department of the Government would their complaints, perhaps, have been most properly addressed.

There is another view of the subject, to which the committee have not been inattentive. It has been considered a fit occasion to look into the laws governing the navy, in order to discover whether any defects exist which may require legislative correction. Your committee have done so, and, on examination, are of opinion that no legislative proceedings are necessary at this time. The rules and regulations for the government of the navy now in force are those under which it has grown up and acquired a reputation for discipline and efficiency which your committee believe is not surpassed by any similar establishment. In this state of things, they are of opinion that the causes of complaint, if any, are not in the laws, but in the administration of the laws. As it regards the marines, a description of force most necessary and useful, and which merits the fostering and protecting care of the Government, the committee, on examination, find that they are subject to do duty afloat and on shore, as the Executive, at his discretion, may direct; and that they are "governed by the same rules and articles of war as are prescribed for the mili-

tary establishment, and by the rules for the regulation of the navy heretofore, or which shall be established by law, according to the nature of the service in which they shall be employed." The committee know no footing more proper on which to place the marines than that on which the law has already placed them. Were new rules now to be prescribed for their government and protection, it is believed that none other ought to be prescribed than those which now exist. Your committee, therefore, repeat that, in their opinion, the defect, if any, is not in the law, but in its execution. Viewing, then, the subjects referred to them in all their bearings, feeling the danger of affecting that discipline which is the vital principle of all military establishments, while they would frown with indignation on every act which savored of oppression or of mal-administration, your committee respectfully submit the following resolution:

*Resolved*, That the Committee on Naval Affairs be discharged from the further consideration of the memorial of the naval officers of the Mediterranean squadron, under the rank of commanders, and of the memorial of the officers of the marine corps, of date the 17th January, 1817.

*The memorial of the commissioned officers of the Mediterranean squadron, under the rank of commanders, to the honorable the Senate of the United States, dated*

PORT MAHON, January 30, 1817.

The undersigned, officers holding commissions in the navy of the United States, beg leave, most respectfully, to state to the honorable the Senate of the United States, that, having entered the service early in life, from motives of love of their country, respect for its naval character, and a sincere wish to become useful, they would willingly encounter dangers of any kind, or endure any hardships which the good of the service or the preservation of discipline may make necessary; that, together with a willingness to risk their lives and sacrifice their comforts, they have heretofore felt a firm reliance on the protection which the well digested laws of their country were intended, by the framers and enactors of them, to afford to officers of every grade, against the wanton exercise of that power which all military establishments must place in the hands of the superior over the subaltern. Guarding with cautious jealousy their reputation and their rights against all assaults which have not been designated by the law for the guardianship and arbitration of the most respectable of all tribunals, (a court martial,) they have witnessed with the deepest regret the proceedings on a late transaction which has been brought to the decision of a court, composed of the eldest officers of this squadron—of officers who, from their rank in service, we had hoped would prove as jealous guardians of our rights as of their own. We beg leave, respectfully, to state the leading circumstances of this case: Captain John Heath, commanding the detachment of marines on board of the frigate Java, under the command of Oliver H. Perry, Esquire, was so unfortunate as to incur the displeasure of his commander. The merits of the case between these two officers we do not presume to canvass; but we are imperiously called upon to notice the subsequent events. A court martial, convened in the harbor of Mahon, on board the Java, on the 31st of December, 1816, for the trial of Captain Heath, on charges and specifications, of which the following is a copy:

*CHARGE 1st.* Disrespectful, insolent, and contemptuous conduct to me, his superior officer. *Specification 1st.* That he did, on or about the 22d of July, 1816, on board of the United States' frigate Java, then standing into the bay of Naples, on being asked by me "why a certain marine was suffered to appear on deck in so filthy and dirty a dress?" reply to me in an insolent, disrespectful, and contemptuous manner. *Specification 2d.* That he did, late in the evening of the 18th of September, 1816, on board the United States' frigate Java, then at anchor in the harbor of Messina, cause a letter, written by himself, and couched in language highly improper to be used towards his commanding officer, to be left on my table in the cabin of said ship. *Specification 3d.* That he did, when sent for into the cabin, on being asked "why he took such a time to write me a letter of that kind?" assume a deportment towards me highly provoking and disrespectful: the aforesaid charge and specifications being in violation of a part of the 15th article, and a part of the 13th article, of the rules and regulations for the better government of the navy of the United States.

*CHARGE 2d.* Neglect of duty and unofficer-like conduct. *Specification 1st.* That on or about the evening of the 16th September, 1816, on board the United States' ship Java, then at anchor in the harbor of Messina, he, the said Captain John Heath did, on two marines jumping overboard to swim from the ship, neglect to come on deck, although called and informed of this circumstance, alleging as a reason therefor, the subterfuge of his being sick. *Specification 2d.* That he did, when ordered by me, at said time and place, to come on deck and muster the marines, execute that duty in a careless and indifferent manner; and when the marines were mustered, did neglect to report to me, until called and directed so to do. *Specification 3d.* That he did neglect, on the desertion of said marines from the ship, to take those immediate steps for their recovery that became him as a commanding officer of the detachment to which they belonged, and were required by the urgency of the case. This charge and specification being in violation of a part of the 20th article, and the 28th article of the rules and regulations for the better government of the navy of the United States.

*CHARGE 3d.* Disobedience of orders. *Specification.* That he did, at the time and place referred to, in the 3d specification of 1st charge, though repeatedly ordered to be silent, continue to speak, although warned of the consequences, and in the same indecorous and contemptuous manner as is therein alleged, thereby violating a part of the 14th article of the rules and regulations for the better government of the navy of the United States.

O. H. PERRY.

UNITED STATES' SHIP JAVA, *Algiers Bay*, October 14, 1816.

Of these charges and specifications, it will be necessary to observe only, that the offence on which the greatest stress is laid, was committed, as the specification states, on the 22d July, 1816; that Captain Heath was neither arrested, suspended, nor warned that notice would be taken of this offence; that on the 16th September, 1816, Captain Heath is again supposed by Captain Perry, to commit an offence, for which Captain Perry suspends him from the exercise of the duties of his office; that in the interval between the commission of these two offences, a general court martial convenes in the bay of Naples, of which court, Captain Perry is President, and Captain Heath a member; that after Captain Heath had been suspended from duty two days, he addresses a note to Captain Perry, of which the following is a copy:

UNITED STATES' FRIGATE JAVA, MESSINA, September 18, 1816.

SIR:

On the evening of the 16th instant, I was ordered below by you, from the quarter deck of this ship, with these words, or to that effect, "I have no further use for your services on board this ship." I have waited until this moment to know why I have been thus treated; and being ignorant of the causes, request my arrest and charges.

Very respectfully, your obedient servant,

JOHN HEATH, *Captain Marines.*

The language of this note Captain Perry considered disrespectful, and summoned Captain Heath into his cabin. Willingly would your memorialists draw a veil over the transaction, which then and there took place; most willingly would they bury in oblivion a transaction so disgraceful to the character of an American officer. But justice to themselves forbids it. It appears by the statement of Captain Heath, and the acknowledgment of Captain Perry, that, after some conversation had passed, Captain Perry, from (as he says,) "a disposition to chastise insolence on the spot," gave to Captain Heath a blow, and after having committed this outrage on his person, with much abusive language, ordered him to be confined to his room, and a sentinel placed over him; a measure which hitherto has been considered justifiable in extreme cases only. A little reflection convinced Captain Perry of the impropriety of his conduct, and alarmed him for its consequences; he accordingly, through the medium of another post captain, and the first



lieutenant of the Java, made an overture to Captain Heath of reconciliation, and through them tendered an apology, but insisted on terms of his own dictating. This, Captain Heath, having a due regard for his own reputation, for the commission which he has the honor to hold, and for the respectability of his brother-officers of the same rank, positively refused to accept, and in his turn preferred charges against Captain Perry. A court martial convened, and as we have been unofficially informed, for the trial of both; but Captain Perry remained in the exercise of the functions of his office, while Captain Heath was in close confinement. Of the proceedings of this court your memorialists know but little; they have ere this, they presume, been laid before the honorable Secretary of the Navy. But they know that Captain Perry has sailed for the United States, in command of the Java, with the sanction of a court martial, and that of the commander-in-chief to support his conduct.

The undersigned have now no guarantee for the safety of their persons, but the use of those arms which the laws of their country have placed in their hands, and that personal strength with which nature has blessed them. To those means they must resort, and on them in future depend, unless the honorable Senate, to whom they look with filial confidence as the guardians of their rights, will, by a timely interference, save them from the disagreeable alternative of relinquishing a profession to which they are enthusiastically attached; or becoming, in every instance, the defenders, not only of their characters, but of their persons. Placed at a distance from their country, and without the immediate influence of its civil laws, your memorialists rely with confidence on the decision of the high tribunal to which they now solemnly appeal. Your memorialists trust it will not engross too much of the valuable time of the Senate, to institute an examination into the proceedings of this court in these two instances. They beg leave also to state, that a case occurred at Naples in August last, between Captain T. O. Creighton and Midshipman Marston, of the Washington, the decision on which they also consider as tending to destroy the conviction which every officer ought to feel, while in the execution of the duties of his office, that the strong arm of the law is extended over him, equally for his protection during good conduct, and for his punishment when he deviates from its rules. If your memorialists have erred in making this appeal, they hope it will be attributed rather to an exuberance than a deficiency of a good feeling; and they trust that they will ever be found ready to obey the call and support the cause of their country in any contest, however unpromising to themselves as individuals.

And your memorialists, as in duty bound, will ever pray.

Thos. Ap. Catesby Jones, lieutenant navy.  
W. B. Shubrick, lieutenant navy.  
R. T. Auchmuty, lieutenant marine corps.  
Christopher Ford, lieutenant marine corps.  
George Pearce, lieutenant navy.  
Beverly Kennon, lieutenant marines.  
Samuel L. Breese, lieutenant navy.  
Thomas Nichols, sailingmaster.  
Robert F. Stockton, lieutenant navy.  
Francis B. White, lieutenant marines.  
Joseph L. Kuhn, lieutenant marines.  
W. H. Watson, lieutenant navy.  
Wm. H. Cocke, lieutenant navy.  
H. B. Breckenridge, captain marine corps.  
B. Washington, surgeon.  
Geo. B. English, lieutenant marine corps.  
James Armstrong, lieutenant U. S. Navy.  
George Beale, purser.  
C. S. McCauley, lieutenant U. S. Navy.  
Hyde Ray, surgeon.  
Chas T. Stallings, lieutenant navy.

E. W. Turner, purser.  
Joseph Cassin, lieutenant navy.  
Gustavus W. Spooner, lieutenant navy.  
Robert S. Kearney, surgeon.  
Wm. Hall, captain marine corps.  
John Harris, lieutenant marines.  
Henry Olcott, lieutenant marines.  
N. Webster, lieutenant U. S. Navy.  
S. H. Stringham, lieutenant U. S. Navy.  
W. K. Latimer, lieutenant navy.  
L. Roupeaug, lieutenant navy.  
Alex. M. Montgomery, acting surgeon navy.  
Robert Field, lieutenant navy.  
N. L. Montgomery, lieutenant navy.  
M. D. Nicholson, lieutenant navy.  
W. Laughton, lieutenant navy.  
John Cadle, acting surgeon navy.  
John W. Peaco, acting surgeon navy.  
M. C. Attwood, purser U. S. Navy.  
J. L. Morris, lieutenant navy.

#### *Memorial of the officers of the United States' Marine Corps.*

The officers of the United States' Marine Corps in the Mediterranean present the following memorial to the honorable Senate and House of Representatives of the United States, and pray that their situation on board ship, and the grievances herein complained of, may claim their serious attention.

The want of established rules and regulations for the marine corps, when stationed on board ship, and this difference of discipline in different vessels, have always been productive of serious ills, and have, too frequently, occasioned unavoidable and unhappy disturbances. The undersigned, therefore, do earnestly entreat, that rules and regulations be established by an act of Congress, wherein the duties of marine officers, when afloat, may be clearly and distinctly defined, and rights and privileges protected.

The undersigned regret the necessity under which they conceive themselves bound by their duty to the service and themselves, of entreating the honorable Senate and House of Representatives, as the guardians and protectors of their rights, to examine the decision of a court martial held at Mahon, on Captain Oliver H. Perry, of the navy, under the charges of outraging the rights, feelings, and person of the commanding officer of marines, of the United States' ship Java; and pray that the protection of their rights and persons be guaranteed by some special act of Congress, or that the rules and regulations for the better government of the navy be more strictly carried into execution.

John Hall, C. M. M.  
H. B. Breckenridge, captain marines.  
Wm. Hall, captain marines.  
John L. Kuhn, lieutenant U. S. Marines.  
Henry Olcott, first lieutenant marines.

Francis B. White, first lieutenant marines.  
John Harris, first lieutenant marines.  
R. T. Auchmuty, second lieutenant marines.  
Christopher Ford, lieutenant marines.

PORT MAHON, January 17, 1817.

UNITED STATES SHIP WASHINGTON, PORT MAHON, May 4, 1817.

SIR:

I have the honor to transmit herewith an attested copy of a letter written to me by the captains and commanders of the squadron.

I fully concur with those gentlemen in opinion, and shall believe it to be my duty to comply with their request so far as to permit the officers complained of to return to the United States, as soon as it can be done without injury to the public service.

I have the honor to be, very respectfully, sir, your obedient humble servant,

I. CHAUNCEY.

To the Hon. BENJAMIN W. CROWNINSHIELD, Secretary of the Navy, Washington.

PORT MAHON, May 4, 1817.

SIR:

We, the undersigned, captains and commanders, serving in the squadron under your orders, have heard with deep regret that many of the lieutenants, and other commissioned officers belonging to the vessels under our respective commands, have forwarded to the honorable the Senate of the United States, a memorial which in our opinion is calculated to excite disaffection and insubordination in the navy, and bring into contempt a service heretofore distinguished for its reputation, order, and good government.

The undersigned wish to be distinctly understood, that it is not against petitioning the Legislature for a redress of real wrongs, that we now protest, but against the manner, time, and object of the memorialists, which, if truly represented to us, is as follows:—They complain that they have been oppressed, and require that the 30th article of an act for the better government of the navy should be revised and so amended as to designate particularly the punishment of offenders, and, it is believed, that they even go so far as to threaten that should their imaginary grievance not be redressed, they will resort to their arms for protection. It is also understood that the memorialists have presumed to reflect on the members of two courts martial, composed of officers of long standing in the navy; that their meetings have been held with apparent secrecy, and the memorial studiously withheld from their commanders, who would readily sanction any measure having for its object the good of the service. It cannot be denied that it is the bounden duty of officers, more especially when on a foreign station, to cultivate towards each other the most perfect harmony and good will; but it is the opinion of the undersigned, that the conduct of the memorialists is calculated to have a contrary effect. The undersigned are therefore impelled by a sacred duty we owe our country and ourselves, to request that you will be pleased to remove all those officers from under our respective commands, as soon as the public service will admit of the same, as we cannot but consider the signers of the memorial as having forfeited all claims to our confidence, and their example as endangering the vessels entrusted to our charge.

We have the honor to be, very respectfully, sir, your obedient servants,

WM. M. CRANE,  
JOHN ORDE CREIGHTON,  
GEORGE W. RODGERS,  
THOMAS GAMBLE,  
J. I. NICHOLSON,  
EDMOND P. KENNEDY.

To ISAAC CHAUNCEY, Esq. *Commodore*  
and *Commander-in-chief of the naval forces of the U. S. in the Mediterranean, &c.*

15th CONGRESS.]

No. 153.

[1st SESSION.]

## REGISTER OF THE NAVY FOR THE YEAR 1818.

COMMUNICATED TO THE SENATE, BY THE SECRETARY OF THE NAVY, JANUARY 21, 1818.

## CAPTAINS.

Names.	Dates of commissions.	Where stationed.
Alexander Murray, - - -	July 1, 1793, -	Philadelphia navy yard.
John Rodgers, - - -	March 5, 1799, -	President of the Navy Board.
James Barron, - - -	May 22, " -	Absent from the United States.
William Bainbridge, - - -	May 20, 1800, -	Commanding at Boston.
Hugh G. Campbell, - - -	October 16, " -	Commanding at Charleston, S. Carolina.
Stephen Decatur, - - -	February 16, 1804, -	Commissioner of the Navy.
Thomas Tingey, - - -	November 23, " -	Navy yard, Washington.
Charles Stewart, - - -	April 22, 1806, -	Franklin 74.
Isaac Hull, - - -	April 23, " -	Navy yard, Charlestown, Massachusetts.
Isaac Chauncey, - - -	April 24, " -	Washington 74.
John Shaw, - - -	August 27, 1807, -	Frigate United States.
John H. Dent, - - -	December 29, 1811, -	Not on duty.
David Porter, - - -	July 2, 1812, -	Commissioner of the Navy.
John Cassin, - - -	July 3, " -	Navy yard, Norfolk, Virginia.
Samuel Evans, - - -	July 4, " -	Navy yard, New York.
Jacob Jones, - - -	March 3, 1813, -	Frigate Guerriere.
Charles Morris, - - -	March 5, " -	Frigate Java.
Arthur Sinclair, - - -	July 24, " -	Frigate Constitution.
Oliver H. Perry, - - -	Sept. 10, " -	Commanding at Newport.
Thomas Macdonough, - - -	September 11, 1814, -	Navy yard, Portsmouth, New Hampshire.
Lewis Warrington, - - -	November 22, " -	Frigate Macedonian.
Joseph Bainbridge, - - -	November 23, " -	Steam frigate Fulton.
William M. Crane, - - -	November 24, " -	Frigate Constellation.
James T. Leonard, - - -	February 4, 1815, -	Lake Champlain.
James Biddle, - - -	February 28, " -	Ontario sloop of war.
Charles G. Ridgely, - - -	" " -	Mediterranean.
Robert T. Spence, - - -	" " -	Commanding at Baltimore.
Daniel T. Patterson, - - -	" " -	Commanding at New Orleans.
Samuel Angus, - - -	April 27, 1816, -	Recruiting at New York.
Melancthon T. Woolsey, - - -	" " -	Commanding at Sackett's Harbor.
John Orde Creighton, - - -	" " -	Washington 74.
Edward Trenchard, - - -	March 5, 1817, -	Corvette Cyane.
John Downes, - - -	" " -	Independence 74.
John D. Henley, - - -	" " -	Corvette John Adams.



## MASTERS COMMANDANT.

Names,	Dates of commissions.	Where stationed.
Jesse D. Elliot, - - - -	July 24, 1813, -	Recruiting at Norfolk, Virginia.
Robert Henley, - - - -	August 12, 1814, -	Not on duty.
Stephen Cassin, - - - -	September 11, " -	Navy yard, Washington.
Daniel S. Dexter, - - - -	December 10, " -	Erie, Pennsylvania.
James Renshaw, - - - -	" " -	Navy yard, New York.
David Deacon, - - - -	" " -	Recruiting at Boston, Massachusetts.
Lewis Alexis, - - - -	" " -	On furlough.
Michael B. Carroll, - - - -	February 4, 1815, -	New Orleans.
Sidney Smith, - - - -	February 28, " -	Not on duty.
Thomas Brown, - - - -	March 1, " -	Recruiting at Philadelphia.
Nathaniel Haraden, - - - -	April 27, 1816, -	Not on duty.
Samuel Woodhouse, - - - -	" " -	On furlough.
Charles C. B. Thompson, - - - -	" " -	Mediterranean.
Alexander S. Wadsworth, - - - -	" " -	Brig Prometheus.
George W. Rodgers, - - - -	" " -	Sloop Peacock.
George C. Read, - - - -	" " -	Sloop Hornet.
Henry E. Ballard, - - - -	" " -	Franklin 74.
Thomas Gamble, - - - -	" " -	Sloop Erie.
William Carter, Jr., - - - -	" " -	New York.
Joseph J. Nicholson, - - - -	March 5, 1817, -	Brig Spark.
John H. Elton, - - - -	" " -	Brig Saranac.
Edmund P. Kennedy, - - - -	" " -	Ship Alert.
Alexander J. Dallas, - - - -	" " -	On furlough.
John B. Nicolson, - - - -	" " -	Schooner Nonesuch.
Beckman V. Hoffman, - - - -	" " -	New York.

## LIEUTENANTS.

Francis J. Mitchell, - - - -	February 18, 1809, -	On furlough.
Joseph Nicholson, - - - -	June 15, " -	Do.
John Pettigrew, - - - -	April 22, 1810, -	Portsmouth, New Hampshire.
Wolcott Chauncey, - - - -	June 7, " -	On furlough.
Jesse Wilkinson, - - - -	June 10, " -	Schooner Hornet.
George Budd, - - - -	May 23, 1812, -	On furlough.
Thomas A. C. Jones, - - - -	May 24, " -	Frigate Constellation.
Joseph S. McPherson, - - - -	May 26, " -	On furlough.
John Porter, - - - -	May 27, " -	Brig Boxer.
William Finch, - - - -	January 4, 1813, -	Brig Prometheus.
William B. Shubrick, - - - -	January 5, " -	Washington 74.
Henry Wells, - - - -	January 6, " -	Portsmouth, New Hampshire.
Benjamin W. Booth, - - - -	January 7, " -	Not on duty.
Alexander Claxton, - - - -	January 8, " -	Do.
Enos R. Davis, - - - -	January 10, " -	Recruiting at Baltimore.
Charles W. Morgan, - - - -	March 3, " -	Franklin 74.
Samuel P. Macomber, - - - -	March 4, " -	Charlestown, Massachusetts.
Raymond H. J. Perry, - - - -	March 5, " -	Newport, Rhode Island.
Lawrence Kearney, - - - -	March 6, " -	Brig Enterprise.
Wm. H. Watson, - - - -	March 7, " -	Washington 74.
Thomas Hendry, Jr., - - - -	March 8, " -	Not on duty.
Foxhall A. Parker, - - - -	March 9, " -	Navy yard, New York.
Edward R. McCall, - - - -	March 11, " -	Gun-boat 168.
Daniel Turner, - - - -	March 12, " -	Not on duty.
William H. Allen, - - - -	July 24, " -	Frigate Guerriere.
David Conner, - - - -	" " -	Sloop Ontario.
John Gallagher, - - - -	" " -	Franklin 74.
Thomas Holdup Stevens, - - - -	" " -	Frigate Java.
Henry S. Newcomb, - - - -	" " -	On furlough.
James P. Oellers, - - - -	" " -	Franklin 74.
William M. Hunter, - - - -	" " -	Not on duty.
John D. Sloot, - - - -	" " -	New York.
John Packett, - - - -	" " -	Erie.
William H. Cocke, - - - -	" " -	Washington 74.
Matthew C. Perry, - - - -	" " -	New York.
Charles W. Skinner, - - - -	" " -	Washington 74.
Joseph Wragg, - - - -	" " -	Franklin 74.
Samuel W. Adams, - - - -	" " -	Schooner Lady of the Lake.
John R. Madison, - - - -	" " -	Schooner Lynx.
Dugomier Taylor, - - - -	" " -	Not on duty.
George Pearce, - - - -	" " -	Lake Erie.
Frederick W. Smith, - - - -	" " -	Schooner Asp.
Nathaniel D. Nicholson, - - - -	" " -	Sloop Peacock.
Otho Norris, - - - -	" " -	Corvette John Adams.
John T. Newton, - - - -	" " -	Sloop Hornet.
P. A. I. P. Jones, - - - -	" " -	Charlestown, Massachusetts.
Samuel Henley, - - - -	" " -	Frigate Macedonian.
A. H. M. Conklin, - - - -	" " -	Erie.
Joseph Smith, - - - -	" " -	Navy yard, Portsmouth, New Hampshire.
Laurence Rousseau, - - - -	" " -	New Orleans.
George W. Storer, - - - -	" " -	Frigate Congress.
Lewis German, - - - -	" " -	Sackett's Harbor.
Joseph Cassin, - - - -	" " -	Frigate Constellation.
Robert M. Rose, - - - -	" " -	Independence 74.
Beverly Kennon, - - - -	" " -	Washington 74.

## LIEUTENANTS.

Names.	Dates of commissions.	Where stationed.
Edward Shubrick, - - -	July 24, 1813, -	Independence 74.
Charles A. Budd, - - -	October 9, " -	Lake Champlain.
Francis H. Gregory, - - -	June 18, 1814, -	Frigate United States.
John M. Maury, - - -	June 28, " -	Gosport, Virginia.
Robert Spedden, - - -	December 9, " -	Baltimore, recruiting.
John H. Clack, - - -	" " -	Frigate Congress.
Benjamin Cooper, - - -	" " -	Corvette John Adams.
William L. Gordon, - - -	" " -	Independence 74.
James Ramage, - - -	" " -	On furlough.
Silas Duncan, - - -	" " -	Independence 74.
Dulany Forrest, - - -	" " -	Corvette John Adams.
John Tayloe, Jr., - - -	" " -	Not on duty.
David Geisinger, - - -	" " -	Mediterranean.
Robert F. Stockton, - - -	" " -	Sloop Erie.
Thomas S. Cunningham, - - -	" " -	Schooner Firebrand.
Isaac McKeever, - - -	" " -	Ketch Surprise.
Paul Zantinger, - - -	" " -	Frigate United States.
Charles E. Crowley, - - -	" " -	New Orleans.
Henry Gilliam, - - -	" " -	On furlough.
William D. Salter, - - -	" " -	Independence 74.
Philip F. Voorhees, - - -	" " -	Frigate Congress.
Charles S. McCauley, - - -	" " -	Frigate Constellation.
John H. Bell, - - -	" " -	On furlough.
Thomas M. Newell, - - -	" " -	Collector of timber, Georgia.
Eli A. F. Vallette, - - -	" " -	Schooner Despatch.
William A. Spencer, - - -	" " -	Not on duty.
Francis B. Gamble, - - -	" " -	Brig Spark.
William Laughton, - - -	" " -	Sloop Peacock.
Nelson Webster, - - -	" " -	Frigate United States.
Richard Dashiell, - - -	" " -	Not on duty.
Thomas T. Webb, - - -	" " -	Frigate Macedonian.
Richard M. Winter, - - -	" " -	Not on duty.
John Percival, - - -	" " -	Frigate Macedonian.
Charles T. Stallings, - - -	" " -	Frigate Constellation.
John H. Aulick, - - -	" " -	Sloop Ontario.
William V. Taylor, - - -	" " -	Newport, Rhode Island.
Mervine P. Mix, - - -	" " -	On furlough.
Bladen Dulany, - - -	" " -	Independence 74.
Charles T. Clark, - - -	" " -	Franklin 74.
James McGowan, - - -	" " -	On furlough.
George Vancleave, - - -	" " -	Navy yard, Charlestown, Massachusetts.
Silas H. Stringham, - - -	" " -	Brig Spark.
Nathaniel L. Montgomery, - - -	" " -	Sloop Erie.
William A. C. Farragut, - - -	" " -	Brig Enterprise.
George B. McCulloch, - - -	" " -	Frigate United States.
Walter G. Anderson, - - -	" " -	Gosport, Virginia.
Stephen Champlin, - - -	" " -	Lake Erie.
William Lowe, - - -	" " -	On furlough.
Walter N. Monteath, - - -	" " -	Portsmouth, New Hampshire.
Richard G. Edwards, - - -	" " -	Navy yard, Washington.
Isaac Mayo, - - -	February 4, 1815, -	Sloop Hornet.
William K. Latimer, - - -	" " -	On furlough.
William Mervine, - - -	" " -	Sackett's Harbor.
Thomas Crabb, - - -	" " -	Gosport, Virginia.
Edward B. Babbitt, - - -	May 1, " -	Brig Saranac.
George W. Hamersley, - - -	May 3, " -	Sloop Hornet.
Thomas Paine, Jr., - - -	December 1, " -	Charleston, South Carolina.
John Hill, Jr., - - -	April 27, 1816, -	Newport, Rhode Island.
James Armstrong, - - -	" " -	Washington 74.
Joseph Smoot, - - -	" " -	Schooner Nonesuch.
Robert B. Randolph, - - -	" " -	Do.
William Berry, - - -	" " -	Frigate Congress.
Samuel L. Breese, - - -	" " -	Sackett's Harbor.
John Evans, - - -	" " -	Ship Alert.
Benjamin Page, Jr., - - -	" " -	Franklin 74.
John T. Ritchie, - - -	" " -	Brig Prometheus.
John A. Wish, - - -	" " -	Erie, Pennsylvania.
John Gwinn, - - -	" " -	Brig Boxer.
William A. Weaver, - - -	" " -	Franklin 74.
Thomas W. Wyman, - - -	" " -	Frigate Congress.
James L. Morris, - - -	" " -	Washington 74.
John A. Belsches, - - -	" " -	Schooner Asp.
James Mork, - - -	" " -	Gunboat 168.
Andrew Fitzhugh, - - -	" " -	Corvette John Adams.
William M. Caldwell, - - -	" " -	Brig Prometheus.
John K. Carter, - - -	" " -	New York, recruiting.
Joseph Cross, - - -	" " -	Navy yard, Washington.
Abraham S. Ten Eick, - - -	" " -	Not on duty.
Thomas Hamersley, - - -	" " -	Sloop Peacock.
John White, - - -	" " -	On furlough.
William M. Robins, - - -	" " -	Portsmouth, New Hampshire.
Robert Field, - - -	" " -	Sloop Erie.
Hiram Paulding, - - -	" " -	Brig Prometheus.
Jonathan D. Williamson, - - -	" " -	Franklin 74.
Charles L. Springer, - - -	" " -	Brig Enterprise.



## LIEUTENANTS.

Names.	Dates of commissions.		Where stationed.
James Trant, - - - -	March 5,	1817,	Gosport, Virginia.
Uriah P. Levy, - - - -	"	"	Franklin 74.
Enoch H. Johns, - - - -	"	"	Schooner Asp.
Charles Lacy, - - - -	March 5,	1817,	Brig Saranac.
Clement W. Stevens, - - - -	"	"	Sloop Ontario.
Charles Boorman, Jr. - - - -	"	"	Not on duty.
French Forrest, - - - -	"	"	Baltimore, recruiting.
Edgar Freeman, - - - -	"	"	Brig Saranac.
Thomas A. Tippet, - - - -	"	"	Brig Boxer.
William E. M'Kenney, - - - -	"	"	Schooner Despatch.
Edward Greenwell, - - - -	"	"	Not on duty.
William J. Belt, - - - -	"	"	Not on duty.
Charles H. Caldwell, - - - -	"	"	Schooner Lynx.
William Jameson, - - - -	"	"	Frigate Constellation.
James W. H. Ray, - - - -	"	"	Mediterranean.
William Boerum, - - - -	"	"	Schooner Hornet.
Charles L. Williamson, - - - -	"	"	Corvette J. Adams.
Charles Gaunt, - - - -	"	"	Ship Alert.
William W. Ramsay, - - - -	"	"	Frigate Congress.
Ralph Voorhees, - - - -	"	"	Sloop Ontario.
James Nicholson, - - - -	"	"	Accounting.
James B. Taylor, - - - -	"	"	Schooner Lynx.
Robert E. Searcy, - - - -	"	"	Brig Prometheus.
Thomas H. Bowyer, - - - -	"	"	Schooner Hornet.
Alexander Eskridge, - - - -	"	"	Brig Prometheus.
Ebenezer Ridgeway, - - - -	"	"	Franklin 74.
Thomas A. Conover, - - - -	"	"	New York.
Archibald S. Campbell, - - - -	"	"	Schooner Firebrand.
William Taylor, - - - -	"	"	Frigate Congress.
George W. Isaacs, - - - -	"	"	Brig Enterprise.
John C. Long, - - - -	"	"	Brig Boxer.
Henry R. Warner, - - - -	"	"	Brig Enterprise.
John H. Graham, - - - -	"	"	New York, recruiting.
Nathaniel Carter, Jr. - - - -	"	"	Schooner Hornet.
Henry Ward, - - - -	"	"	On furlough.
Henry Henry, - - - -	December 29,	"	Norfolk.
Samuel W. Downing, - - - -	"	"	Corvette John Adams.
Richard S. Hunter, - - - -	"	"	Washington 74.
William Pottenger, - - - -	"	"	Erie, Pennsylvania.
Henry W. Ogden, - - - -	"	"	Mediterranean.
John H. Lee, - - - -	"	"	Norfolk.
Walter Abbot, - - - -	"	"	Charleston, South Carolina.

## SURGEONS.

Edward Cutbush, - - - -	June 24,	1799,	Hospital, Washington.
Peter St. Medard, - - - -	July 14,	"	Boston.
Samuel R. Marshall, - - - -	January 16,	1800,	Hospital New York.
Lewis Heerman, - - - -	November 27,	1804,	N. Hospital, New Orleans.
Joseph G. T. Hunt, - - - -	"	"	Navy yard, New York.
Jonathan Cowdery, - - - -	"	"	Not on duty.
Samuel D. Heap, - - - -	"	"	Mediterranean.
Robert L. Thorn, - - - -	March 3,	1809,	Navy yard, Portsmouth, N. H.
Samuel R. Trevett, Jr. - - - -	"	"	Navy yard, Charlestown, Massachusetts.
William P. C. Barton, - - - -	April 28,	"	Navy yard, Philadelphia.
George Logan, - - - -	April 14,	1810,	Charleston, South Carolina.
Amos A. Evans, - - - -	" 20,	"	M. B. Charlestown, Massachusetts.
Robert S. Kearney, - - - -	July 28,	"	Frigate United States.
James Page, Jr. - - - -	March 5,	1811,	Baltimore.
John D. McReynolds, - - - -	October 2,	"	Lake Erie.
Thomas Harris, - - - -	July 6,	1812,	Frigate Guerriere.
William Turk, - - - -	July 24,	1813,	Lake Champlain.
Hyde Ray, - - - -	"	"	Frigate Constellation.
William Baldwin, - - - -	"	"	Frigate Congress.
Walter W. Buchanan, - - - -	"	"	Sackett's Harbor.
E. L. Lawton, - - - -	"	"	On furlough.
Charles Cotton, - - - -	"	"	Newport, Rhode Island.
Gerard Dayes, - - - -	"	"	Independence 74.
William Caton, - - - -	"	"	On furlough.
Robert R. Barton, - - - -	"	"	On furlough.
Benjamin P. Kissam, - - - -	"	"	New York.
John A. Kearney, - - - -	"	"	Franklin 74.
Richard C. Edgar, - - - -	"	"	On furlough.
Bailey Washington, - - - -	"	"	Washington 74.
Thomas Chidester, - - - -	"	"	Navy yard, Charlestown, Massachusetts.
George T. Kennon, - - - -	"	"	Navy yard, Gosport, Virginia.
Walter W. New, - - - -	October 6,	"	New Orleans.
Samuel Horseley, - - - -	April 5,	1814,	On furlough.
Robert C. Randolph, - - - -	April 15,	"	Navy Yard, New Orleans.
Charles B. Hamilton, - - - -	"	"	Marine Corps, Head Quarters.
Usher Parsons, - - - -	"	"	Frigate Java.
William Swift, - - - -	"	"	New York.
Josephus M. S. O'Conway, - - - -	June 27,	"	Schooner Firebrand.

## SURGEONS.

Names.	Dates of commissions.	Where stationed.
Richard K. Hoffman, - - -	July 16, 1814, -	Sloop Ontario.
Thomas B. Salter, - - -	May 22, 1815, -	Mediterranean.
William Barnwell, Jr. - - -	April 27, 1816, -	Corvette John Adams.
William C. Whittelsey, - - -	" " -	On furlough.
Peter Christie, - - -	" " -	Erie, Pennsylvania.
Charles M. Reese, - - -	" " -	Rendezvous, Philadelphia.

## SURGEONS' MATES.

John Harrison, - - -	January 16, 1805, -	Navy yard, Washington.
Gustavus R. Brown, - - -	March 1, 1809, -	On furlough.
Manuel Phillips, - - -	July 18, " -	On furlough.
William Belt, - - -	September 23, 1811, -	On furlough.
John D. Armstrong, - - -	May 27, 1812, -	Naval Hospital, Philadelphia.,
Samuel Jackson, assistant surgeon, - - -	July 10, " -	Hospital, New York.
Andrew B. Cook, - - -	December 21, " -	Sackett's Harbor.
James C. Garrison, - - -	" 22, " -	Sackett's Harbor.
John H. Gordon, assistant surgeon, - - -	July 24, 1813, -	Ship Hornet.
Samuel M. Kissam, - - -	" " -	Franklin 74.
Leonard Osborne, - - -	" " -	Brig Saranac.
Thomas Williamson, - - -	" " -	Brig Prometheus.
John Dix, assistant surgeon, - - -	" " -	Ship Alert.
Benjamin Austin, Jun. - - -	" " -	Boston, not on duty.
Thomas Cadle, - - -	" " -	Sloop Peacock.
Leuco Mitchell, - - -	" " -	Corvette John Adams.
Silas D. Wickes, - - -	" " -	Corvette Cyane.
Wilmot F. Rodgers, - - -	" " -	Not on duty.
George S. Sproston, assistant surgeon, - - -	November 8, " -	Brig Boxer.
John C. Richardson, - - -	May 17, 1814, -	Frigate Constellation.
John W. Peaco, - - -	June 23, " -	Brig Spark.
Archimedes Smith, - - -	July 5, " -	Not on duty.
Alexander M. Montgomery, - - -	July 16, " -	Sloop Erie.
Oliver Le Chevalier, assistant surgeon, - - -	December 10, " -	Schooner Lynx.
William Butler, Jun. - - -	" " -	On furlough.
John Wise, - - -	" " -	On furlough.
John H. Steel, - - -	" " -	Not on duty.
Francis Gerrish, - - -	" " -	Washington 74.
Edward Woodward, - - -	" " -	Frigate United States.
Benjamin A. Welles, - - -	" " -	Independence 74.
Frederick P. Markham, - - -	" " -	Franklin 74.
William D. Conway, - - -	" " -	Corvette John Adams.
James N. Tunstall, - - -	" " -	On furlough.
Robert C. Wardle, - - -	" " -	Ketch Surprise.
James Norris, - - -	" " -	Washington 74.
Thomas C. Gardiner, - - -	" " -	Sloop Ontario.
Benajah Tickner, - - -	" " -	On furlough.
William P. Jones, - - -	" " -	On furlough.
John M'Adam, - - -	" " -	On furlough.
John S. Mershon, - - -	" " -	On furlough.
Charles Chase, - - -	" " -	Washington 74.
Thomas W. Wiesenthal, - - -	" " -	Independence 74.
George B. Doane, - - -	" " -	Frigate United States.
Nathaniel W. Miller, - - -	January 6, 1815, -	On furlough.
William Burchmore, - - -	" 10, " -	Frigate Congress.
David H. Frazer, - - -	February 21, " -	Franklin 74.
John S. Wiley, - - -	December 20, " -	Hospital, New York.
James R. Boyce, - - -	April 27, 1816, -	Gosport, Virginia.

## PURSERS.

Isaac Garretson, - - -	April 25, 1812, -	On furlough.
Clement S. Hunt, - - -	" " -	Newport, Rhode Island.
Gwinn Harris, - - -	" " -	Franklin 74.
John H. Carr, - - -	" " -	Lake Erie, Pennsylvania.
Nathaniel Lyde, - - -	" " -	Portsmouth, New Hampshire.
Samuel Robertson, - - -	" " -	Gosport, Virginia.
Samuel Hambleton, - - -	" " -	On furlough.
Robert C. Ludlow, - - -	" " -	On furlough.
John B. Timberlake, - - -	" " -	On furlough.
Thomas I. Chew, - - -	" " -	Washington 74.
Thomas Shields, - - -	" " -	New Orleans.
Richard C. Archer, - - -	" " -	On furlough.
Lewis Deblois, - - -	" " -	Charlestown, Massachusetts.
George S. Wise, - - -	" " -	New York.
Francis A. Thornton, - - -	" " -	Sloop Ontario.
James M. Halsey, - - -	" " -	New York.
Edward Fitzgerald, - - -	" " -	Frigate Java.
Alexander P. Darragh, - - -	" " -	Frigate Constitution.
Edward W. Turner, - - -	" " -	Frigate Constellation.
Henry Denison, - - -	" " -	Accounting.



## PURSERS.

Names.	Dates of commissions.	Where stationed.
William S. Rogers, - - -	February 26, 1813, -	Independence 71.
John R. Shaw, - - -	" 28, " -	Sloop Hornet.
Samuel P. Todd, - - -	March 1, " -	Philadelphia.
George Beale, Jun., - - -	July 24, 1813, -	Returning to the United States.
James H. Clark, - - -	" " -	Frigate United States.
Joseph Wilson, Jun., - - -	" " -	Frigate Macedonian.
Thomas Waine, - - -	" " -	Brig Saranac.
Joseph B. Wilkinson, - - -	March 26, 1814, -	On furlough.
Benjamin F. Bourne, - - -	" " -	Sloop Peacock.
William Sinclair, - - -	" " -	Charleston, South Carolina.
Matthew C. Atwood, - - -	" " -	Sloop Erie.
John N. Todd, - - -	March 1, 1815, -	Boston.
Timothy Winn, - - -	May 17, " -	Washington.
William M. Sands, - - -	" 20, " -	Sackett's Harbor.
Joseph H. Terry, - - -	June 6, " -	On furlough.
Thomas Breeze, - - -	July 8, " -	Frigate Congress.
Gardner Thomas, - - -	" 12, " -	Corvette John Adams.
Ashton Y. Humphreys, - - -	" 12, " -	Brig Spark.
John Debee, - - -	December 29, 1817, -	Brig Boxer.
Charles O. Handy, - - -	" " -	Brig Prometheus.
Joseph H. Causten, - - -	" " -	Brig Enterprise.
John B. Fanning, - - -	" " -	Schooner Lynx.
Silas Butler, - - -	" " -	
Joseph Cassin, - - -	" " -	
Thomas Burrowes, - - -		

## CHAPLAINS.

Andrew Hunter, - - -	March 5, 1811, -	Navy yard, Washington.
David P. Adams, - - -	May 10, " -	On furlough.
John Cook, - - -	May 9, 1812, -	On furlough.
Cheever Felch, - - -	" 12, " -	Independence 74.
Charles Folsom, (acting,) - - -	" 12, 1816, -	Washington 74.
Nathaniel Andrews, - - -	August 16, " -	Franklin 74.
John Ireland, - - -	- - -	Navy yard, New York.

## MIDSHIPMEN.

Albert A. Alexander, - - -	September 1, 1811, -	Frigate United States.
Joel Abbot, - - -	January 1, 1812, -	Portsmouth, New Hampshire.
Samuel W. Adams, - - -	June 18, " -	Not on duty.
Joseph H. Ashbridge, - - -	August 14, 1813, -	On furlough.
Henry A. Adams, - - -	March 14, 1814, -	Franklin 74.
Alexander McKim Andrew, - - -	April 13, " -	On furlough.
Robert Armistead, - - -	July 30, " -	Sloop Erie.
Nathaniel Alexander, - - -	Nov. 30, " -	Franklin 74.
William M. Armstrong, - - -	" " -	Frigate United States.
Thomas C. Abbot, - - -	December 6, " -	Washington 74.
Roderick R. Adams, - - -	March 2, 1815, -	On furlough.
Francis Armstrong, - - -	" " -	Frigate Congress.
Thomas S. Brown, - - -	December 17, 1810, -	Frigate United States.
James A. D. Brown, - - -	" " -	Frigate United States.
Samuel Barron, - - -	January 1, 1812, -	Gosport, Virginia.
Horatio Beatty, - - -	" " -	Ketch Surprise.
Yorick Baker, - - -	June 18, " -	Schooner Nonesuch.
Charles H. Bell, - - -	" " -	Schooner Asp.
Eliphalet Ball, - - -	" " -	On furlough.
Abraham Bigelow, - - -	" " -	On furlough.
William Boden, - - -	" " -	On furlough.
Russell Baldwin, - - -	May 17, 1813, -	Frigate United States.
Henry Bruce, - - -	November 9, " -	Franklin 74.
John Bubier, - - -	" " -	On furlough.
Edmund Byrne, - - -	February 1, 1814, -	On furlough.
John D. Bird, - - -	April 16, " -	New Orleans.
Timothy G. Benham, - - -	November 30, " -	On furlough.
Cyrus A. Branch, - - -	" " -	Brig Prometheus.
Benjamin Bartholomew, - - -	" " -	On furlough.
John P. Babbidge, - - -	" " -	On furlough.
James S. Boughan, - - -	January 11, 1815, -	Sloop Erie.
Franklin Buchanan, - - -	" 28, " -	Franklin 74.
Arthur Bainbridge, - - -	February 22, " -	Washington 74.
John M. Boardley, - - -	March 7, " -	Sloop Peacock.
Joseph Bowman, - - -	July 8, " -	On furlough.
Lyttleton M. Booth, - - -	June 1, 1816, -	Frigate United States.
Archibald R. Bogardus, - - -	January 1, 1817, -	Brig Spark.
Benjamin F. Bache, - - -	" " -	Not on duty.
Oscar Bullus, - - -	" " -	Sloop Ontario.
Abraham Bennet, - - -	" " -	Not on duty.
Edward Barnewall, - - -	" " -	Frigate Congress.
Everard Benjamin, - - -	" " -	Not on duty.

## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Robert S. Bullus, - - -	January 1, 1818, -	Not on duty.
George Blake, Jun. - - -	" " -	Not on duty.
Robert Beale, - - -	" " -	Not on duty.
Joshua Barney, Jun. - - -	" " -	Not on duty.
Theodorus Bailey, Jun. - - -	" " -	Not on duty.
Joseph R. Blake, - - -	" " -	Not on duty.
John A. Cook, - - -	" 1812, -	Corvette John Adams.
John S. Chauncey, - - -	" " -	Washington 74.
Lodowick Crarey, - - -	" " -	On furlough.
Joseph S. Cornwell, - - -	" " -	Brig Boxer.
Lachlan A. J. Cuthbert, - - -	" " -	Brig Saranac.
Harrison H. Cocke, - - -	June 18, " -	Brig Boxer.
Enos R. Childs, - - -	" " -	Brig Saranac.
James F. Curtis, - - -	" " -	On furlough.
John P. Cambreling, - - -	" " -	Washington 74.
James M. Cutts, - - -	" " -	Not on duty.
Thomas B. Curtis, - - -	September 28, " -	On furlough.
John L. Cummings, - - -	October 8, " -	Frigate United States.
Edward W. Carpenter, - - -	July 10, 1813, -	Washington 74.
Benjamin Carpenter, - - -	" " -	Frigate United States.
John M. Channing, - - -	November 9, " -	On furlough.
Augustus Cutts, - - -	" " -	Independence 74.
Hercules Cottineau, - - -	" " -	Independence 74.
David Conyngham, - - -	February 1, 1814, -	Franklin 74.
Joseph W. Cochran, - - -	" " -	Ship Alert.
Joseph S. Cannon, - - -	" 26, " -	Schooner Asp.
Robert B. Cunningham, - - -	November 30, " -	Sloop Erie.
Joseph Cutts, Jun. - - -	December 6, " -	Franklin 74.
James S. Cox, - - -	January 10, 1815, -	Sloop Ontario.
Charles B. Childs, - - -	" " -	On furlough.
Richard Cochrane, - - -	February 7, " -	" " -
John Cremer, - - -	March 1, " -	Navy yard, Washington.
William E. Cambridge, - - -	" 6, " -	New Orleans.
Jacob Crowninshield, - - -	" 11, " -	Washington 74.
James H. Clinton, - - -	April 24, " -	Washington 74.
William Campbell, - - -	May 30, 1816, -	Washington 74.
James E. Colhoun, - - -	" " -	Frigate Congress.
John Redman Cox, - - -	January 1, 1818, -	Not on duty.
John Addison Carr, - - -	" " -	Not on duty.
Samuel Cocke, - - -	" " -	Not on duty.
John T. W. H. Dayton, - - -	September 1, 1811, -	On furlough.
James W. Delany, - - -	" " -	On furlough.
Maximilian A. De Veaux, - - -	" " -	Corvette John Adams.
Peleg K. Dunham, - - -	January 1, 1812, -	Brig Prometheus.
Oscar Davis, - - -	" " -	Frigate Constellation.
John M. Dale, - - -	June 18, " -	Washington 74.
John Dennis, Jun. - - -	" " -	On furlough.
Thomas W. Dailey, - - -	November 9, 1813, -	On furlough.
Charles P. Derby, - - -	" " -	Washington 74.
Daniel S. De Saussure, - - -	" " -	Frigate Constellation.
Thomas Owen Davis, - - -	February 1, 1814, -	Independence 74.
Richard Dominick, - - -	April 30, " -	Sackett's Harbor.
Samuel Dusenberry, - - -	July 16, " -	New York.
Charles Dana, - - -	November 30, " -	Schooner Lynx.
George D. Dods, - - -	" " -	On furlough.
Gaston D. C. Davesac, - - -	" " -	Frigate Congress.
Hugh Dulany, - - -	" " -	On furlough.
Henry Dyson, - - -	January 1, 1815, -	Independence 74.
Thomas Dornin, - - -	May 2, " -	Franklin 74.
Samuel F. Dupont, - - -	December 19, " -	Ditto.
Henry J. Dickenson, - - -	" 26, " -	Frigate Congress.
Augustus C. Douglas, - - -	January 1, 1817, -	Not on duty.
Robert E. Duncan, - - -	" " -	Ditto.
Gabriel E. De Saussure, - - -	" 1818, -	Ditto.
Marmaduke Dove, Jun. - - -	" " -	Ditto.
Albert E. Downes, - - -	" " -	Ditto.
Robert Dandridge, - - -	" " -	Ditto.
Edwin Essex, - - -	November 15, 1809, -	Brig Prometheus.
Frank Ellery, - - -	January 1, 1812, -	Independence 74.
Samuel A. Eakin, - - -	June 18, " -	Corvette John Adams.
Charles Ellery, - - -	March 8, 1814, -	Frigate Constellation.
Christopher T. Emmet, - - -	October 1, " -	Frigate Congress.
Frederick Engle, - - -	December 6, " -	Brig Boxer.
Thomas H. Everett, - - -	January 1, 1818, -	Not on duty.
Henry Etting, - - -	" " -	Ditto.
David C. Farragut, - - -	December 17, 1810, -	Washington 74.
Thomas W. Freelon, - - -	June 18, 1812, -	Not on duty.
James M. Freeman, - - -	May 24, 1814, -	On furlough.
Benjamin Follet, - - -	December 6, " -	Corvette John Adams.
Robert Y. Fairlie, - - -	January 1, 1817, -	Sloop Peacock.
William Foster, - - -	" " -	Corvette John Adams.
George B. Forrester, - - -	" 1818, -	Not on duty.
Frederick S. Gibbon, - - -	June 9, 1811, -	Independence 74.
Peterson Goodwin, - - -	January 1, 1812, -	Not on duty.
Henry Gray, - - -	" " -	Schooner Firebrand.



## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Allen B. W. Griffin, - - -	January 1, 1813, -	Sloop Peacock.
James Goodrum, - - -	June 18, " -	Frigate Constellation.
Lewis M. Goldsborough, - - -	" " -	Franklin 74.
Jacob E. Gilmeyer, - - -	January 1, 1813, -	Schooner Asp.
Thomas Greeves, Jun., - - -	November 9, " -	On furlough.
Daniel Goodwin, - - -	" 30, 1814, -	Ditto.
Benj. S. Grimke, - - -	" " -	Brig Enterprise.
Willis M. Green, - - -	" " -	Sackett's Harbor.
Thomas R. Gerry, - - -	December 6, " -	Sloop Erie.
William H. Gardner, - - -	" " -	On furlough.
Thomas R. Gedney, - - -	March 4, 1815, -	Gunboat 168.
Timothy Gay, - - -	June 6, " -	On furlough.
James T. Gerry, - - -	December 20, " -	Washington 74.
William Green, - - -	January 1, 1818, -	Not on duty.
Alexander G. Gordon, - - -	" " -	Ditto.
William M. Glendy, - - -	" " -	Ditto.
Thomas P. Harrison, - - -	June 9, 1811, -	On furlough.
Joseph L. Harper, - - -	June 1, 1812, -	Ditto.
Moses H. Hunter, - - -	June 18, " -	Ditto.
David Hunter, - - -	" " -	Ditto.
Levi M. Harby, - - -	" " -	New York.
Joseph L. C. Hardy, - - -	" " -	Ketch Surprise.
Edward W. Hamilton, - - -	" " -	On furlough.
James Hodges, - - -	November 9, 1813, -	Brig Spark.
Joseph Hull, - - -	" " -	Washington 74.
Thomas B. Handy, - - -	January 28, 1814, -	Ditto.
John F. Howell, - - -	February 1, " -	Washington City.
George N. Hollins, - - -	" " -	Washington 74.
Thomas Hayes, - - -	June 16, " -	On furlough.
John Heth, - - -	June 25, " -	Ditto.
William H. Homer, - - -	November 30, " -	Frigate Congress.
Samuel Horton, - - -	" " -	On furlough.
Harry D. Hunter, - - -	" " -	Sloop Peacock.
John M. Hunt, - - -	" " -	Corvette John Adams.
John L. Harris, - - -	" " -	Franklin 74.
William S. Harris, - - -	" " -	Sackett's Harbor.
William L. Howard, - - -	January 10, 1815, -	Brig Saranac.
Hubbard H. Hobbs, - - -	March 4, " -	Ditto.
Alexander Hosack, - - -	January 22, 1816, -	Corvette John Adams.
John E. Heron, - - -	January 1, 1817, -	Schooner Despatch.
John B. Hoffman, - - -	" " -	Brig Prometheus.
Abraham Hosack, - - -	" " -	On furlough.
Lucius C. Heylin, - - -	" " -	Franklin 74.
Peyton T. Henley, - - -	" " -	Not on duty.
Stern Humphreys, - - -	" " -	Ditto.
William Inman, - - -	" " -	Frigate Congress.
Duncan N. Ingraham, - - -	June 18, " -	Brig Boxer.
Israel Israel, - - -	November 9, 1813, -	Sloop Peacock.
Ocar Irving, - - -	January 1, 1817, -	Sloop Ontario.
George Izard, - - -	" " -	Not on duty.
James T. Jackson, - - -	January 1, 1812, -	On furlough.
Joseph R. Jarvis, - - -	June 18, " -	Brig Prometheus.
Skeff. Jameson, - - -	" " -	Not on duty.
Richard A. Jones, - - -	" " -	On furlough.
William H. Jenkins, - - -	" " -	Ditto.
Frederick Jarrett, - - -	March 8, 1814, -	Washington 74.
Walter F. Jones, - - -	June 11, " -	Frigate Constellation.
Joshua H. Justin, - - -	November 30, " -	Brig Prometheus.
Edward S. Johnson, - - -	" " -	Brig Enterprise.
Robert W. Jones, - - -	January 1, 1818, -	Not on duty.
Zachariah F. Johnston, - - -	" " -	Ditto.
Adam S. Kuhn, - - -	February 1, 1814, -	Schooner Despatch.
John Kelly, - - -	" " -	Washington 74.
John R. Keasbey, - - -	November 4, " -	Corvette John Adams.
James D. Knight, - - -	November 30, " -	Sloop Ontario.
Matthew Keogh, - - -	December 6, " -	Frigate Congress.
William H. Kennon, - - -	January 1, 1817, -	Franklin 74.
Stephen B. Kingston, - - -	" " -	Ditto.
Green Lynch, - - -	January 16, 1810, -	Frigate United States.
James H. Ludlow, - - -	November 15, " -	Schooner Hornet.
John M. Luckett, - - -	" " -	New Orleans.
Thomas J. Leib, - - -	September 1, 1811, -	Franklin 74.
John Loveday, - - -	January 1, 1812, -	On furlough.
Samuel W. Lecompte, - - -	June 4, " -	Franklin 74.
William G. Lewis, - - -	June 18, " -	Gosport, Virginia.
George H. Leverett, - - -	" " -	Sloop Peacock.
Edward A. Lansing, - - -	" " -	Ship Alert.
James E. Legare, - - -	" " -	Brig Boxer.
James R. Lyman, - - -	July 16, 1814, -	On furlough.
Stephen B. Lasselle, - - -	November 4, " -	Schooner Despatch.
Charles Lowndes, - - -	March 18, 1815, -	Sloop Erie.
Christopher Lowndes, - - -	January 1, 1817, -	Frigate Congress.
Arthur Lewis, - - -	January 1, 1818, -	Not on duty.
Andrew K. Long, - - -	" " -	Ditto.
John H. Little, - - -	" " -	Ditto.

## MIDSHIPMEN:

Names.	Dates of warrants.	Where stationed.
John McCaw, - - - -	September 1, 1811, -	Schooner Nonesuch.
George McCawley, - - - -	" " -	On furlough.
James M. McIntosh, - - - -	" " -	Schooner Firebrand.
Charles W. Minchin, - - - -	January 1, 1812, -	Frigate United States.
William J. McCluney, - - - -	" " -	Brig Saranac.
William B. McClean, - - - -	" " -	Brig Boxer.
Richard Mackall, - - - -	" " -	Lake Erie.
William H. Mott, - - - -	" " -	New York.
Joseph Morales, - - - -	" " -	On furlough.
Archibald McNeal, - - - -	" " -	Frigate Congress.
John B. Montgomery, - - - -	June 4, " -	Sloop Hornet.
David Mitchell, - - - -	June 18, " -	On furlough.
Daniel H. Mackey, - - - -	April 16, 1813, -	Frigate United States.
John Marston, Junior, - - - -	November 9, " -	Brig Prometheus.
Joseph Moorhead, - - - -	" " -	Frigate United States.
David W. McRorie, - - - -	February 1, 1814, -	Sloop Peacock.
Daniel S. McCauley, - - - -	" " -	On furlough.
Sharp D. Moore, - - - -	July 18, " -	Ditto.
James E. McDonald, A. L. - - - -	November 17, " -	New York.
Michael Mahony, - - - -	November 30, " -	Schooner Lynx.
Joseph Mattison, - - - -	" " -	Brig Spark.
William W. McKean, - - - -	" " -	Franklin 74.
William McKenzie, - - - -	" " -	On furlough.
Nicholas Marchand, - - - -	" " -	New Orleans.
Joseph Myers, - - - -	December 6, " -	Franklin 74.
Samuel Mercer, - - - -	March 4, 1815, -	Frigate Congress.
Robert F. Martin, - - - -	May 2, " -	Franklin 74.
Robert Marshall, - - - -	November 21, " -	New York, recruiting.
John L. Milligan, - - - -	May 30, 1816, -	Schooner Firebrand.
Alexander M. Murray, - - - -	January 1, 1817, -	On furlough.
Oliver H. Middleton, - - - -	" " -	Sloop Ontario.
George A. Magruder, - - - -	" " -	Franklin 74.
James P. McCall, - - - -	" " -	Gunboat 168.
Humphrey H. Morris, - - - -	" " -	Not on duty.
Edward Y. Marshall, - - - -	" " -	Corvette Cyane.
Thomas J. Manning, - - - -	" " -	Not on duty.
John Marshall, - - - -	" " 1818, -	Ditto.
John G. Melish, - - - -	" " -	Ditto.
Alexander M. Mull, - - - -	" " -	Ditto.
Charles V. Morris, - - - -	" " -	Ditto.
Robert H. Nichols, - - - -	September 1, 1811, -	Sackett's Harbor.
Walter Newcomb, - - - -	January 1, 1812, -	Frigate Congress.
Zachariah W. Nixon, - - - -	June 18, " -	On furlough.
Henry C. Newton, - - - -	" " -	Sloop Ontario.
William C. Nicholson, - - - -	" " -	Frigate Congress.
William D. Newman, - - - -	February 1, 1814, -	Brig Saranac.
Joseph B. Nones, - - - -	" " -	On furlough.
William B. Nicholson, - - - -	March 17, " -	Brig Enterprise.
John S. Nicholas, - - - -	June 6, 1815, -	Washington 74.
Joseph M. Nicholson, - - - -	January 1, 1817, -	Brig Spark.
Augustus A. Nicholson, - - - -	" " -	Franklin 74.
James M. Nowland, - - - -	" " -	Not on duty.
Patrick H. Overton, - - - -	November 30, 1814, -	Frigate Constellation.
James A. Perry, - - - -	June 9, 1811, -	Washington 74.
Hugh N. Page, - - - -	September 1, " -	On furlough.
Richard M. Potter, - - - -	January 1, 1812, -	Brig Spark.
Garret J. Pendergrast, - - - -	" " -	Franklin 74.
Thomas Pettigru, - - - -	" " -	Schooner Nonesuch.
Nathaniel A. Prentiss, - - - -	June 18, " -	Brig Prometheus.
Charles T. Platt, - - - -	" " -	On furlough.
Edward Price, - - - -	April 5, 1813, -	Sloop Peacock.
Samuel B. Phelps, - - - -	May 20, " -	Frigate Congress.
John E. Prentiss, - - - -	November 9, " -	On furlough.
Jott S. Paine, - - - -	" " -	Ditto.
Thomas Patten, - - - -	" " -	Frigate United States.
William Pollard, - - - -	March 8, 1814, -	Independence 74.
John F. Pelot, - - - -	June 10, " -	On furlough.
Alexander B. Pinkham, - - - -	June 17, " -	Sloop Ontario.
Richard S. Pinckney, - - - -	August 3, " -	On furlough.
David H. Porter, - - - -	August 4, " -	Franklin 74.
Richard Pickett, - - - -	November 30, " -	On furlough.
John W. Palmer, - - - -	" " -	Independence 74.
William H. Potter, - - - -	December 6, " -	Brig Spark.
Robert Potter, - - - -	March 2, 1815, -	Frigate Congress.
George F. Pearson, - - - -	March 11, " -	Frigate United States.
William P. Piercy, - - - -	" " -	Lake Erie.
William H. Pennock, - - - -	April 20, " -	Franklin 74.
Edward Pinkney, - - - -	November 21, " -	Sloop Peacock.
John Pope, - - - -	May 30, 1816, -	Schooner Lynx.
William Penn, - - - -	January 1, 1817, -	Brig Enterprise.
Edward Parker, - - - -	" " -	On furlough.
Isaac Edson Perkins, - - - -	" " -	Brig Prometheus.
Edward Preble, - - - -	" " -	Schooner Hornet.
William W. Page, - - - -	" " -	Schooner Lynx.
John H. Pleasanton, - - - -	" " -	Frigate Congress.



## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Levin M. Powell, - - -	January 1, 1818, -	Not on duty.
Reuben R. Pinkham, - - -	" " -	Ditto.
Thomas Pinder, - - -	" " -	Ditto.
William Pierson, - - -	" " -	Franklin 74.
Samuel Renshaw, - - -	July 4, 1805, -	Philadelphia, recruiting.
James Roberts, - - -	September 1, 1811, -	On furlough.
Edmund M. Russell, - - -	June 18, 1812, -	Brig Prometheus.
Charles C. Russell, - - -	" " -	Frigate Congress.
Henry Randall, - - -	" " -	On furlough.
Samuel Rogers, - - -	November 9, 1813, -	Ditto.
William T. Rodgers, - - -	" " -	Brig Boxer.
William Rice, - - -	" " -	Independence 74.
Robert Ritchie, - - -	February 1, 1814, -	Sloop Peacock.
Solomon Rutter, - - -	February 26, " -	Sloop Erie.
Victor M. Randolph, - - -	June 11, " -	Schooner Hornet.
John Rudd, - - -	November 30, " -	Franklin 74.
William Roane, - - -	" " -	On furlough.
Herman Rutgers, - - -	" " -	Washington 74.
William W. Rittenhouse, - - -	" " -	Franklin 74.
Edward C. Rutledge, - - -	" " -	Washington 74.
John Reed, Jun. - - -	" " -	Frigate Congress.
Isaac H. Rand, - - -	January 25, 1815, -	On furlough.
Thomas M. Randolph, - - -	May 30, 1816, -	Independence 74.
Pierre C. Rion, - - -	" " -	Ketch Surprise.
Peter B. Randolph, - - -	January 1, 1817, -	On furlough.
John G. Rodgers, - - -	" " -	Not on duty.
John M. Rinker, - - -	" " -	Ditto.
Richard Stewart, - - -	January 15, 1809, -	Schooner Asp.
John L. Saunders, - - -	November 15, " -	Sloop Ontario.
Charles Smith, - - -	December 17, 1810, -	On furlough.
Augustus Swartwout, - - -	January 1, 1812, -	Corvette John Adams.
William Steele, - - -	" " -	On furlough.
Lewis E. Simonds, - - -	" " -	Frigate Congress.
Horace B. Sawyer, - - -	" " -	Independence 74.
Cornelius K. Stribling, - - -	June 18, " -	Frigate Constellation.
Joshua R. Sands, - - -	" " -	Washington 74.
Otho Stallings, - - -	" " -	Frigate Constellation.
Hugh C. Sweeny, - - -	" " -	Boston, not on duty.
John M. Sullivan, - - -	March 1, 1813, -	Sloop Ontario.
John B. Shute, - - -	April 16, " -	Corvette John Adams.
William Skiddy, - - -	May 9, " -	On furlough.
John Swartwout, - - -	November 9, " -	Ditto.
Archibald M. Stewart, - - -	" " -	Ditto.
Matthew W. Stout, - - -	November 12, " -	Sloop Erie.
John Stevenson, - - -	February 1, 1814, -	Lake Erie.
David R. Stewart, - - -	" " -	Sloop Erie.
Robert M. Summers, - - -	" " -	Brig Enterprise.
William F. Shields, - - -	February 2, " -	Frigate United States.
Irvine Shubrick, - - -	May 12, " -	Sloop Erie.
Egbert Shaler, - - -	November 30, " -	Baltimore.
Jonathan W. Sherburne, - - -	" " -	Schooner Asp.
Roger C. Shaw, - - -	" " -	On furlough.
Merrit S. Scott, - - -	" " -	Franklin 74.
George W. Somerville, - - -	" " -	Brig Boxer.
John H. Smith, - - -	January 1, 1815, -	Corvette John Adams.
Francis Sanderson, - - -	February 3, " -	Washington 74.
Jesse Smith, - - -	March 11, " -	Sloop Ontario.
Henry D. Scott, - - -	May 30, 1816, -	Frigate Constellation.
William D. Shailer, - - -	" " -	On furlough.
Alexander Slidell, - - -	January 1, 1817, -	New York.
George S. Smith, - - -	" " -	Not on duty.
George Shute, - - -	" " -	Franklin 74.
Joseph G. Smith, - - -	" " -	Not on duty.
William Seton, - - -	" " -	Ditto.
Thomas O. Selfridge, - - -	" " -	Ditto.
George W. Sims, - - -	" " -	Ditto.
William Temple, - - -	September 1, 1811, -	Schooner Despatch.
Josiah Tatnall, - - -	" " -	On furlough.
Nehemiah Tilton, - - -	November 9, 1813, -	Schooner Asp.
Messidor Toscan, - - -	September 1, " -	Frigate Congress.
Joseph S. Townsend, - - -	November 18, " -	Sloop Peacock.
John P. Tuttle, - - -	November 30, " -	Frigate United States.
Henry E. Turner, - - -	" " -	Independence 74.
John Tompkins, - - -	" " -	Franklin 74.
William F. Thornily, - - -	" " -	Corvette John Adams.
Benjamin Tallmadge, Jun. - - -	January 24, 1815, -	Washington 74.
William G. B. Taylor, - - -	February 13, " -	Brig Enterprise.
Alexander Thompson, - - -	January 1, 1817, -	Frigate Constellation.
Richard Taylor, - - -	" " -	Not on duty.
Frederick Varnum, - - -	June 18, 1812, -	Frigate United States.
James K. Vallette, - - -	June 1, 1815, -	Washington 74.
Gashon J. Van Brunt, - - -	January 1, 1818, -	Not on duty.
Daniel R. Walker, - - -	June 9, 1811, -	On furlough.
James Williams, - - -	September 1, " -	Franklin 74.
Albert G. Wall, - - -	January 1, 1812, -	Ditto.

## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Ephraim D. Whitlock, - - -	January 1, 1812, -	Philadelphia, recruiting.
Stephen B. Wilson, - - -	" " -	Independence 74.
William S. J. Washington, - - -	February 5, " -	Lake Erie.
William C. Whetmore, - - -	June 18, " -	Sloop Erie.
Clement S. Whittington, - - -	" 18, " -	Brig Boxer.
Frederick Wolbert, - - -	" 18, " -	Frigate Constellation.
Pardon M. Whipple, - - -	" 18, " -	Washington 74.
William S. Walker, - - -	November 30, 1814, -	Independence 74.
Oliver W. Wood, - - -	" 30, " -	Do.
Erasmus Watkins, - - -	June 6, 1815, -	On furlough.
Thomas V. Wilson, - - -	January 22, 1816, -	Independence 74.
George F. Weaver, - - -	" 1, 1817, -	Brig Spark.
James P. Wilson, - - -	" 1, " -	Corvette John Adams.
Thomas B. Worthington, - - -	" 1, " -	Not on duty.
William G. Woolsey, - - -	" 1, 1818, -	Franklin 74.
Charles F. Winn, - - -	" 1, " -	Do.
Rolla Weems, - - -	" 1, " -	Do.
Mason Wilson, - - -	" 1, " -	Do.
Oliver S. Wolcott, - - -	" 1, " -	Do.
Charles Wilkes, Jr. - - -	" 1, " -	Do.
John Jay Young, - - -	" 1, 1812, -	Sloop Hornet.
Henry D. Zantinger, - - -	" 1, 1817, -	Frigate Congress.

## SAILINGMASTERS.

Edward Barry, - - -	February 28, 1809, -	Navy yard, Washington.
Abraham B. Bloodgood, - - -	June 25, 1812, -	Gunboat No. 8.
Salvadore Catalano, - - -	August 9, 1809, -	Navy yard, Washington.
James B. Cooper, A. L. - - -	July 9, 1812, -	Do. Philadelphia.
John Clough, - - -	" 3, 1813, -	Receiving vessel, New York.
Alexander Cunningham, - - -	May 5, 1814, -	Schooner Despatch.
Samuel P. Chamberlain, - - -	January 8, " -	Navy yard, Portsmouth, New Hampshire.
John Carlton, - - -	July 4, 1815, -	Sloop Ontario.
Peter Carson, - - -	November 1, 1816, -	New Orleans.
Biscoe S. Doxey, - - -	June 24, 1812, -	Schooner Asp.
Marmaduke Dove, - - -	August 29, " -	Navy yard, Washington.
Daniel Dobbins, - - -	September 16, " -	Erie, Pennsylvania.
Joseph H. Dill, - - -	April 10, 1813, -	On furlough.
George F. De La Roche, - - -	August 3, " -	Do.
Shubael Downes, - - -	September 12, " -	Navy yard, Charlestown, Massachusetts.
John Drev, - - -	December 6, 1814, -	On furlough.
Richard Dealy, - - -	- - - -	New Orleans.
Andrew Dorgan, - - -	- - - -	Do.
Francis H. Ellison, - - -	July 3, 1813, -	Navy yard, New York.
Augustus Ford, - - -	March 28, 1810, -	Brig Jones.
Jonathan D. Ferris, - - -	- - - -	New Orleans.
James H. Ferguson, - - -	May 27, 1814, -	Navy yard, Portsmouth, New Hampshire.
Samuel R. Gerry, - - -	January 17, 1809, -	On furlough.
Thomas Godfrey, - - -	April 18, 1815, -	Sloop Erie.
George A. Hallowell, - - -	December 5, 1812, -	On furlough.
Samuel C. Hixon, - - -	April 30, 1814, -	Brig Prometheus.
Henry D. Hill, - - -	June 16, " -	On furlough.
William L. Hudson, - - -	- - - -	New York.
James Henry, - - -	- - - -	Not on duty.
Daniel Jones, - - -	May 8, 1812, -	Steam frigate Fulton.
William Knight, - - -	October 2, 1799, -	Frigate Constellation.
Simon Kingston, - - -	June 29, 1812, -	Philadelphia.
Robert Knox, - - -	July 20, " -	Navy yard, Charlestown, Massachusetts.
Sylvester Kemper, - - -	October 30, " -	Brig Spark.
John Kitts, - - -	May 15, 1813, -	On furlough.
John Kidd, - - -	- - - -	Schooner Nonesuch.
Jairus Loomis, - - -	November 11, 1812, -	New Orleans.
Alexis Lockett, - - -	December 15, " -	Brig Enterprise.
Joseph Lindsay, - - -	March 17, 1814, -	White Hall, New York.
William Lee, - - -	April 30, 1815, -	On furlough.
William Landen, - - -	December 4, " -	Do.
Jacob Mull, - - -	February 13, 1809, -	Navy yard, Charlestown, Massachusetts.
Henry Moliere, Jr. - - -	August 1, 1812, -	Franklin 74.
Francis Mallaby, - - -	July 3, 1813, -	On furlough.
William T. Malbone, - - -	April 4, 1814, -	Independence 74.
Philip M'Lachlin, - - -	July 28, " -	On furlough.
Philip S. Meyer, - - -	November 18, " -	Frigate Congress.
William Miller, - - -	January 28, 1815, -	Philadelphia.
Edwards Mount, - - -	- - - -	Lake Erie.
John Nantz, - - -	July 7, 1812, -	On furlough.
Thomas Nichols, - - -	- - - -	Washington 74.
David Phipps, - - -	January 1, 1805, -	New York.
Lewis B. Page, - - -	March 9, 1809, -	Schooner Nonesuch.
James B. Potts, - - -	July 26, 1812, -	Navy yard, Gosport, Virginia.
William W. Polk, - - -	" 18, 1814, -	New York.
Thomas Pollock, - - -	- - - -	New Orleans.
John Quinn, - - -	- - - -	Ketch Surprise.
James Rogers, - - -	April 6, 1810, -	On furlough.



## SAILINGMASTERS.

Names.	Dates of warrants.	Where stationed.
Edward Rumney, - - - -	November 18, 1812, -	On furlough.
Samuel Rinker, - - - -	September 3, 1813, -	Franklin 74.
Thomas Rutter, - - - -	November 9, " -	On furlough.
John Robinson, - - - -	- - - -	Schooner Lady of the Lake.
Joseph Stevens, - - - -	May 3, 1812, -	On furlough.
Thomas W. Story, - - - -	April 27, 1813, -	Do.
William W. Sheed, - - - -	May 5, " -	Do.
Nathaniel Stoodley, - - - -	August 14, " -	Portsmouth, New Hampshire.
Daniel S. Stellwagen, - - - -	May 14, 1814, -	Boston.
David Shoemaker, Jr. - - - -	October 19, " -	On furlough.
James Spilman, - - - -	February 3, 1815, -	Do.
Joseph Taylor, - - - -	July 14, 1812, -	Charleston, South Carolina.
Robert S. Tatem, - - - -	" 21, 1814, -	On furlough.
Henry Tew, - - - -	March 28, " -	Newport, Rhode Island.
James Terry, - - - -	April 20, 1815, -	Brig Spark.
James Tewksbury, - - - -	December 14, 1815, -	Lake Erie.
George Ulrick, - - - -	- - - -	New Orleans.
William Vaughan, - - - -	August 22, 1812, -	Sackett's Harbor.
George M. Wilson, - - - -	July 24, " -	New York.
Charles F. Waldo, - - - -	March 10, 1813, -	Navy yard, Charlestown, Massachusetts.
Joseph Williston, - - - -	November 26, 1814, -	Sloop Peacock.
Nahum Warren, - - - -	February 6, 1815, -	Gunboat No. 67.
Henry Worthington, - - - -	May 2, " -	On furlough.
Cæsar R. Wilson, - - - -	January 1, 1817, -	Navy yard, Philadelphia.
James Wright, - - - -	- - - -	Brig Prometheus.

## BOATSWAINS.

William Berry, - - - -	- - - -	Navy yard, New York.
James Banks, - - - -	- - - -	Franklin 74.
Stephen G. Clark, - - - -	January 1, 1817, -	Navy yard, Charlestown, Massachusetts.
James Culbertson, - - - -	- - - -	Brig Boxer.
Benjamin Evans, - - - -	- - - -	Sloop Erie.
David Eaton, - - - -	- - - -	Corvette John Adams.
George Hodge, - - - -	- - - -	Navy yard, Washington.
Samuel Knapp, - - - -	- - - -	Brig Jones.
Edward Linscot, - - - -	March 29, 1809, -	Navy yard, Gosport, Virginia.
John McCloud, - - - -	- - - -	Independence 74.
John McFate, - - - -	July 15, 1813, -	Brig Saranac.
Watson Morris, - - - -	- - - -	Ketch Surprise.
Thomas Penny, - - - -	- - - -	Sloop Peacock.
Samuel F. Parker, - - - -	- - - -	Brig Enterprise.
John Robeson, - - - -	January 1, 1817, -	Navy yard, New York.
Michael M. Roberts, - - - -	- - - -	Do. Charlestown, Massachusetts.
Thomas R. Smith, - - - -	- - - -	Washington 74.
John Smith, - - - -	- - - -	New Orleans.
John Simmes, - - - -	- - - -	Frigate United States.
Abraham Walton, - - - -	September 17, 1815, -	Navy yard, Charlestown, Massachusetts.
James Wolf, - - - -	- - - -	Frigate Constellation.
James Watson, - - - -	- - - -	Schooner Lady of the Lake.
John Woods, - - - -	- - - -	Philadelphia.

## GUNNERS.

Thomas Barry, - - - -	July 2, 1814, -	Philadelphia.
James Bogman, - - - -	December 14, 1815, -	Navy yard, Charlestown, Massachusetts.
John Blight, - - - -	- - - -	Sloop Ontario.
John Baker, - - - -	- - - -	Lake Champlain.
Antonio Correia, - - - -	June 28, 1809, -	Navy yard, Portsmouth, New Hampshire.
James Cosgrove, - - - -	" 30, 1813, -	Do. New York.
Edward Cole, - - - -	- - - -	Brig Jones.
George Davis, - - - -	- - - -	Ketch Surprise.
William Devers, - - - -	- - - -	Washington 74.
John Fair, - - - -	- - - -	Navy yard, Charlestown, Massachusetts.
James Foster, - - - -	- - - -	Frigate United States.
Henry Hunt, - - - -	- - - -	Frigate Constellation.
John Johnson, - - - -	May 6, 1813, -	Lake Erie.
George Jackson, - - - -	- - - -	New Orleans.
Stephen Jones, - - - -	- - - -	Brig Spark.
William Johnson, - - - -	- - - -	Frigate Congress.
Joseph Lum, - - - -	- - - -	Navy yard, Gosport, Virginia.
John Lord, - - - -	- - - -	Franklin 74.
George Marshall, - - - -	- - - -	Sloop Erie.
Thomas Marshall, - - - -	- - - -	Brig Enterprise.
Elijah Marchant, - - - -	- - - -	Schooner Nonesuch.
Matthew Rogers, - - - -	August 17, 1812, -	Sackett's Harbor.
John S. Wilson, - - - -	- - - -	Sloop Peacock.

## CARPENTERS.

Names.	Dates of warrants.	Where stationed.
Samuel Brown, - - - -	December 18, 1816, -	Franklin 74.
Breasted Barnes, - - - -	- - - - -	Washington 74.
Peter Demeritt, - - - -	December 14, 1815, -	Frigate Congress.
Abraham Demott, - - - -	- - - - -	Sackett's Harbor.
John Deacon, - - - -	- - - - -	Brig Enterprise.
Baruch M. Evans, - - - -	- - - - -	Corvette John Adams.
John Floyd, - - - -	- - - - -	Navy yard, New York.
Zaccheus R. Fuller, - - - -	- - - - -	Frigate United States.
Robert Fell, - - - -	- - - - -	New Orleans.
Richard Lowell, - - - -	- - - - -	Brig Saranac.
William Pook, - - - -	- - - - -	Sackett's Harbor.
Samuel Phillips, - - - -	- - - - -	Sloop Ontario.
Nehemiah Parker, - - - -	- - - - -	Independence 74.
James Stephens, - - - -	- - - - -	Sloop Peacock.
John Stewart, - - - -	- - - - -	Brig Spark.
Richard Thomas, - - - -	- - - - -	Sloop Erie.

## SAILMAKERS.

John L. Brown, - - - -	September 28, 1816, -	Frigate Congress.
William H. Baldwin, - - - -	- - - - -	Sloop Ontario.
Samuel B. Banister, - - - -	- - - - -	Franklin 74.
Amos Cutter, - - - -	- - - - -	Washington 74.
Charles Cassell, - - - -	- - - - -	Brig Spark.
Edward Cobb, - - - -	- - - - -	Brig Jones.
William Edwards, - - - -	- - - - -	Brig Boxer.
John J. Fleming, - - - -	- - - - -	Sloop Peacock.
William Fleming, - - - -	- - - - -	Brig Saranac.
John Speir, - - - -	- - - - -	Franklin 74.
Samuel Trebby, - - - -	- - - - -	Frigate United States.
John Trimble, - - - -	- - - - -	Corvette John Adams.

## MASTERS' MATES.

Lewis Coradi, - - - -	- - - - -	Washington 74.
Thomas King, - - - -	- - - - -	Independence 74.
Robert Long, - - - -	November 16, 1816, -	Franklin 74.
Richard Mulford, - - - -	- - - - -	Washington 74.
Andrew Pouquet, - - - -	- - - - -	Do.
Jacob D. Stout, - - - -	- - - - -	Franklin 74.
Elias Taylor, - - - -	November 16, 1816, -	Do.

## COMMISSION OFFICERS OF THE MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

Names.	Dates of commissions.	Where stationed.
Franklin Wharton, - - - -	March 7, 1804, -	Head-quarters.

## CAPTAINS.

Anthony Gale, brevet major, - - -	April 24, 1804, -	New Orleans.
Arch. Henderson, do. - - -	April 1, 1811, -	Portsmouth, New Hampshire.
Richard Smith, do. - - -	March 13, 1812, -	New York.
Robert D. Wainwright, - - -	September 29, " -	Boston.
William Anderson, - - -	June 18, 1814, -	Norfolk, Virginia.
S. Miller, brevet major, adj. and insp. -	" " -	Head-quarters.
John M. Gamble, brevet major, - - -	" " -	Philadelphia.
Alfred Grayson, - - -	" " -	Head-quarters.
William Strong, - - -	" " -	Sackett's Harbor.

## FIRST LIEUTENANTS.

F. B. De Bellevue, - - -	June 18, 1814, -	New Orleans.
Lyman Kellogg, - - -	" " -	Head-quarters.
Samuel E. Watson, - - -	" " -	Portsmouth, New Hampshire.
William L. Brownlow, - - -	" " -	New York.
William H. Freeman, - - -	" " -	Boston.
Joseph L. Kuhn, - - -	" " -	Mediterranean.



## FIRST LIEUTENANTS.

Names.	Dates of commissions.		Where stationed.
Henry Olcott, - - -	June 18,	1814,	Mediterranean.
Charles R. Broom, - - -	"	"	Norfolk, Virginia.
Benjamin Richardson, - - -	"	"	Franklin 74.
Francis B. White, - - -	"	"	Mediterranean.
William Nicoll, - - -	"	"	Frigate Congress.
Charles Lord, - - -	"	"	Mediterranean.
Levi Twiggs, - - -	"	"	New York.
John Harris, - - -	"	"	Philadelphia.
Samuel B. Johnson, - - -	"	"	Lake Erie.
Thomas A. Linton, - - -	April 18,	1817,	Head-quarters.
Richard Auchmuty, - - -	"	"	Washington 74.
James Edelin, - - -	"	"	Head-quarters.
Christopher Ford, - - -	"	"	Washington 74.
Park G. Howle, - - -	"	"	Norfolk, Virginia.
George B. English, - - -	"	"	Sloop Peacock.
Richard D. Green, - - -	"	"	Norfolk, Virginia.
Robert M. Desha, - - -	"	"	Head-quarters.

## SECOND LIEUTENANTS.

Henry E. Dix, - - -	March 13,	1816,	Boston.
Edwin B. Newton, - - -	- - -	- - -	Head-quarters.
William Brown, - - -	- - -	- - -	New Orleans.
Elijah J. Weed, - - -	- - -	- - -	Corvette John Adams.
Augustus L. Rumfort, - - -	- - -	- - -	Philadelphia.
Charles K. Porter, - - -	- - -	- - -	On furlough.
Joseph C. Hall, - - -	- - -	- - -	Head-quarters.
William Dulany, - - -	- - -	- - -	Do.
Thomas S. English, - - -	- - -	- - -	Do.
Henry W. Gardner, - - -	- - -	- - -	Do.
Ambrose Madison, - - -	- - -	- - -	Not reported at head-quarters.
William Wright, - - -	- - -	- - -	Head-quarters.
James M. Clements, - - -	- - -	- - -	Franklin 74.
Thomas B. Barton, - - -	- - -	- - -	Not reported at head-quarters.
Richard W. Ashton, - - -	- - -	- - -	Furlough for equipment.
George W. Walker, - - -	- - -	- - -	Do.

*Names and force of the ships and vessels of the United States' navy.*

Names.	Guns.	Names.	Guns.	Names.	Guns.
Alert, - - -	None.	General Pike, - - -	24	Oneida, - - -	14
Asp, - - -	"	Ghent, - - -	1	Peacock, - - -	18
Block ship, - - -	"	Hornet, - - -	18	Prometheus, - - -	12
Boxer, - - -	16	Hornet, - - -	5	Porcupine, - - -	1
Constitution, - - -	44	Independence, - - -	74	Queen Charlotte, - - -	14
Constellation, - - -	36	Java, - - -	44	Ranger, - - -	14
Congress, - - -	36	John Adams, - - -	24	Raven, - - -	14
Chippewa, - - -	74	Jefferson, - - -	18	Superior, - - -	44
Corporation, - - -	None.	Jones, - - -	18	Saratoga, - - -	22
Confiance, - - -	32	Louisiana, - - -	18	Sylph, - - -	16
Cyane, - - -	24	Lawrence, - - -	20	Saranac, - - -	16
Detroit, - - -	18	Linnet, - - -	16	Spark, - - -	12
Despatch, - - -	2	Lynx, - - -	5	Spitfire, - - -	Bomb.
Erie, - - -	18	Lady of the Lake, - - -	1	Surprise, - - -	6
Enterprise, - - -	12	Macedonian, - - -	36	Ticonderoga, - - -	14
Etna, - - -	None.	Mohawk, - - -	32	Tickler, - - -	s. arms.
Eagle, - - -	12	Madison, - - -	18	Torpedo, - - -	-
Franklin, - - -	74	New Orleans, - - -	74	United States, - - -	44
Fulton, steam frigate, - - -	-	Niagara, - - -	18	Vesuvius, - - -	Bomb.
Firebrand, - - -	6	Nonesuch, - - -	6	Vengeance, - - -	"
Fox, - - -	4	Ontario, - - -	18	Washington, - - -	74
Guerriere, - - -	44				

*Barges, galleys, gunboats, &c.*

At Sackett's Harbor, - - -	- - -	15 Barges, no armament.
Whitehall, - - -	- - -	6 Galleys, 2 guns each.
Boston, - - -	- - -	1 Anchor hoy.
Newport, - - -	- - -	Gunboat No. 95.
New York, - - -	- - -	Gunboat No. 8.
Baltimore, - - -	- - -	14 Barges.
Norfolk, - - -	- - -	Gunboats Nos. 72 and 76.
Charleston, South Carolina, - - -	- - -	Gunboats Nos. 9, 10, 158, and 168.
New Orleans, - - -	- - -	Gunboats Nos. 149, 154, and 155.
Ditto, - - -	- - -	Bulldog, (felucca,) 2 guns.
Ditto, - - -	- - -	2 Barges and 2 launches.

15th CONGRESS.]

No. 154.

[1st Session.]

# TRIALS OF CAPTAIN OLIVER H. PERRY, OF THE NAVY, AND CAPTAIN JOHN HEATH, OF THE MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 30, 1818.

NAVY DEPARTMENT, January 29, 1818.

SIR: In obedience to the resolution of the House of Representatives of the 22d instant, I have the honor to transmit, herewith, copies of the proceedings of the court martial, ordered by Commodore Isaac Chauncey, on the Mediterranean station, for the trial of Captain Oliver H. Perry; and also of the proceedings of the court martial, on the same station, ordered by the same officer, for the trial of Captain John Heath, of the marine corps.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

The Hon. the SPEAKER of the House of Representatives.

U. S. SHIP WASHINGTON, PORT MAHON, January 11, 1817.

*Charges and Specifications preferred by John Heath, Captain in the Marine Corps of the United States, and commanding a guard on board the United States' frigate Java, against Oliver H. Perry, Esq. Captain in the Navy of the United States, and commanding said ship.*

## CHARGE 1st. Ungentlemanly and unofficer-like conduct.

*Specification.* In that, on the night of the eighteenth day of September, in the year of our Lord one thousand eight hundred and sixteen, in contempt of, and in direct violation of the laws for the better government of the navy of the United States, Oliver H. Perry, Esq. a captain in the navy of the United States, and in command of the United States' frigate Java, did, in the cabin of said frigate, while lying in the harbor of Messina, then and there, without cause or provocation, make use of most abusive and unwarrantable language to John Heath, a captain in the marine corps of the United States, and commanding a detachment on board the United States' frigate aforesaid, in words to wit, that he, the said John Heath, was a "damned rascal and scoundrel, and had not acted like a gentleman," or words to that effect.

## CHARGE 2d. Oppression and cruelty.

*Specification.* In that, on the night of the eighteenth of September, in the year of our Lord one thousand eight hundred and sixteen, Oliver H. Perry, Esq. a captain in the navy of the United States, and in command of the United States' frigate Java, did, in the cabin of said frigate Java, while lying in the harbor of Messina, then and there, without cause or provocation, violently strike John Heath, a captain in the marine corps of the United States, and commanding a detachment on board of the United States' frigate aforesaid, being in contempt of, and in direct violation of the laws of the United States, for the better government of the navy.

JOHN HEATH, *Captain Marines.*

*Witnesses.*—Lieut. P. G. Howle, Mr. Anderson, Corporal Philpot, John Coleman, Captain John Heath.

*Minutes of the proceedings of a court martial, assembled on board the United States' frigate Java, in the harbor of Port Mahon, upon the 10th day of January, 1817, for the trial of Oliver H. Perry, Esq. a captain in the navy of the United States.*

*Members present:* Captain John Shaw, *President*, William M. Crane, John O. Creighton, John Downes, Thomas Gamble, Robert S. Kearney, *Judge Advocate.*

All parties admitted, read the order of Isaac Chauncey, Esq. commodore and commander-in-chief of the naval forces of the United States, in the Mediterranean sea, dated Port Mahon, January 10th, 1817, directed to John Shaw, Esq. a captain in the navy of the United States. Captain Perry appeared in court, and, being asked, made no objections to the members of the court. The members and Judge Advocate being duly sworn, the annexed charges and specifications were read. Captain Perry being desired to plead to the foregoing charges and specifications, pleaded not guilty; whereupon the court proceeded to trial.

The following witnesses were duly sworn on the part of the prosecution, viz: Lieutenant Howle, Lieutenant McCall, and corporal Philpot, all of the Java; all the witnesses were ordered to withdraw, except Lieutenant Howle, who was retained for examination.

Lieutenant HOWLE. I was in the ward room on the evening of the day specified in the charge, and was lying in my cot directly under the cabin. I heard loud talking between some persons in the cabin, and overheard Captain Perry say he wanted me. I hastened out of bed, and as soon as I got my clothes on, went into the cabin; I there discovered Captain Perry and Captain Heath in conversation; they were standing by the after gun in the forward cabin; as I opened the door, I heard Captain Heath say something about feelings; I believe Captain Perry ordered him to keep silence, but will not be very positive about that; as soon as Captain Perry saw me, he said, sir, I have arrested this man, (alluding to Capt. Heath,) you will take charge of him, and I have a great mind to put him in irons. He has not only dared to write me an insulting letter, but he has insulted me in my cabin: he then addressed himself to Captain Heath, and said, I would serve you right if I did put you in irons; to which Captain Heath replied, "very well, sir;" Captain Perry said, don't repeat those words again, or I will knock you down; Captain Perry repeated these words two or three times, in an attitude with his arm extended, and shaking either his finger or his fist, I do not know which, at Captain Heath. Captain Heath again replied, "very well, sir;" upon which Captain Perry struck him. I then got in between them, and Captain Perry called for his sword, but it was not given to him that I perceived; he then ordered me to take him below, and put him in irons, and place a sentry over him; during the time I was in the cabin, I heard Captain Perry make use of the word puppy to Captain Heath. I took Captain Heath as far as the hatch leading to the ward room; I then returned and asked Captain Perry if I should put him in irons; he told me no, I need not, but to put him in his state room, and place a sentry over him; which order I obeyed. He then sent for me, and observed it was not probable that the business would stop there, and requested me to notice the circumstances on paper as they had occurred, which I did the next morning. On leaving the cabin, I asked what order I should give to the sentry who was placed over Captain Heath; he told me I might remove the sentry, but to confine him to his state room: the next morning Captain Perry told me I might allow him the use of the ward room. Lieutenant Howle ordered to withdraw.



Lieutenant M'CALL's testimony declares none of these circumstances came under my observation. I was in bed at the time.

*Witness questioned by the prosecutor.*

Question. Did you not hear Captain Perry order me in irons?

Answer. I did not.

Corporal PHILPOT's testimony. I was on guard on the night referred to in the charge. I was sitting outside the cabin door on one of the match tubs; Captain Heath passed and went into the cabin; the door was left on jar; I heard Captain Perry address Captain Heath and say, how dare you have the assurance to write to me? some reply was made by Captain Heath; I overheard the word feelings; Captain Perry said, if you repeat those words again I will knock you down; he then called for the officer of the marines, and before he arrived he called for his sword; when the officer of the marines arrived, Captain Perry ordered him to take Captain Heath and put him in irons; Lieutenant Howle then led Captain Heath out of the cabin, returned and asked Captain Perry if he should put Captain Heath in irons; Captain Perry said no, put him in his state room and place a sentry over him. Lieutenant Howle ordered me to have a sentry in readiness to place over Captain Heath, which I attended to. In about fifteen minutes Lieutenant Howle returned to the ward room, and ordered me to withdraw the sentry, which I did.

The witness ordered to withdraw.

JOHN COLEMAN, duly sworn on the part of the prosecution, states as follows: I was on post at the cabin door, the night referred to. I heard Captain Perry send for Captain Heath; Captain Heath passed me, and went into the cabin; the first thing which I heard, was Captain Perry asking for his sword; he then called for the marine officer, to put some one in double irons. I did not know who was meant at the time, nor until I saw Lieutenant Howle lead Captain Heath out of the cabin. Lieutenant Howle then stepped back and asked Captain Perry if he should put Captain Heath in irons; he said no, put him in his state room, and place a sentry over him.

Question by the court. Did you see the parties referred to?

Answer. No. I did not.

The witness ordered to withdraw.

Captain JOHN HEATH, duly sworn, states as follows: On the evening of the 16th of September, while lying in the harbor of Messina, I was ordered below by Captain Perry, from the quarter deck of this ship, without a knowledge of the cause, with these words, or to this effect, "you may go below, sir, I have no further use for your services on board this ship." I remained below for two days, under feelings the most mortifying. At length, being no longer able to bear the indignity which I conceived attached to the manner of sending me below, I resolved to apply immediately to Captain Perry for arrest and charges, as I felt anxious to know the cause of my suspension from duty. With this view I addressed Captain Perry, as I thought, a respectful letter, on the evening of the 18th September, requesting my arrest and charges, at the same time stating my ignorance of the cause of his treatment of me. Captain Perry received my letter on the same evening, I think about eleven o'clock. After his return on board, he sent for me in the cabin, and on approaching him, I was received in a manner I did not expect—his language was harsh and irritating, giving me an angry look, and, in an angry tone of voice, said, how dare you to write me this insolent letter?

I was much surprised at Captain Perry's manner, as I was unconscious of having offended him; I replied, as nearly as I recollect, that I was sorry he should construe the letter into disrespect or insolence, as none was intended, that it was merely a request for my arrest and charges. Captain Perry then said, "you damned rascal you have insulted me, it was not my intention to have arrested you, but I will now work you for it," or words to that effect; I immediately replied, Captain Perry, you must recollect I have the feelings of a gentleman, hold a commission as well as yourself, and will have redress for this language. Captain Perry observed, that I had not acted like a gentleman. I replied, "very well, sir." Says he, do you know to whom you are speaking? my reply was, yes, sir, I am speaking to Captain Perry. Captain Perry then continued his abusive language, the precise words I do not recollect, except those of rascal and scoundrel, which were repeated; I replied, "very well, sir," and was preparing to leave the cabin, when he said, stop, sir, you shan't go yet, you have insulted me in my cabin, and I have a great mind to put you in irons. Being unused to such language, and not in a situation to have immediate redress, and finding Captain Perry became more and more irritated, and apprehensive of the consequences, I made another effort to withdraw; he, however, ordered me to remain, and called for Lieutenant Howle, of marines. Captain Perry and myself were at this time in the forward cabin; Lieutenant Howle entered, and Captain Perry turned towards him and said, I have arrested this man, (alluding to me,) you will take charge of him, he has not only dared to write me an insolent letter, but has also insulted me in my cabin, and I have a great mind to put him in irons. I replied "very well, sir." Captain Perry now advanced towards me, and, to the best of my recollection, with his fist clenched, saying, "if you repeat those words again, I will knock you down;" seeing Captain Perry advancing towards me in this manner, I immediately replied, Captain Perry, don't strike me; I think it was nearly at the same instant I received a blow from him; I drew back to defend myself, and Lieutenant Howle rushed in between us. During the time I was in the cabin Captain Perry called for his sword, but I do not recollect exactly at what period. He ordered Lieutenant Howle to take me below and confine me to my state room, and place a sentry over me; the sentry was placed in the ward room, but removed shortly afterwards.

There being no other witnesses to examine in the case, Captain Perry submitted to the consideration of the court, two letters, which are hereunto annexed, and which are copies from originals, together with an address, which is also annexed:

The court was then cleared, and the whole of the evidence read over by the Judge Advocate, and the following sentence pronounced.

#### SENTENCE.

The court, having maturely weighed and considered the whole matter, are of opinion, that the prisoner is guilty, in part, of the first charge and specification, in that he used improper language. The court also find the prisoner guilty, in part, of the second charge and specification, in that he did strike Captain Heath. The court doth, therefore, from all the circumstances of the case, and in consideration of the honorable overtures made to Captain Heath, for a reconciliation, only adjudge the prisoner to receive a private reprimand from the commander-in-chief, and he is hereby sentenced accordingly. The court adjourned *sine die*.

JOHN SHAW, *President*.  
WILLIAM M. CRANE.  
JOHN ORDE CREIGHTON,  
JOHN DOWNES.  
THOMAS GAMBLE,  
ROBERT S. KEARNEY, *J. A.*

UNITED STATES' SHIP WASHINGTON, PORT MAHON, January 11, 1817.

Approved,

I. CHAUNCEY, *Commodore and Commander-in-Chief*.

UNITED STATES' SHIP JAV<sup>A</sup>, September 19, 1816.

SIR:

In order to prevent all mistakes, we have thought it advisable to repeat to you in writing the prompt and voluntary proposal of Captain Perry, that he regrets he should have been so much excited as to offer you personal violence, and that he will make you an honorable and personal apology, such as will be proper for you to receive, and him to make.

For the above reasons, we request your answer in writing.

Respectfully your obedient servants,

W. M. CRANE.  
J. MACPHERSON.

Captain JOHN HEATH, *Marine Corps*.

UNITED STATES' SHIP JAV<sup>A</sup>, TUNIS BAY, October 8, 1816.

SIR:

I am under the painful necessity of informing you of a circumstance, and of detailing to you the causes which led to an event of a very unpleasant nature.

The apparent violation of the laws of my country, which may be imputed to me in my having offered personal violence to the captain of the marine guard of this ship, I trust will be in a great measure extenuated by the consideration that, although I do not absolutely defend this mode of redress, yet I insist the consequences were produced by a sufficient provocation.

The general deportment of Captain Heath towards me, so contrary to the usual address of my officers, and, moreover, his marked insolence to me in many instances, induced me to believe that his conduct proceeded from a premeditated determination to insult me on every occasion.

His palpable neglect of duty on several important emergencies, together with the usual indolence and inattention to the calls of his office, made it a desirable object with me to solicit his removal the first convenient opportunity, not only to obtain a more active and vigilant officer, but to save him the rigorous severity of a court martial.

I will now, sir, narrate to you, the circumstances which have thus compelled me to address you.

On the evening of the 16th of September last, while this ship lay at anchor in the harbor of Messina, two of her marines deserted by jumping overboard and swimming on shore. Informed of the fact, Captain Heath, as their commanding officer, was immediately sent for and acquainted therewith, but he refused to go on deck, alleging as a reason therefor, the subterfuge of indisposition. I then repeated the order for him to come on deck, and muster the marines. This duty he executed in so careless and indifferent a manner, and at the same time neglecting to report to me until called by me and requested so to do, that (conscious that such an occasion ought to animate the most careless and inattentive officer to decision and promptitude) I was induced, from such a manifest neglect of duty, to say to him, "that he might go below, and should do no more duty on board the Java."

On the evening of the 18th September, he addressed to me a letter, written by himself, which he caused to be laid on the table in the cabin, and which I received at a very late hour. This letter being couched in language which I deemed indecorous and disrespectful, I sent for him and demanded why he thus addressed me, and particularly why he had selected a time so obviously improper. He immediately assumed a manner so highly irritating and contemptuous, that I believed it my duty to arrest him, (after having expressed to him my indignation at such conduct,) and for this purpose sent for the second marine officer, at the same time ordering him to be silent. In utter disregard of this order, though repeatedly warned of the consequences of his disobedience, he persevered in the same irritating tone and manner, until at length, after reiterated attempts to effect his silence, I gave him a blow. Frequent outrage added to frequent insult provoked this disagreeable consequence.

Mortified that I should so far forget myself as to raise my arm against any officer holding a commission in the service of the United States, however improper his conduct might have been, and however just the cause, I immediately, in conformity to this principle, offered to make such an apology as should be proper for both; this proposal was refused, which precluded the necessity of any further overtures. The offer was consonant to the views of some of the most distinguished officers of the squadron, after their being made fully acquainted with every particular.

From my having been educated in the strictest discipline of the navy, in which respect and obedience to a superior was instilled into my mind as a fundamental and leading principle; and from a natural disposition to chastise insolence and impertinence, immediately when offered me, even in private life, must be inferred the burst of indignant feeling which prompted me to inflict personal satisfaction on an officer who thus daringly outraged the vital interests of the service in my own person.

I have thus gone through this unpleasant recital with as much candor and conscientiousness as possible. I might indeed detail to you other acts of delinquency in this officer, but I will not further weary you with the circumstances of this unfortunate affair, but confine myself to the request that you will be pleased to order a court of inquiry or court martial, as you may see fit, to examine into the causes which led to this seeming infraction of the laws of the navy.

After eighteen years of important and arduous services in the cause of my country, it can hardly be imagined that I have any disposition to infringe that discipline which is the pride and ornament of the navy; and to prevent any intention being falsely ascribed to me, I beg you will give immediate attention to this request, that the navy, as well as my country, shall be satisfied of the integrity of my motives.

I have the honor to be, sir, very respectfully, your obedient servant,

O. H. PERRY.

ISAAC CHAUNCEY, Esq.

*Commodore and Commander-in-chief United States Naval Forces, Mediterranean.*

*Mr. President, and Gentlemen of the Court:*

I shall confine myself to a few brief remarks on the subject which has brought me before this honorable court, begging leave to refer them to my letter to the commodore in chief, requesting this court martial for a detail of circumstances, trusting that a character gained in a long and honorable service is safe in the possession of gentlemen of your rank and professional respectability.

I am deprived of a most important witness in my favor by the absence of Mr. Anderson, who was present at the commencement of this affair, (the time the conduct of the prosecutor was most offensive:) it is my good fortune, however, that several of the members of this court have frequently heard him express his opinion of the provoking and insulting conduct of Captain Heath, particularly on his entrance into my cabin; this cannot fail to have its weight on the minds of the court, as from the peculiar situation of a captain (and such was mine) he may be insulted when alone in his cabin, while his prosecutor shall have the advantage of corporals and privates, stationed at his door, to distort and mangle circumstances and language imperfectly seen or heard. Although I had been so highly insulted by Captain Heath, not only on this occasion, but on others, yet as I had raised my hand against him while holding a commission, I immediately, from that consideration, offered him prompt and honorable atonement, as will appear by the paper signed by Captain Crane and Lieutenant Macpherson, which they deemed sufficient, and earnestly recommended to his acceptance; but notwithstanding this officer had before suffered a blow, and for which he was content to receive moderate satisfaction, yet this was too favorable an opportunity to give his commander (who had so frequently overlooked his offences) trouble, to let pass. I must appeal to the knowledge the president and members of this respectable court have of my general character for a refutation of these charges, and I ask if it is possible that I could in mere wantonness commit an act of violence. No, gentlemen, it was the outrageous conduct of this officer that produced the consequences that resulted—I will therefore leave my case in your hands,



with perfect confidence in your justice and liberal construction of the delicate situation in which I am and was then placed, with one more remark, viz: the evident contradiction of the testimony, and a misrepresentation of a part thereof.

*Minutes of the proceedings of a general court martial assembled and held on board the United States' Frigate Java in the harbor of Port Mahon, upon the 31st day of December, 1816, and held every day afterwards (Sundays excepted) until the 9th day of January, 1817, inclusive.*

Present, Captains John Shaw, *President*, William M. Crane, John O. Creighton, John Downes, Major John Hall, (marine corps,) Captain George W. Rodgers, Thomas Gamble, H. B. Breckenridge, (M. C.) William Hall, (M. C.) Doctor R. S. Kearney, *Judge Advocate*.

All persons admitted, read the order of Isaac Chauncey, Esq. commodore and commander-in-chief of the naval forces of the United States in the Mediterranean Sea, dated the 30th day of December, 1816, directed to Captain John Shaw at Port Mahon, for the trial of such prisoners as shall be brought before them.

Captain JOHN HEATH, of the marine corps, appeared in court, and being asked, declared he had no objection to the members of the court. The members of the court and the Judge Advocate were then duly sworn. The following charges and specifications were then read:

*Charges and specifications of charges exhibited by Oliver H. Perry, Esq. captain in the navy of the United States, and commander of the United States' frigate Java, against Captain John Heath, commanding the guard of marines attached to said ship.*

CHARGE 1st. *Disrespectful, insolent, and contemptuous conduct to me, his superior officer.*

*Specification 1st.* That he did, on or about the 22d of July, 1816, on board the United States' [frigate] Java, then standing into the bay of Naples, on being asked by me, "why a certain marine was suffered to appear on deck in so filthy and dirty a dress?" reply to me in an insolent, disrespectful, and contemptuous manner.

*Specification 2d.* That he did, late in the evening of the 18th of September, 1816, on board the United States ship Java, then at an anchor in the harbor of Messina, cause a letter written by himself, and couched in language highly improper to be used towards his commanding officer, to be left on my table in the cabin of said ship.

*Specification 3d.* That he did, when sent for into the said cabin, on being asked why he took such a time to write me a letter of that kind, assume a deportment towards me highly provoking and disrespectful: the aforesaid charge and specifications being in violation of a part of the 15th article, and a part of the 13th article, of rules and regulations for the better government of the navy of the United States.

CHARGE 2d. *Neglect of duty and unofficerlike conduct.*

*Specification 1st.* That, on or about the evening of the 16th of September, 1816, on board of the United States' ship Java, then at anchor in the harbor of Messina, he, the said Captain John Heath, did, on two marines jumping overboard to swim from the ship, neglect to come on deck, although called and informed of this circumstance, alleging as a reason therefor the subterfuge of his being sick.

*Specification 2d.* That he did, when ordered by me, at said time and place, to come on deck and muster the marines, execute that duty in a careless and indifferent manner; and, when the marines were mustered, did neglect to report to me until called and directed so to do.

*Specification 3d.* That he did neglect, on the desertion of said marines from the ship, to take those immediate steps for their recovery that became him as commanding officer of the detachment to which they belonged, and were required by the urgency of the case: this charge and specification being in violation of a part of the 20th article and the 28th article of rules and regulations for the better government of the navy of the United States.

CHARGE 3d. *Disobedience of orders.*

*Specification.* That he did, at the time and place referred to in the third specification of the first charge, though repeatedly ordered to be silent, continue to speak, although warned of the consequences, and in the same indecorous and contemptuous manner as therein alleged; thereby violating a part of the 14th article of rules and regulations for the better government of the navy of the United States.

O. H. PERRY.

UNITED STATES' SHIP JAVA, ALGIER BAY, October 14, 1816.

Captain Heath, being desired to plead to the foregoing charges, pleaded "not guilty;" whereupon, the court proceeded to trial.

The following witnesses were duly sworn on the part of the prosecution, to wit: Lieutenant Joseph Macpherson, Lieutenant Edward R. McCall, and Lieutenant Park G. Howle; all of the frigate Java. The two latter witnesses were directed to withdraw, and the court proceeded to the examination of Lieutenant Macpherson, who states as follows:

I recollect, on standing into the bay of Naples, Captain Perry sent or called to Captain Heath, and spoke about a marine who was on deck very dirty. Captain Heath replied, the marines were in want of clothing, or they had no clothes.

*Witness questioned by the court.*

Question. Was Captain Heath's reply to Captain Perry, when he asked why the marine was suffered to come on deck dirty, disrespectful and insolent, or otherwise unbecoming?

Answer. His manner of reply to Captain Perry was, I thought, very disrespectful.

Question. What did Captain Heath say? Will you describe his manner?

Answer. When he came up to Captain Perry, he had his hands in his pockets and his hat a little on one side of his head, with a swagger. It was this circumstance which attracted my notice. I heard him make some remark about the marine clothing, but do not distinctly recollect what it was.

Question. What notice did Captain Perry take of Captain Heath's conduct at the time? and did he appear to feel it as an indignity?

Answer. Captain Perry told Captain Heath, if he did not take better care of the marines, he should get somebody that would. Captain Perry then leaned over the hammock clothes, evidently to restrain the feelings excited by Captain Heath's manner.

Question. Is not Captain Heath in the habit of wearing his hat on one side, and his hands in his pockets?

Answer. I should say that he was in the habit of wearing his hat a little on one side, as well as my recollection serves me. I cannot say that I have observed that he has the habit of carrying his hands in his pockets.

Question. Is it usual for Captain Heath, when addressing Captain Perry on duty, to keep his hands in his pockets?

Answer. No, I never saw it.

The witness states, in relation to the second specification of the first charge, that he knows nothing in relation thereto; his information being altogether hearsay. His knowledge of the third specification is also derived entirely from hearsay. This witness knows nothing in relation to the second and third charges and specifications.

*Witness questioned by the prosecutor.*

Question. Lieutenant Macpherson has stated that I told Captain Heath that, if he did not pay more attention to the marines, I would get somebody else that would. Had not Captain Heath previously said to me, that, if the marines were dirty, he could not help it?

Answer. I recollect that Captain Heath used that reply to Captain Perry.

Question. Was the marine, although in worn out clothes, clean in compliance with the orders that had been issued?

Answer. No.

*Witness questioned by the prisoner.*

Question. Have you not frequently told me that you did not believe I intended any disrespect to Captain Perry that day?

Answer. I recollect, on going into the ward room, to have made some remark which led to the subject. You protested solemnly that it was not your intention to offer any disrespect to Captain Perry; I then said, that I believed you did not; and added, that I thought you showed too much dignity on the occasion. I have had frequent conversations with Captain Heath, and he has always made the same protestations, which I was bound to believe.

Question. Did you never tell me that you thought at times there was something unpleasant in my manners? And have I not as often repeated, that, if so, I was unconscious of it, and regretted it extremely?

Answer. Yes, I have made that observation to Captain Heath; and he has often remarked that he regretted that his manner at times was unpleasant.

Question. Have I not frequently expressed to you that nothing was further from my intention than treating Captain Perry with disrespect?

Answer. I have heard Captain Heath say so.

Question. Have you not frequently heard me say that I used every exertion to please Captain Perry in the discharge of my duty?

Answer. I have heard Captain Heath say that there was no man in the navy he would sooner please than Captain Perry; that he regretted exceedingly what had happened. I heard him say so since his arrest. Captain Heath has always spoken in favor of Captain Perry, as have all the officers of the ship.

The witness withdrew.

Lieutenant M'CALL, of the Java, states as follows: He knows nothing in relation to the first charge; states, in relation to the second, it was reported to me that two marines had jumped overboard. I sent down to Captain Heath to come on deck; he sent me word he was unwell, and requested me to call on Lieutenant Howle. I heard Lieutenant Howle engaged in turning out the marines to muster them. After relieving Lieutenant Turner, who went in a boat in pursuit of the deserters, I sent down to inform Captain Perry of the circumstance. When he came on deck, he asked for the commanding marine officer. I then sent down for Captain Heath, in Captain Perry's name. Captain Heath then came on deck. I heard him hurrying the sergeant, who might have been rather slow in executing his duty. Captain Perry then called Captain Heath to him. Their conversation was so low that I overheard nothing.

*Witness questioned by the court.*

Question. Did Captain Heath neglect his duty? and was his conduct unofficer-like?

Answer. I cannot say with certainty whether he did or did not.

Question. At what time in the evening did this occurrence take place?

Answer. About eight, or half-past eight.

Question. Did Captain Heath do his utmost to recover the men, or make any exertions to effect it?

Answer. I believe he made none.

Question. Do you know whether Captain Heath was on the sick list at the time the men deserted?

Answer. I do not know. He came from shore, said he was unwell, and turned in.

Question. Had Captain Heath been absent from the ship that day? and did you know of his being indisposed?

Answer. He had been absent from the ship. I did not know that he was unwell until he mentioned it.

Question. How often had Captain Heath been called, and how long was it before he appeared on deck.

Answer. Only twice to my knowledge. I suppose it was from ten to fifteen minutes before he appeared on deck.

Question. Do you know the nature of his indisposition?

Answer. No.

Question. Did it appear to you that Captain Heath, from indisposition, was unable to attend to his duty earlier?

Answer. I think he might have got up sooner.

Question. Has Captain Heath generally paid proper attention to the marines under his command?

Answer. I believe he has.

Question. Did Captain Heath receive an order to pursue the men? and was there a boat at his disposal for the purpose?

Answer. There were boats for the purpose; but I do not know that Captain Heath received such an order.

The prosecutor declined asking the witness any question.

*Witness questioned by the prisoner.*

Question. You have stated to the court that you believe I made no exertions to recover the marines who had jumped overboard. After I had ascertained who were absent, what exertions do you suppose could have been made on my part to recover them without orders from my commanding officer?

Answer. I presume you could have made none without orders from Captain Perry.

Question by the court. Was Captain Heath active or dilatory in mustering the marines?

Answer. I heard Captain Heath hurrying the sergeant. I heard him three or four times tell him to bear a hand.

Question. Was Captain Heath prompt and active on the occasion?

Answer. Not very.

Question by the prosecutor. Did Captain Heath attend to the marines until directed so to do by me?

Answer. I believe not. The witness knows nothing in relation to the third charge and specification.

The witness withdrew.

Lieutenant HOWLE of marines, examined. Knows nothing in relation to the first specification of the first charge. States in relation to the second specification, that when he was called into the cabin, he was shown by Captain Perry the letter referred to; that he is not competent to decide on its merits; presumes it will be laid before the court, who will be better able to judge. The witness was not present at the time referred to in the third specification of the first charge.

Question by the court. Do you know whether the conduct of Captain Heath was highly disrespectful and provoking towards Captain Perry?

Answer. I do not.

The witness states, in relation to the second charge, as follows:

On the 16th of September, Captain Heath went on shore and returned on board in the evening; he complained of being unwell, and after some short time retired to his state room. Lieutenant Forrest, who was on deck, sent below to inform me, that two marines had jumped overboard from the ship. I hastened on deck, and meeting one



of the marines, I sent him below to the sergeant to hurry the marines on deck for a muster. Captain Perry appeared on deck, and inquired where Captain Heath was. I told him he was below and unwell. He inquired what the matter was, I replied, I could not inform him. I went on the birth deck, and with the assistance of the sergeant, got all the marines on deck. When I returned this time, I found Captain Heath was on deck in conversation with Captain Perry. All I heard Captain Perry say was, "go, sir, and muster the men, and report to me who are absent." While Captain Heath was mustering the men, Captain Perry asked him, "if he meant to be all night about it." As soon as Captain Heath found out who the absent men were, he reported them. After Captain Heath had reported to Captain Perry, he looked at him for some time, and said, "go below, sir, I have no further use for your services."

Question by the court. Do you know that Captain Heath was indisposed?

Answer. I only know it from his coming on board earlier than usual, and his saying so.

Question. How long was it after you told Captain Perry that Captain Heath complained of being unwell before he appeared on deck?

Answer. In a few minutes; in a very short time, for a man who was in bed and had to dress himself.

Question. Was the conduct of Captain Heath prompt and active on this occasion, or otherwise?

Answer. He turned out, I suppose, as soon as he could, and he hurried the sergeants in their duty.

Question. Did Captain Heath make any efforts to muster the marines and ascertain who was absent before Captain Perry directed him to do so?

Answer. The marines got on deck nearly as soon as Captain Heath got there. He was in conversation with Captain Perry when I came up.

Question. Did Captain Heath make those exertions that the occasion called for?

Answer. As far as was in his power, I suppose, he did. There was no delay in getting the marines on deck. I had them on deck as soon as Captain Heath got there.

Question. Was Captain Heath so much indisposed, as, in your opinion, to be incapable of attending to his duty?

Answer. It might have been an inconvenience to him to attend to duty, notwithstanding he did so.

Question. You have stated, that Captain Heath ate supper after he came on board, did he eat heartily?

Answer. I did not observe what he ate.

Question. Did Captain Heath report his case to the surgeon?

Answer. I do not know. I do not know whether he was on board.

The witness states, in relation to the third charge, that when he entered the cabin Captain Perry said to him, "sir, I have arrested this man; he has not only dared to write me an insulting letter, but he has insulted me in my cabin." The only words I heard from Captain Heath were about feelings. Captain Perry ordered him to keep silence or he would put him in irons. Captain Heath said very well. Captain Perry then told him if he repeated those words again he would knock him down. Captain Heath again replied, very well; upon which Captain Perry struck him. He then ordered me to take him out and put him in irons. I conducted Captain Heath out of the cabin, returned and asked Captain Perry if I should put him in irons. He told me to confine him to his room and put a sentry over him.

*Witness questioned by the court.*

Question. Were Captain Heath's language and manners respectful or disrespectful to Captain Perry at the time specified?

Answer. I did not conceive them disrespectful. The only words I heard him say were, "very well." His gestures I did not observe.

Question. Were those words uttered in a contemptuous manner?

Answer. I did not conceive that they were.

The court adjourned to meet on Wednesday morning, 10 o'clock.

WEDNESDAY MORNING, January 1, 1817.

The court met pursuant to adjournment. Present, the president, members, and judge advocate. Lieutenant HOWLE's examination continued. The prosecutor declined questioning the witness.

*Witness questioned by the prisoner.*

Question. When you were first apprized of the two marines having deserted from the ship on the evening of the 16th September, did you not know that I had retired to bed, and believed me to have been unwell?

Answer. I believed you to be unwell from your retiring, and from your saying so.

Question. Did you receive any orders or instructions from me to muster the marines to discover who were missing, and to take proper steps to recover them.

Answer. I received orders from Captain Heath through a midshipman to muster the marines and ascertain who were missing, and to attend to the duty, that he himself was unwell. I received no orders which related to the recovery of the men.

Question. After I came on deck, and had the marines mustered and reported to Captain Perry, do you believe that I had it in my power to have made any further exertions for their recovery?

Answer. No, I do not think you had.

Question. Was I careless and indifferent in mustering the marines after I came on deck on the evening of the 16th of September?

Answer. I did not perceive that you were careless about it. After you were done with Captain Perry you spoke to and hurried the sergeant.

Question. Have you any reason to believe, from my general character and conduct on board this vessel, that I would descend to a falsehood or subterfuge in order to evade my duty?

Answer. Not the least.

Question. From the observations which you made in the cabin on the evening of the 18th of September, when I was in conversation with Captain Perry, do you not think that my language and deportment towards him were extremely forbearing and mild?

Answer. I should suppose it was mild.

The witness withdrawn.

Doctor PARSONS, surgeon of the Java, duly sworn.

Question. Was Captain Heath on the sick list on the evening of the 16th of September, or did he report himself to you at that time?

Answer. He was not on the sick list on that evening. He complained to me on the following morning of a slight indisposition. He did not report himself to me on the evening of the 16th of September.

*Witness questioned by the prisoner.*

Question. Were you on board this ship early on the evening of the 16th September?

Answer. I do not recollect being out of the ship on that evening.

Question. Have I ever endeavored to evade my duty by feigning indisposition, or alleging as an excuse, the subterfuge of being sick?

Answer. I do not recollect that Captain Heath ever feigned indisposition. He was always actually indisposed when he applied for my assistance.

Question. Do not causes of indisposition often occur which disqualify a man for the exercise of duty, when there is no symptom apparent to a person unacquainted with medicine?

Answer. Such cases do occur.

Question. Could he then form an opinion of the existence of such indisposition?

Answer. He could not.

The witness withdrawn.

Lieutenant M'PHERSON examined by the prisoner.

Question. You are the executive officer of this ship, did you convey to me the order which you received from Captain Perry when going into Naples on the 22d July, for the ship's crew to be cleaned?

Answer. The order was promulgated throughout the ship in the usual manner. I cannot recollect whether or not Captain Heath was specially notified of it.

Question. You say that my manner of replying to Captain Perry relative to the dirty appearance of the marine was disrespectful; was it also contemptuous or insulting?

Answer. Yes.

Question. Did Captain Perry, after this occurrence on the quarter deck, ever speak to you of the disrespectful, contemptuous, and insulting reply he had received from me, and if so, how long after?

Answer. Three or four days afterwards, Captain Perry mentioned to me that his feelings had been very much excited at the manner in which Captain Heath replied to him on the occasion referred to.

Question. Did Captain Perry notice my reply to him at the time in any manner, either by arrest, suspension from duty, reprimand, or otherwise?

Answer. He did not arrest or suspend Captain Heath, but told him if he did not pay more attention to the marines, he would get somebody that would.

Question. How long have you been under the command of Captain Perry?

Answer. I served under Captain Perry in 1808, at New York, and also on lake Ontario, and have been his first lieutenant for the last fourteen or fifteen months.

Question. From the knowledge you have of Captain Perry's character, and his rules and system of discipline, do you think he would suffer any officer under his command to treat him in a disrespectful, insolent, and contemptuous manner, without an immediate arrest or suspension from duty, or otherwise notice it?

Answer. I have never known an instance but the present.

Question. Have you any reason to believe from my general character and conduct on board this ship, that I would descend to a falsehood or subterfuge, in order to evade my duty?

Answer. I have no reason to believe you would.

The witness withdrawn.

Lieutenant M'CALL re-examined by the prisoner.

Question. Were you on the quarter deck of this ship on the 22d July, when I replied to Captain Perry relative to a certain marine who was dirty in his appearance?

Answer. I might have been, but I do not recollect the circumstance.

Question. Do you believe that my complaint of indisposition on the evening of the 16th September, when sent for in consequence of the desertion of the two marines, was a subterfuge, or an excuse to evade my duty?

Answer. No.

Question. When I came on deck I hurried the sergeants in mustering the marines; did you at the time think I performed that duty in a careless, indifferent manner?

Answer. He hurried the sergeant very often, he appeared very anxious to get through, in order to make his report.

Question. After I had mustered the marines, and reported them to Captain Perry, did you hear Captain Perry say to me that he had no further use for my services on board this ship, and order me below?

Answer. Captain Heath was called by Captain Perry. Some conversation took place between them which I did not hear. Captain Heath then went below, and I concluded he was suspended.

The witness withdrawn.

Midshipman BUCHANAN, of the Java, duly sworn on the part of the prisoner: states, he was on deck the night the two marines jumped overboard. He was sent below to inform Captain Heath of it. Captain Heath observed to him that he was unwell, and to give his compliments to Lieutenant ———, and request him to let Lieutenant Howle know the circumstance.

Question. From my manner of speaking to you did you not think me indisposed?

Answer. I only thought so from your telling me so. You spoke in a low tone of voice.

The witness withdrawn.

Midshipman OVERTON, of the Java, duly sworn.

*Questioned by the prisoner.*

Question. When you came to my state room on the evening of the 16th of September, to inform me that Capt. Perry wished to see me on deck, was I not making every exertion to obey the summons?

Answer. Yes.

The witness withdrawn.

Corporal PHILPOT and JOHN COLEMAN, belonging to the Java, duly sworn on the part of the prisoner.

*Corporal Philpot questioned by the prisoner.*

Question. Do you know of any thing that took place in the cabin of the frigate Java, between Captain Perry and myself, on the evening of the 18th September last.

Answer. I was corporal of the guard on the evening referred to. I was sitting outside of the cabin door, on a match tub. Captain Heath passed me and went into the cabin. I heard Captain Perry say to Captain Heath, how dare you, sir, have the assurance to write me such a letter? Captain Heath replied to him, and I heard him use the word feelings. Captain Perry said, if you repeat that again, I will knock you down. He called for his sword, and for the officer of marines, to take Captain Heath and put him in irons. Lieutenant Howle appeared, and led Captain Heath by the arm out of the cabin, and took him to his state room. Lieutenant Howle returned, and inquired of Captain Perry if he should put Captain Heath in irons; he told no, but to put him in his state room, under charge of a sentry. I had a sentry in waiting, and when Lieutenant Howle returned, I was ordered by him to withdraw him, which order I obeyed.

Question. Did you see any thing disrespectful, insolent, or contemptuous in my conduct towards Captain Perry, that evening?

Answer. I was not present during their conversation, and Captain Heath spoke so low, that I could not understand what he said.

*Witness questioned by the court.*

Question. Where did this conversation take place; in the forward or after cabin?

Answer. In the forward cabin.

Question. How long was Captain Heath in the cabin?



Answer. About ten or fifteen minutes.

Question. Was the door open or shut?

Answer. The door was on a jar, it wanted two or three inches of being shut.

Question. Did Captain Perry call for his sword before Mr. Howle came in, or was it after?

Answer. Before Mr. Howle came in.

The witness was ordered to withdraw.

JOHN COLEMAN examined as follows, by the prisoner:

Question. Do you know any thing that took place in the cabin of the frigate Java between Captain Perry and myself, on the evening of the 18th of September last?

Answer. I remember Captain Perry sending for Captain Heath. After Captain Heath came into the cabin, I heard Captain Perry call for his sword. I did not know what it was for at that time. Then he called for the marine officer, as far as I could understand, to put Captain Heath in double irons. Then Lieutenant Howell (Howle) led Captain Heath out of the cabin door. Lieutenant Howell stepped back, and asked Captain Perry if he should put Captain Heath in irons. Captain Perry said no: put him in his room, and place a sentry over him.

Question. Did you see any thing disrespectful, insolent, or contemptuous in my conduct towards Captain Perry that evening?

Answer. No; I did not.

*Witness questioned by the court.*

Question. Was the cabin door open or shut?

Answer. The cabin door was nearly shut.

Question. Are you sure it was double irons?

Answer. Yes.

Question. Did you distinctly hear Captain Perry order Captain Heath in irons?

Answer. I heard Captain Perry order some person put in irons. I did not know who it was at that time.

Question. Did you hear what Captain Heath said to Captain Perry, to cause his being ordered in irons?

Answer. No; I did not.

Question. In what part of the ship were you when this took place?

Answer. I was on post, at the cabin door.

Question. Was there any other person in the cabin besides Captain Perry and Captain Heath, at the time you heard somebody ordered to be put in irons?

Answer. There was another person besides: he came on board with the captain, that night.

The witness withdrew.

Evidence on the part of the prisoner closed.

The court adjourned, to meet on Thursday morning, 10 o'clock.

THURSDAY MORNING, January 2, 1817.

The court met pursuant to adjournment. Present, the president, members, and judge advocate.

Captain PERRY being called upon to give his evidence in the case, addressed the court to the following purport:

Permit me, gentlemen of the court, before I commence my testimony, to observe, that I have been upwards of eighteen years in the service, and this is the first time I have ever stood before a court martial as a prosecutor, and Captain Heath is the first marine officer with whom I ever had any difficulty. Amongst that class of officers there are many, who, from a long acquaintance, I entertain a sincere respect for, and it is with extreme regret that I have been compelled to bring charges against one of the corps. How much I have looked over in the conduct of Captain Heath, he well knows. Whenever he has acted improperly, he has only received friendly admonition, and until the evening of the 18th of September, respectful and kind treatment.

Captain PERRY was then duly sworn, and stated as follows: on standing into the bay of Naples, at the time referred to in the charge, I observed a marine come on the quarter-deck in a very dirty condition, although an order had been issued before, that every person should be particularly clean in their dress. I sent for Captain Heath, or called to him, I do not recollect which, and pointed to the marine; Captain Heath approached me in a manner which I thought indecorous, and unbecoming. I told him, that a man in the dress and condition of the marine was a disgrace to the ship, and I believe I said to the corps. He replied, he had reported a want of clothing, and if the marines were not clean, he could not help it. I then told him if he could not, I would find some one that would. I leaned over the hammock cloths, to suppress the feelings occasioned by the conduct of Captain Heath. On Captain Heath sending me the letter which is now before the court, and of which I complain, I sent for him to come into the after cabin; I merely asked him the occasion of his sending me such a letter. He assumed at once a manner which was irritating, in the highest degree, both in person and in looks, shaking his head at me; this had the effect which might have been expected, and I expressed my indignation in warm terms. After some further conversation, I ordered him to be silent, and sent for the second marine officer. Captain Heath paid no attention to my orders. Previous to this I asked him if he was aware to whom he was speaking, and where he was. He replied in an insulting tone, and throwing himself back, with a contemptuous smile, said he presumed he was speaking to Captain Perry, and was in the Java's cabin, or words to that effect. I arrested, and repeatedly ordered him to be silent. He continued to reply until he was taken out of the cabin, and all my efforts to make him keep silence were ineffectual.

When the marines jumped overboard, and after I had got on deck, I asked for Captain Heath; to my surprise he was not on deck. I was told he was sick; it was the first time I had heard of his being so. I inquired repeatedly the nature of his indisposition. No one could tell. I then ordered him on deck. When he made his appearance there, he said nothing about his indisposition; nor did I find his name on the sick report of the surgeon the next day; neither have I heard since that he really was indisposed. I directed him to muster the marines. After a lapse of some time, being extremely anxious to know the number of men who had deserted, I sent for him, and demanded why he was so dilatory; he replied, the marines were mustered; I asked why he had not reported; he said he did not yet know how many were gone. After some further delay, I at length obtained a report; not, however, in the short time stated by Lieutenant Howle. It was from fifteen to twenty minutes, at least, after I got on deck, and after I had given the order to muster the marines, that I obtained the report; a length of time which I deemed altogether unnecessary.

The following is a copy of the letter referred to in the foregoing testimony:

U. S. FRIGATE JAVA, MESSINA, September 18, 1816.

Sir:

On the evening of the 16th instant, I was ordered below by you, from the quarter-deck of this ship, with these words, or to this effect: "I have no further use for your services on board this ship."

I have waited until this moment to know, why I have been thus treated, and being ignorant of the cause, request my arrest and charges.

Very respectfully, your obedient servant,

J. HEATH, Captain Marines.

Captain O. H. PERRY, commanding U. S. frigate Java.

*Captain Perry questioned by the court.*

Question. Was it in the forward or after cabin that this conversation with Captain Heath took place?

Answer. A part in the forward and a part in the after cabin.

Question. When Captain Heath replied that he was speaking to Captain Perry, &c. did he smile?

Answer. Yes; he had a sardonic grin on his face and a contemptuous look.

Question. Was any other person in the cabin at the time?

Answer. Mr. Anderson, the consul at Tunis, was present. He is a very material witness in the case, and I regret very much that I cannot have the benefit of his testimony.

*Witness questioned by the prisoner.*

Question. What were the precise words which I used in reply to you relative to the dirty appearance of the marine alluded to, in the first specification of the first charge, and which you say was insolent, disrespectful, and contemptuous?

Answer. I do not recollect the precise words.

Question. Why did you not arrest or suspend me at the time, conceiving, as you did, that my conduct merited it?

Captain Perry objected answering this question, and submitted it to the court. The court was then cleared, and it was decided that the question was an improper one, and the witness not bound to answer it. The parties were then admitted, and the determination of the court made known. Captain Perry explained that he only objected to the question from a sense of its inutility in the case. He would now, however, give a voluntary answer to the question, in order to remove any impressions, if such there were, that he was influenced by any other motive than that which he had already stated. He gave the following answer: "that it was from a reluctance to suspend or arrest any officer when there was a possibility to avoid it." The prisoner prayed the court to record the proceedings in this case, which the court hereby grant.

Question. Did you not, on the quarter-deck of this ship, on the evening of the 16th September, when I came to you by your orders, tell me I had been sent for several times, and that I had sent you word I was sick, and did I not, on that occasion, reply to you that I was unwell, and had been so all day.

Answer. I have no recollection of your telling me you were sick.

Question. Did not Lieutenant Howle inform you before I came on deck, that I was unwell?

Answer. He did so.

Question. Was not Lieutenant Howle attending to sending up from below and mustering the marines, when you sent for me on the evening of the 16th of September?

Answer. I believe he was; I directed him so to do.

Question. What reason have you to suppose that my complaint of indisposition, on being sent for from deck, was a subterfuge or an excuse to evade my duty?

Answer. I supposed that an active officer, on such an occasion, even if he was a little indisposed, ought to have come on deck.

Question. Have you any reason to question my veracity?

Answer. I must have had some reason, from the circumstance of your not appearing on the sick list. This is the universal custom of the service and of this ship, and I am entitled to the services of all my men and officers who are not so reported.

Question. Would it have been proper for me to have ordered a boat and sent officers and men in pursuit of the deserters without your orders?

Answer. Certainly not; you must first obtain permission from myself or from the executive officer.

Question. Did you not prevent my taking any further steps than I did, to secure the deserters, by telling me you had no further use for my services on board, and ordering me below?

Answer. Certainly; you were suspended and sent below, and could not, of course, take any further steps.

Question. What do you mean to be understood by the words in the third specification of the first charge, "why he, (Captain Heath,) took such a time to write me a letter of that kind?"

Answer. What I meant by that was, your sending me the letter at night; I think it was about 11 o'clock. This I consider a very improper time to be addressed on business of that kind.

Question. Do you know at what time I sent you this letter?

Answer. I found the letter in my cabin, on the table, when I returned on board. I had left the ship about an hour before.

Question. What do you perceive, in the letter I addressed to you, requesting an investigation of my conduct, to be either improper or reprehensible?

Answer. I have already expressed my entire disapprobation of the letter. It is before the court, and for them to judge of.

Question. Do you not think that every officer, when laboring under a suspension of duty, and conscious himself that he is injured, has a right to request an investigation of his conduct?

Answer. At a suitable time.

Question. What was the language you addressed to me on approaching you in your cabin, on the night of the 18th of September?

Answer. I addressed myself to you with some degree of warmth, but respectfully. I inquired why you chose such a time to write me a letter of that description.

[Captain Perry not being bound to answer the foregoing question, the reply which he has given to it is a voluntary one, and the court direct that it shall be so noted.]

Question. After you spoke to me, concerning the letter I wrote you on the evening of the 18th of September, did I not reply to you in this manner, or to this effect: that I was very sorry you had construed the letter into insolence, as it was very far from my intention to insult you, my object being to obtain arrest and charges?

Answer. At some period of the conversation you assured me it was not your intention to insult me; but your conduct was so much at variance with your assurances, that I paid no attention to them.

Question. On finding you so much irritated in your cabin, on the evening referred to, did I not attempt to leave the cabin, when you ordered me to remain?

Answer. Yes, he did so; but I told him to remain, that I was not yet done with him. I then sent for the second marine officer, and arrested Captain Heath.

Question. Did I not report to you on the evening of the 16th of September the marines who were absent, and was not my report made in a very respectful and explicit manner?

Answer. Yes.

The evidence for and against the prosecution being here closed, Captain Heath moved the court to allow him until Saturday morning, 11 o'clock, to prepare his defence, which was granted accordingly.

The court adjourned, to meet on Friday morning, 11 o'clock.

FRIDAY MORNING, January 3, 1817.

The court met and adjourned, to meet on Saturday morning, 11 o'clock.

SATURDAY MORNING, January 4, 1817.

The court met pursuant to adjournment. Present: the president, members, and judge advocate.

Captain Heath appeared in court, and being called upon, addressed the court, a copy of which address is hereunto annexed.



The court was then ordered to be cleared, and the whole of the evidence read over by the Judge Advocate, and the following sentence pronounced:

## SENTENCE.

The court, after mature deliberation on the testimony adduced, and having weighed and considered the whole matter, together with what the prisoner had to offer in his defence, agree that the charges are in part proven. The court doth, in conformity thereto, find the prisoner guilty of the first charge, and guilty of the first and third specifications of said charge. The court, also, find the prisoner guilty of the second specification of the first charge, so far as it accuses the prisoner with writing and sending the letter, but acquit him of using language therein highly improper to be used to his commanding officer.

The court acquit the prisoner of the second charge, and of all the specifications annexed thereto; and find him guilty of the third charge, and the specification to said charge. The court doth, therefore, from the circumstances of the case, adjudge the prisoner to receive a private reprimand from the president of the court, and he is hereby sentenced accordingly.

JOHN SHAW, *President*.  
WILLIAM CRANE,  
JOHN ORDE CREIGHTON,  
JOHN DOWNES,  
JOHN HALL,  
GEORGE W. RODGERS,  
THOMAS GAMBLE,  
H. B. BRECKENRIDGE, *Captain M. C.*  
WILLIAM HALL,  
R. S. KEARNEY, *J. A.*

Approved:

I. CHAUNCEY,  
*Commodore and commander-in-chief.*

U. S. SHIP WASHINGTON, PORT MAHON, January 10, 1817.

*Mr. President, and Members of this Honorable Court:*

I little expected, on leaving my native country, that I should be arraigned before a public tribunal. But it appears it has fallen to my lot to be thus conspicuous. I will not waste the time of this court, in needless declamation, or unnecessary digressions; but shall aim at the vindication of my character and conduct, to rescue which from the imputation of a charge, I submit to your consideration a few remarks.

I shall proceed to notice the first specification to the first charge, of disrespectful, insolent, and contemptuous conduct. It appears, from the evidence which the witness has stated in this case to the court, that he thought my conduct disrespectful to Captain Perry; yet it also appears that when questioned by me, that he does not believe I intended any disrespect to Captain Perry. My manner of disrespect is also described by having my hat on one side of my head and my hands in my pockets. It really did not occur to me before, that being in this particular situation (as described by the witness) was intended to convey disrespect, or considered as a mark of insolence or contempt; if so, I have been frequently guilty of the same thing. I have frequently, Mr. President, been in such a situation, and without a knowledge of it at the time: yet the witness does not inform this court, that as soon as I was called by Captain Perry, that I placed my hat and my hands in the situation he described; my manner of approaching Captain Perry too is not unnoticed: it is represented as being in a kind of swagger. I confess, Mr. President, I have not the advantage of some men as regards the attitude of walking. It may be also true, that I am not remarkable for walking in a handsome manner; I have probably not paid that attention to this particular as others have. Every circumstance which the witness has stated may have occurred, and yet by no means intended as disrespect, insolence, or contempt to Captain Perry. As I have before observed, the witness has stated to the court that when questioned by me as to the circumstance, he did not believe I intended any disrespect to Captain Perry, yet he observes, he was bound to believe me, from my solemnly asserting that I did not. I do not recollect ever pledging my honor, or solemnly averring on the occasion, as I deemed my word sufficient. The evidence of the witness is, however, before this honorable court, and they will judge how far it will affect me.

I have a faint recollection of the circumstances, as the first specification states to have occurred on the 22d July. I remember, however, Captain Perry's calling or sending for me on the quarter-deck, and pointing out to me a marine who was badly attired. I confess I was much mortified to see the situation of the marine, particularly as I had always endeavored to make the detachment appear as respectable as possible. I mentioned to Captain Perry the situation of the guard as respected clothing, that I had addressed him before on the same subject, and could not help it, or words to that effect. I observed this, I thought, to Captain Perry in my usual manner when I addressed him, which I have ever deemed respectful and polite.

Captain Perry, from his manner, was evidently much incensed, but I presumed it was more at the appearance of the marine than at any thing else; for I can assure this honorable court that so far from intending to treat Captain Perry with disrespect on the occasion, I was astonished to find it a charge against me.

Captain Perry has been pleased to state in this court, in answer to my question, "why he did not arrest or suspend me at the time?" that it was from an indisposition to arrest or suspend any officer where there was a probability to avoid it. Does it not appear, then, that Captain Perry overlooked my conduct on that day? It was passed over. I was punished, inasmuch as I received a reprimand. Why, then, let me ask this honorable court, is this circumstance produced against me as a charge, under the arrest of the 18th September? I beg that the court will take this under their serious consideration.

With regard to the second specification of the first charge, I have to observe, that the letter, as therein expressed to be written, has been produced to this court, and will be left to its wise determination to judge how far it may be deemed insolent and disrespectful. But I hope this court will take into consideration the circumstances under which it was written. I was ordered below on the 16th September, without knowing the cause. I remained below for two days, under feelings the most mortifying—I felt no longer able to bear the indignity which I conceived in the manner attached in sending me below. The wise and salutary laws of our country provide for the punishment of offenders in any situation, and also afford redress to the injured. Had I neglected my duty, or acted in any manner unbecoming the officer and gentleman, I will ask this honorable court if the proper mode of proceeding was not by a court martial.

Under those feelings of mortification, which I have already observed to the court, I wrote the letter which is stated in the second specification of the first charge.

The third specification I shall duly notice. We come now to the charge of neglect of duty, and its several specifications. I am charged, in the first instance, with having screened myself from duty on the night of the 16th September, under the subterfuge of being sick. As this charge, it appears, has attracted no little attention of the court, it may not be amiss to dwell a little on it—I am accused of resorting to the subterfuge of sickness, in order to evade the exercise of my duty. In the first place, I shall observe that, in the numerous catalogue of diseases by which we are occasionally afflicted, many often occur where it is entirely impossible for the most sagacious physician to detect the nature and extent by any external signs. They may elude the most subtle tact of medical art. For the truth of this fact, I appeal to the testimony of all medical men. These cases of indisposition, too, may be so sudden and severe, as to disqualify us immediately for the exercise of duty. But it is asserted that the commanding officer is not bound to believe any man unfit for duty, until he is reported so by the surgeon. But is the surgeon bound to report every case of sickness immediately on his knowledge of it, without an order to this effect from the captain? This

will not be found to be the case in any of the existing customs or regulations of the navy. The surgeon is ordered to make his report of sick at certain specified times, and never recurs to his commanding officer to inform him of every individual case, immediately as it may happen to be presented to him. It follows, then, from the above facts, that in the case of sickness, the testimony of the sick man must ultimately be admitted as complete and sufficient evidence for its existence, that the report of such indisposition is always regulated by order of the captain himself. If, then, the circumstance of sickness be received as a satisfactory plea for incapacity of duty, the charge here exhibited in this specification, even if examined by the most rigid mode of reasoning, in such cases, is entirely invalidated. But I trust I am not here reduced to the necessity of appealing before this court to the rigid decrees of law, even supposing that they did not, in this instance, operate in my favor. No, I feel conscious of bearing such a reputation among my fellow men, as to defy the malicious attacks of any one. I trust it will appear to this honorable court, that the evidence is perfectly satisfactory in my behalf.

As to the second and third specifications, under the charge of neglect of duty and unofficerlike conduct, I shall pass them unnoticed. The evidence relative to those specifications is before this court, which will judge how far my conduct is reprehensible.

The last charge of disobedience of orders, and the third specification of the first charge, present themselves to view.

My prosecutor has stated to this honorable court, that, when I approached him in his cabin on the evening of the 16th September, I assumed at once a manner which was irritating in the highest degree. He does not inform this court the language I received on approaching him in his cabin. Suppose we admit for a moment, that I did assume such a manner, (but which I do not admit,) is there a being in existence, possessing nice and honorable feelings, could tamely submit to be abused with impunity? On approaching Captain Perry, I received harsh and improper language. I felt conscious that I did not deserve such treatment; I was thunderstruck for a moment; I was at a loss to know whether the scene before me was real or imaginary. I found Captain Perry much irritated; I used gentle language to appease him; I found my efforts ineffectual; I informed Captain Perry that I possessed the feelings of a gentleman, held a commission as well as himself, and should have redress for such language. I attempted to leave the cabin, but was ordered to remain. Figure to yourselves, Mr. President, and members of this court, my peculiar situation on that evening. I was arraigned before my commanding officer in his cabin; I received harsh and irritative language; I was ordered to be silent, and not to leave the cabin. Is it possible that my feelings could have been restrained on the occasion? My indignation was, no doubt, expressed in my countenance. I might have assumed a deportment observed to this honorable court, by my prosecutor; but was it without cause? Show me the being in existence, who regards his honor and reputation, who would have acted with less appearance of resentment. A wanton and outrageous attack is made on me, and I am debarred, by the exertion of an arbitrary power, the privilege of self-defence, which is guaranteed to us all by the laws of God. My character, which is dearer to me than life, assaulted, and every weapon of defence interdicted. Can this be suffered? Nature herself revolts at it; she will not endure that all the finest and noblest feelings, the sublimest portion of her ethereal spirit be thus rudely violated. The ground of honor is consecrated; it is impaled by barriers which the hand of tyranny must not invade.

Mr. President, I am about to submit my cause to this honorable court. A few words and I have done. My replication to the charges and specifications in question has been drawn up in a hurry. I have not replied to them as I could wish, but my sentiments are conveyed. It is sufficient. From the evidence which has been adduced before this court, I trust it will appear that I am not guilty of any one charge or specification alleged against me. If my manner has been construed into contempt, and my words misrepresented, I regret it, because such was not intended; and it has already been stated to this court that it is believed I never intended any disrespect to Captain Perry.

Whatever, then, may be the determination of this court, from the proud consciousness of my innocence I shall derive consolation.

JOHN HEATH, *Captain Marines.*

15th CONGRESS.]

No. 155.

[1st Session.]

## INCREASE OF THE NAVY.

COMMUNICATED TO THE SENATE, FEBRUARY 2, 1818.

*To the Senate of the United States:*

In compliance with a resolution of the Senate of the 8th of last month, requesting me to cause to be laid before it the proceedings which may have been had under an "act entitled an Act for the gradual increase of the navy of the United States," specifying the number of ships put on the stocks, and of what class; the quantity of materials procured for ship building; and also the sums of money which may have been paid out of the fund, created by said act, and for what objects; and likewise, the contracts, which may have been entered into, in execution of the act aforesaid, on which moneys may not yet have been advanced, I now transmit a report of the Secretary of the Navy, accompanied by a report from the Board of Commissioners of the Navy, with documents which contain the information desired.

JAMES MONROE.

NAVY DEPARTMENT, *January 29, 1818.*

SIR:

In pursuance of the resolution of the Senate of the 8th instant, I have the honor to transmit, herewith, papers marked, A. Nos. 1. and 2., and B. Nos. 1. and 2; which will, it is believed, meet the various objects of inquiry embraced in the said resolution.

With the highest respect, I have the honor to be, sir, your most obedient servant.

B. W. CROWNINSHIELD.

THE PRESIDENT OF THE UNITED STATES.

NAVY COMMISSIONERS' OFFICE, *January 20, 1818.*

SIR:

The Board of Navy Commissioners have been honored with your communication of the 9th instant, enclosing a copy of a resolution of the honorable the Senate, and requiring of them all the information within their knowledge, in relation to the objects of that resolution.

In obedience to this call, they make the following report, and accompany it with a detailed statement, marked A, which they trust will be found to meet fully your views of the information required.

Of the proceedings which have been had under the act for the gradual increase of the navy, the exhibit will show—

That contracts have been entered into, for the live oak frames, cut to moulds, of eight line-of-battle ships, and eight frigates. That the frame of one line-of-battle ship and one frigate is now cutting from Blackbeard island,



under the direction of the Board, from timber belonging to the United States. That one line-of-battle ship is now building from promiscuous timber collected at this navy yard, and that there is also promiscuous live oak for framing a frigate, collected and collecting at this yard; which make the frames of ten line-of-battle ships and ten frigates. Of the contracts, however, it has been ascertained, that one which embraced the quantity of live oak required for the frames of one line-of-battle ship and two frigates, will not be executed; and doubts are entertained whether another of the contracts, which is for the frames of two ships of the line and two frigates, will be executed. Hence the commissioners can only state, with any degree of certainty, that provision has been made for the frames of seven ships of the line and six frigates.

Of the copper and lead required in the construction of the ships authorized, when the quantity contracted for shall be delivered, (and nearly all has been delivered,) we shall have a sufficiency for all the ships of the line authorized, and for ten frigates.

Of white oak and pine, it will be perceived, that we have contracted for, and otherwise provided, as follows:

A sufficient quantity of oak plank for seven ships of the line and four frigates; and nearly all the pine plank required for seven ships of the line and four frigates.

Beams for five ships of the line and four frigates.

Ledges, long combings, and ranging timber, for seven ships of the line and five frigates.

Knees for six ships of the line and three frigates.

Mast stuff for three ships of the line and two frigates; and we have also engaged, and have now delivering, the keels and keelson pieces for five ships of the line and one frigate.

Of cannon, carronades, round and grape shot, we have contracted for the quantity required for two ships of the line.

Of iron, we have engaged, and have now on hand, nearly all that is required for four ships of the line and one frigate.

Upon the subject of the steam batteries, authorized by the law for the gradual increase of the navy, the commissioners have engaged one steam engine of one hundred horse power.

The commissioners have also established an anchor shop at this navy yard, where all the anchors required will be made. They are also making at this yard iron cables.

One ship of the line is ordered to be laid down at each of the following navy yards, viz: Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk.

Preparations are also making in each of these yards, and materials to a considerable extent have been collected.

Of the ships ordered to be laid down those at New York, Norfolk, and Washington, have been put on the stocks, and are progressing; those at the other points named will be laid down as soon as circumstances will admit.

The ships now building, under the act for "the gradual increase of the navy," are regular two deck ships; and unless guns be mounted on their gangway, which is not usual, they will mount the same number of guns with our present seventy-fours. Hitherto, no ship, having but two decks, has rated higher than an eighty; and we beg leave to observe that the ships now building are of inferior capacity to some ships of other nations having but two decks.

The payment of moneys not coming within the province of the Board they can offer no definite information upon that subject. Upon this branch of the inquiry they can only afford information as to the probable amount of the contracts made by them. As to the payments made upon these contracts, and upon the purchases of the respective navy agents, as also the payments to the superintendents of timber moulding, the carpenters and laborers employed in procuring timber, in the construction of the ships, and in the preparatory arrangements in the different navy yards, and for the transportation of timber, it is presumed that the auditor of navy accounts can afford precise information.

On the subject of advances upon contracts, the Board beg leave to observe that in two instances only, namely, those for cannon, carronades and shot, have they stipulated to make advances. In these cases they agreed to depart from their general rule upon the subject with a view to the improvement of the ordnance of the navy, which, having been found extremely defective, rendered it necessary to make a series of experiments, which subjected the contractors to considerable expense.

The navy commissioners would here respectfully observe, that their attention has been engaged, since the act of 29th April, 1816, in procuring, within the shortest period possible, the live oak timber necessary in the construction of the ships authorized by that act. They found, in the outset, much difficulty in forming contracts for this article; the live oak growing only in places remote from our navy yards, and where it can be got out only in certain months in the year, interposed insurmountable difficulties to its being immediately procured; no contractor would engage to deliver the frame even of a frigate in less than two seasons. One cutting season only having elapsed since the passage of the act of 29th April, 1816, will show why a greater quantity of this timber has not at this time been delivered. The commissioners now entertain no doubt of being able to procure all the live oak required for the ships authorized, as well as every other material necessary in their construction; and if it should be the wish of the Executive to launch them within the period contemplated by the law, and for the sum appropriated.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS, *President of the Navy Board.*

The Hon. BENJ. W. CROWNSHIELD, *Secretary of the Navy.*

IN SENATE OF THE UNITED STATES, January 8, 1818.

*Resolved*, That the President of the United States be requested to cause to be laid before the Senate the proceedings which may have been had under the act entitled "An act for the gradual increase of the navy of the United States;" specifying the number of ships put on the stocks, and of what class; and the quantity and kind of materials procured for ship building; and, also, the sums of money which may have been paid out of the fund created by said act, and for what objects; and, likewise, the contracts which may have been entered into, in execution of the act aforesaid, on which moneys may not yet have been advanced.

Attest: CHARLES CUTTS, *Secretary.*

*Statement of the proceedings of the Board of Navy Commissioners, under the act of Congress entitled "An act for the gradual increase of the navy of the United States," passed 29th April, 1816.*

Under this act the navy commissioners have, at various periods, made the following contracts, viz:

For live oak timber, cut to moulds, they have contracted for one hundred and eighty-seven thousand one hundred and eighty-four cubic feet, for line of battle ships; and one hundred and twenty-two thousand one hundred and sixty-eight cubic feet, for frigates, with the following persons:

	Seventy-fours.	Forty-fours.
E. Livingston, - - - - -	46,796	- 30,542
J. Snow, - - - - -	23,398	- 30,542
E. and T. Swift, - - - - -	23,398	-
J. Spalding, - - - - -	-	- 15,271
H. Eckford, - - - - -	23,398	- 15,271
E. Swift, - - - - -	23,398	-
H. Lindsay, - - - - -	23,398	- 15,271
A. Bixby & Co. - - - - -	23,398	- 15,271
Contracted for, - - - - -	187,184	- 122,168
Add the timber now cutting on Blackbeard Island, - - - - -	23,398	- 15,271
And the timber collected, and collecting at the navy yard at Washington, - - - - -	23,398	- 15,271
Whole quantity contracted for, and otherwise provided and providing, - - - - -	233,980	- 152,710

Which would be a sufficient quantity for ten ships of the line and ten frigates of the largest class. But it has been ascertained that one of the contracts, namely, that with Mr. Snow, will not be fulfilled. This reduces the quantity to nine ships of the line, and eight frigates. And, as Mr. Livingston has not yet delivered any timber under his contract, doubts are entertained whether he will execute it. Should these doubts be confirmed, the quantity of live oak timber engaged, and otherwise provided by the navy commissioners, will only be sufficient for seven ships of the line and six frigates.

An essential consideration in making the contract with Mr. Livingston, being to secure to the Government the payment of a large sum of money for which that gentleman stands indebted, the navy commissioners feel it to be a duty on their part to urge a compliance with the contract by all the means in their power, and not to abandon it while the least prospect of its being fulfilled shall exist. Under other circumstances the commissioners would, some time since, have abandoned the contract with Mr. Livingston, and engaged the timber of some other person.

Should Mr. Livingston comply with his contract, the live oak timber engaged may be estimated to cost \$462,463 43; but should he fail to execute his contract the estimate will necessarily be reduced to \$346,407 28.

Of these contracts for live oak timber, those with E. & T. Swift, H. Eckford, and J. Spalding, are nearly completed; and no doubt exists that they, as well as the contracts with E. Swift, H. Lindsay, and A. Bixby & Co. will be fully complied with within the periods respectively stipulated by them.

*Copper.*—Of this article the commissioners have engaged one million six hundred and eight thousand eight hundred and thirty-five pounds—a quantity sufficient for nine ships of the line, and ten frigates of the first class; nearly all of this copper has been delivered. The contracts have been made with the following persons:

L. Hollingsworth, for - - - - -	264,781 pounds.
S. J. Isaac's and Soho copper company, - - - - -	264,781
P. Revere and Sons, - - - - -	227,237
D. A. Smith, - - - - -	391,233
A. Gracie and Sons, - - - - -	69,570
R. E. Griffith, - - - - -	391,233
	1,608,835

Which is estimated to cost, - - - - - \$491,932 60.

*Cannon, carronades and shot.*—The commissioners have made two contracts for cannon, carronades and shot, each embracing the quantity required for one ship of the line. These contracts have been made with J. Mason and John Swartwout and others. The amount of the two contracts is estimated at one hundred and thirteen thousand four hundred and ninety-six dollars: of these contracts considerable progress has been made by Mr. Mason in executing his; and Messrs. Swartwout and others will, without doubt, complete theirs within the period stipulated.

For special considerations set forth in these two contracts, the navy commissioners agreed to make, upon the most ample security, an advance of fifteen thousand dollars to each contractor.

*Oak and pine plank, beams, knees, long combings, ranging timber, mast stuff, &c.*—Of these articles the navy commissioners have contracted for two millions one hundred and fifty-four thousand four hundred and sixty-eight feet of oak plank; nine hundred and fifty-seven thousand two hundred and fifty feet of yellow pine plank; forty-six thousand eight hundred and sixty-six cubic feet of yellow pine beams; one hundred and thirteen thousand seven hundred and fifty-six cubic feet of yellow pine and oak, for ledges, long combings, and ranging timber; forty-seven thousand seven hundred and sixteen sided inches of knees; two hundred and seventy-one thousand and ninety-two inches of yellow pine, for masts, yards, &c.; and two thousand one hundred cubic feet of oak, for keel and keelson pieces; and for this latter purpose, they have procured, through the navy agents, about eight thousand cubic feet of white oak.

These contracts have been made with the following persons:

	Oak Plank.	Pine Plank.
N. P. Tatem, for - - - - -	235,775	130,250
A. Butt and others, - - - - -	363,356	232,250
W. Cammack, - - - - -	363,356	232,250
S. Whitehead, - - - - -	599,131	362,500
James Murphy - - - - -	592,850	-
	2,154,468	957,250



							Beams.	Ledges, &c.
N. P. Tatem, for	-	-	-	-	-	-	6,567	19,840
A. Butt and others,	-	-	-	-	-	-	11,244	24,692
W. Cammack,	-	-	-	-	-	-	11,244	24,692
S. Whitehead,	-	-	-	-	-	-	17,811	44,532
							<u>46,866</u>	<u>113,756</u>
J. J. B. Hersey,	-	-	-	-	-	-	10,374	
N. P. Tatem,	-	-	-	-	-	-	4,154	41,343
A. Butt and others,	-	-	-	-	-	-	6,320	62,802
W. Cammack,	-	-	-	-	-	-	6,320	62,802
S. Whitehead,	-	-	-	-	-	-	10,374	104,145
E. Thompson,	-	-	-	-	-	-	10,374	
							<u>47,716</u>	<u>271,092</u>

John F. Tice, two thousand one hundred cubic feet of oak for keel and keelson pieces. These contracts will probably amount to two hundred and one thousand eight hundred and seventy-eight dollars nineteen cents.

The contractors are now engaged in the execution of these contracts; and it is highly probable that the whole, excepting, possibly, that with Mr. Hersey, will be completed in the course of the ensuing nine months.

*Canvass.*—The commissioners contracted for two thousand three hundred bolts of American made canvass; the probable amount of which is forty-nine thousand seven hundred and eighty dollars. Of this canvass a considerable quantity has been delivered; it was originally intended as a contract under the act for "the gradual increase of the navy;" but being a perishable article, it has since been turned over to repairs.

*Lead.*—The commissioners have procured at New York about eighty tons of lead, which cost ten thousand, three hundred and ninety-eight dollars sixty-six cents.

*Iron.*—Of this article, the commissioners have procured about five hundred tons, assorted of all the various sizes and kinds, required in the construction of ships of war; probable cost fifty-two thousand five hundred and fifty-eight dollars eighty-nine cents.

Independently of the articles above enumerated, there has been collected at Boston all the oak required for a line of battle ship and a frigate; and sixteen thousand six hundred and two feet of yellow pine. At New York, twenty-eight thousand four hundred and ninety cubic feet of yellow pine timber; and nine thousand five hundred and thirty-five feet of white pine plank. At Philadelphia, the greater part of the oak and pine plank, beams, knees, &c. for a ship of the line and frigate.

At Washington nearly all the oak and pine required for one line-of-battle ship, and all the pine for a frigate.

At Portsmouth, there are twenty thousand three hundred and sixty-four feet of oak plank; forty-one thousand eight hundred and sixty-eight feet of yellow pine plank; ten thousand three hundred and eighty-three cubic feet of pine timber; thirteen thousand three hundred and fifty-one cubic feet of white oak timber; and twenty-nine pieces of timber suitable for ledges, &c.

The navy commissioners have also engaged of Robert McQueen & Co. a steam engine, with all its machinery complete, twenty-four inch cylinder in the clear, with all the parts proportioned thereto, with a five feet stroke, and equal to a hundred horse power, for thirty thousand dollars. Also, copper boilers warranted of the best workmanship, exclusive of materials, at ten cents per pound.

And they have established at this navy yard an anchor shop, where all the anchors required for the navy will be made; and they are at the same place now making iron cables.

*Abstract of warrants drawn by the Secretary of the Navy, from the 29th of April, 1816, to 31st of December, 1817, inclusive, out of the appropriation for the gradual increase of the navy of the United States.*

Date.	Number.	In whose favor.	Advance and expenditures.	Amount in dollars.
1816.				
June 17,	5845	George Harrison,	Advance,	30,000 00
" 24,	5856	Charles Slade,	Expenditures,	678 56
July 3,	5870	E. and T. Swift,	Ditto,	1,386 16
" 3,	5873	Timothy Winn,	Advance,	4,500 00
" 19,	5907	E. and T. Swift,	Expenditures,	187 20
" 30,	5945	James McGuire and Co.	Ditto,	441 00
August 3,	5952	Timothy Winn,	Advance,	4,400 00
" 10,	5960	Alexander McRea,	Ditto,	8,666 00
" 16,	5967	John Chalmers, Jun.	Ditto,	1,019 33
" 17,	5971	William Prout,	Expenditures,	52 45
" 22,	5981	James Hutton,	Advance,	150 00
" 22,	5982	James Smith,	Expenditures,	380 55
" 26,	5986	John Chalmers, Jun.	Ditto,	229 63
" 29,	5992	Henry Burford,	Ditto,	9 00
September 4,	6009	Timothy Winn,	Advance,	8,000 00
" 16,	6025	John S. Ellison,	Expenditures,	323 89
" 16,	6026	George Harrison,	Advance,	20,000 00
" 17,	6030	John B. Forrest,	Expenditures,	26 35
" 21,	6037	John L. Storer,	Advance,	600 00
" 25,	6045	John Chalmers, Jun.	Expenditures,	283 97
" 30,	6055	Dennis Mitchell,	Ditto,	448 92
October 3,	6067	Timothy Winn,	Advance,	5,000 00
" 7,	6072	William Doughty,	Expenditures,	575 00
" 10,	6074	Miles King,	Advance,	2,013 82
" 10,	6075	Ingle, Sweeny, and Lindsley,	Expenditures,	309 71
" 11,	6078	Charles Slade,	Ditto,	80 82
" 14,	6080	Amos Binney,	Advance,	20,000 00
" 16,	6083	Patons and Butcher,	Expenditures,	13 52
" 26,	6118	Reeves Owings,	Ditto,	202 21

## ABSTRACT—Continued.

Date.	Number.	In whose favor.	Advance and expenditures.	Amount in dollars.
1816.				
October 29,	6124	George Harrison,		
" 31,	6126	John Bullus,	Advance,	20,000 00
November 4,	6129	Timothy Winn,	Ditto,	20,000 00
" 4,	6130	Zachariah Greene,	Ditto,	6,800 00
" 5,	6131	Miles King,	Expenditures,	70 00
" 11,	6148	Samuel N. Smallwood,	Advance,	3,000 00
" 12,	6151	John Chalmers, Jun.	Expenditures,	65 25
" 21,	6171	Henry W. Slade,	Advance,	290 33
December 4,	6193	Timothy Winn,	Expenditures,	86 25
" 11,	6203	William Talmadge,	Advance,	5,000 00
" 18,	6215	William D. Ackman,	Expenditures,	66 44
" 21,	6223	Richard Parrott,	Advance,	110 00
" 24,	6233	William Hurst,	Ditto,	4,000 00
" 24,	6241	Nathan Nye,	Expenditures,	190 55
			Ditto,	2,617 67
1817.				
January 3,	6250	Timothy Winn,		
" 8,	6266	William Doughty,	Advance,	6,800 00
" 9,	6272	Charles Slade,	Expenditures,	575 00
" 10,	6273	Rezin Orme,	Ditto,	374 97
" 10,	6274	George Harrison,	Ditto,	490 34
" 11,	6275	Ingle, Sweeny, and Lindsley,	Advance,	10,000 00
" 13,	6279	Miles King,	Expenditures,	136 37
" 13,	6280	Theodore Lee,	Advance,	842 00
" 15,	6284	John L. Storer,	Expenditures,	1,608 75
" 24,	6297	John Bullus,	Advance,	1,000 00
" 27,	6306	William Bowhay,	Ditto,	2,650 00
February 4,	6319	Timothy Winn,	Expenditures,	100 00
" 11,	6329	John Bullus,	Advance,	1,500 00
" 18,	6342	James McGuire and Co.	Ditto,	7,800 00
March 3,	6362	Timothy Winn,	Expenditures,	191 16
" 13,	11	William H. Gunnell,	Advance,	3,500 00
" 19,	30	Andrew Ramsay,	Expenditures,	141 69
April 2,	57	Timothy Winn,	Ditto,	54 62
" 2,	61	Nathaniel Wattles,	Advance,	3,300 00
" 8,	69	Ingle and Lindsley,	Expenditures,	680 00
" 11,	83	Amon Woodward,	Ditto,	142 00
" 11,	84	George Harrison,	Ditto,	338 98
" 23,	114	William Doughty,	Advance,	10,000 00
" 23,	116	Clark and Woodward,	Expenditures,	575 00
" 28,	125	Amos Binney,	Ditto,	122 55
May 8,	150	John Hewett,	Advance,	20,000 00
" 9,	155	George Harrison,	Expenditures,	277 60
" 12,	160	Joseph Cassin,	Advance,	50,455 58
" 15,	167	Edward W. Clark,	Ditto,	450 00
" 19,	176	George Cole,	Expenditures,	258 75
" 23,	188	Miles King,	Ditto,	472 83
" 23,	189	Joseph Forrest,	Advance,	12,000 00
" 26,	193	Amon Woodward,	Expenditures,	287 09
" 27,	195	Nathaniel Wattles,	Ditto,	91 42
" 28,	202	John Snow,	Ditto,	120 00
" 29,	204	Amos Binney,	Ditto,	1,192 08
June 7,	226	George Harrison,	Advance,	50,000 00
" 10,	228	E. and T. Swift,	Ditto,	10,000 00
" 10,	230	John Bullus,	Expenditures,	307 24
" 19,	251	James Beatty,	Advance,	30,000 00
" 23,	255	John Bullus,	Ditto,	8,662 83
" 23,	258	Joseph Forrest,	Ditto,	1,183 75
" 26,	264	John Bullus,	Expenditures,	402 92
July 1,	274	William Doughty,	Advance,	12,000 00
" 2,	275	Timothy Winn,	Expenditures,	575 00
" 8,	291	John Bullus,	Advance,	2,500 00
" 8,	292	Miles King,	Ditto,	5,129 10
" 9,	297	James Beatty,	Ditto,	8,000 00
" 9,	298	J. Acken,	Ditto,	8,042 10
" 11,	307	Joseph Grice,	Ditto,	100 00
" 11,	313	Joseph Forrest,	Ditto,	396 20
" 18,	325	John Bullus,	Expenditures,	301 92
" 18,	328	Thomas M. Newell,	Advance,	412 00
" 21,	335	John Bullus,	Ditto,	100 00
" 24,	338	Ditto,	Ditto,	7,000 00
" 28,	344	James Beatty,	Ditto,	2,500 00
" 29,	345	Amos Binney,	Ditto,	7,563 60
" 30,	347	Thomas Williams,	Ditto,	40,000 00
August 2,	351	Timothy Winn,	Expenditures,	120 97
" 7,	370	John Bullus,	Advance,	2,000 00
" 13,	387	Ditto,	Ditto,	6,000 00
" 21,	399	George Cole,	Ditto,	28,000 00
" 22,	400	Richard Smith,	Expenditures,	433 21
" 23,	401	James Beatty,	Ditto,	59 00
" 29,	417	George Harrison,	Advance,	5,801 29
September 1,	424	Timothy Winn,	Ditto,	20,000 00
" 4,	433	Thomas Williams,	Ditto,	3,000 00
" 4,	434	Edward Holland,	Expenditures,	289 92
			Ditto,	278 50



## ABSTRACT—Continued.

Date.	Number.	In whose favor.	Advance and expenditures.	Amount in dollars.
1817.				
September 6,	438	Amos Binney.	Advance,	20,000 00
" 8,	444	Ingle and Lindsley.	Expenditures,	53 50
" 11,	447	Nathaniel Stanwood,	Ditto,	90 75
" 24,	463	Miles King,	Advance,	8,000 00
October 2,	480	John Bullus,	Ditto,	6,000 00
" 3,	483	Timothy Winn,	Ditto,	3,200 00
" 8,	505	John Bullus,	Ditto,	13,000 00
" 8,	506	George Harrison,	Ditto,	10,000 00
" 13,	515	William Doughty,	Expenditures,	575 00
" 23,	532	Nicholas Hingston,	Ditto,	106 82
" 25,	543	Amos Binney.	Advance,	70,000 00
November 3,	551	Timothy Winn,	Ditto,	3,500 00
" 4,	552	George Harrison,	Ditto,	5,000 00
" 5,	558	Phineas Janney,	Expenditures,	2,587 20
" 13,	572	Miles King,	Advance,	4,000 00
" 22,	589	James Beatty,	Ditto,	7,500 00
" 27,	600	John Bullus,	Ditto,	32,298 00
December 2,	606	Timothy Winn,	Ditto,	800 00
" 6,	612	George Cole,	Expenditures,	710 40
" 12,	619	John Bullus,	Advance,	6,500 00
" 15,	623	George Harrison,	Ditto,	50,000 00
" 18,	631	Rezin Orme,	Expenditures,	410 21
" 23,	633	John Bullus,	Advance,	1,500 00
" 24,	641	John Mason,	Expenditures,	9,547 08
" 26,	647	Joshua Potts,	Advance,	139 00
				\$827,479 87

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 27, 1818.

CONST. FREEMAN, Auditor.

## B. No. 2.

*Statement of expenditures by Navy Agents and others, out of the appropriation for "the gradual increase of the Navy of the United States," as appears by accounts adjusted by the Accountant of the Navy, and Fourth Auditor of the Treasury, to December 31, 1817, inclusive.*

Date of settlement.	By whom expended.	For what expended.	Amount.
June, 1816,	C. Slade,	Ironmongery,	\$678 56
July, "	E. and T. Swift,	Timber,	1,386 16
" "	Do.	Timber,	187 20
" "	J. McGuire & Co.	Pine plank,	441 00
August, "	William Prout,	Materials,	53 45
" "	J. Smith,	Timber,	380 55
" "	Isaac Millican,	Pine poles,	229 63
" "	H. Burford,	Bricks,	9 00
September, "	J. S. Elliston,	Timber,	323 89
" "	C. W. Clark,	Varnish,	26 35
" "	Isaac Millican,	Pine poles,	283 97
" "	Dennis Mitchell,	Pine plank,	448 92
" "	George Harrison,	Materials and labor,	4,339 09
October, "	William Doughty,	Salary as naval constructor,	575 00
" "	Ingle, Sweeney, & Lindsley,	Ironmongery,	309 71
" "	C. Slade,	Do.	80 82
" "	Patton and Butcher,	Do.	13 52
" "	R. Owens,	Timber,	202 21
November, "	J. Entwistle,	Freight of timber,	70 00
" "	S. N. Smallwood,	Lumber,	65 25
" "	George Harrison,	Materials and labor,	22,798 06
" "	H. W. Sale,	Timber,	86 25
December, "	William Talmadge,	Freight of timber,	66 44
" "	William Hurst,	Pine poles,	190 55
" "	N. Nye,	Timber,	2,617 67
January, 1817,	William Doughty,	Salary as naval constructor,	575 00
" "	C. Slade,	Ironmongery,	374 97
" "	R. Orme,	Plank,	490 34
" "	Ingle, Sweeney, & Lindsley,	Ironmongery,	136 37
" "	T. Lee,	Bar iron,	1,608 75
" "	William Bowhay,	Dowling machine,	100 00
February, "	Amos Binney,	Timber,	6,552 11
" "	George Harrison,	Materials and labor,	16,115 55
" "	J. McGuire & Co.	Pine plank,	191 16
" "	Alexander McRea,	Timber,	8,666 00
March, "	C. W. Clark,	Oil,	141 69
" "	H. Field,	Steel,	54 62
April, "	N. Wattles,	Salt,	680 00
" "	Ingle and Lindsley,	Ironmongery,	142 00

## STATEMENT—Continued.

Date of settlement.	By whom expended.	For what expended.	Amount.	
April, 1817, -	A. Woodward, -	Timber, - - -	338 98	
" " -	William Doughty, -	Salary, - - -	575 00	
" " -	Clark and Woodward, -	Ash timber, - - -	122 55	
May, " -	R. B. Mason, -	Timber, - - -	277 60	
" " -	George Harrison, -	Materials and labor, -	13,741 97	
" " -	C. W. Clark, -	Oil, - - -	258 75	
" " -	Miles King, -	Spars, - - -	2,013 82	
" " -	J. Hewitt, -	Timber, - - -	287 09	
" " -	A. Woodward, -	Timber, - - -	91 42	
" " -	N. Wattles, -	Salt, - - -	120 00	
" " -	J. Snow, -	Timber, - - -	1,642 08	
June, " -	E. and T. Swift, -	Live oak knees, -	307 24	
" " -	J. Hewitt, -	Plank, - - -	402 92	
July, " -	William Doughty, -	Salary as naval constructor, -	575 00	
" " -	Richard Parrott, -	Cordage, - - -	4,000 00	
" " -	J. Hewitt, -	Timber, - - -	301 92	
" " -	George Macdaniel, -	Timber and freight, -	431 32	
" " -	T. Williams, -	Timber, - - -	120 97	
August, " -	G. Cole, -	Plank, - - -	432 21	
" " -	C. J. Catlett, -	Oil, - - -	59 00	
September, " -	J. Hewitt, -	Timber, - - -	278 50	
" " -	T. Williams, -	Timber, - - -	289 92	
" " -	Ingles and Lindsley, -	Ironmongery, - - -	53 50	
" " -	Amos Binney, -	Timber, - - -	17,138 05	
" " -	N. Stanwood, -	Lumber, - - -	90 75	
October, " -	William Doughty, -	Salary as naval constructor, -	575 00	
" " -	James Beatty, -	Copper, - - -	30,069 82	
" " -	N. Hingston, -	Oakum, - - -	106 82	
November, " -	P. Janney, -	Iron, - - -	2,587 20	
" " -	Amos Binney, -	Timber, copper and iron, -	91,927 59	
December, " -	G. Cole, -	Plank, - - -	710 40	
" " -	John Bullus, -	Copper, - - -	19,479 60	
" " -	H. Goldsborough, -	Lumber, - - -	410 21	
" " -	John Mason, -	Cannon and shot, - - -	9,547 08	
" " -	John Bullus, -	Lead and copper, - - -	21,901 70	
To which add the following sums charged by agents in their accounts made up to the 31st December, 1817, inclusive, not yet audited, viz:				292,956 79
	George Harrison, -	Labor and materials, -	\$85,971 27	
	Amos Binney, -	Timber and copper, -	13,543 77	
	James Beatty, -	Copper, - - -	16,226 76	
	Miles King, -	Live oak, spars, &c. -	28,293 95	
	John L. Storer, -	Whiteoak knees, - - -	893 90	
	John Bullus, -	Copper, plank, canvass, &c. -	84,152 59	
				229,082 24
				Dollars, - 522,039 03

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, July 24, 1818.

CONST. FREEMAN, Auditor.

15th CONGRESS.]

No. 156.

[1st Session.]

DEFENCE OF THE MARITIME FRONTIER AND ESTABLISHMENT OF  
NAVAL DEPOTS AND DOCKYARDS.

COMMUNICATED TO THE SENATE, FEBRUARY 11, 1818.

To the Senate of the United States:

WASHINGTON, February 6, 1818.

In compliance with a resolution of the Senate of the 13th of February, 1817, I now transmit copies of the reports, in relation to the surveys, and examinations made by naval officers in co-operation with officers of the corps of engineers.

JAMES MONROE.

SIR:

NAVY DEPARTMENT, February 4, 1818.

I have the honor to transmit to you, herewith, copies of the reports, in relation to the surveys and examinations which have been made by naval officers in co-operation with officers of the corps of engineers, in pursuance of the resolution of the Senate of the United States, passed on the 13th day of February, 1817.

Enclosed is a list of the charts, &c. which accompany this communication.

I have the honor to be, with the highest respect, your most obedient servant,

B. W. CROWNINSHIELD.

The President of the United States.



*List of charts.*

Rhode Island and Narraganset bay.  
Newport and Gardner's bay.  
Boston harbor.  
Eastern entrance to Long Island sound.  
General map from Hærelem to Sandy Hook, exhibiting the line of defence.

Falmouth harbor.  
Portsmouth (New Hampshire) harbor.  
Sandy Hook.  
Penobscot river and bay.  
Boston harbor, including Salem and Marblehead.

BOSTON, October 18, 1817.

SIR: In pursuance of your orders of the 23d of May, and the detailed instructions from the Commissioners of the Navy Board, dated the 29th May, addressed to myself, Captains Evans and Perry, who were appointed commissioners by the President of the United States, to carry into effect the resolution of the Senate for the purpose of ascertaining the practicability of defending the eastern entrance of Long Island sound, and also of examining the coasts and waters north of the Delaware, with a view to the selection of a proper site for a naval depot, rendezvous, and dock-yard, the commissioners, accompanied by General Swift, and Colonel McRee of the corps of engineers, appointed to co-operate with them, did proceed to examine accordingly. On the subject of the points of defence, there has been an unanimous opinion, and a report will be made thereon to the Navy and War Departments, to which I beg leave to refer you. It would have been gratifying to me, as I doubt not it would be to the other members of the commission, if an unanimous opinion had also been formed in selecting the proper site for a naval depot; but as there has been a difference of sentiment, it becomes my duty as a member of that commission to state my opinion on the subject, founded on observations and examinations made by the commissioners, and which will appear in detail. In doing so, I shall mention the different harbors included in the instructions of the Navy Board in the order of arrangement followed in the examination.

I beg leave, however, before entering into an examination of the subject, to state the requisites which, in my opinion, are necessary for the establishment of a naval depot, rendezvous, and dock-yard.

1. A sufficient depth of water for ingress and egress at all times of tide, and accessibility in all seasons of the year for ships of the largest class.
2. A safe and secure harbor from wind, tide, and ice.
3. Means of protection by a numerous and dense population; susceptibility of defence by its natural situation, and without extensive fortifications.
4. A situation free or difficult of blockade.
5. A population to furnish the requisite number of mechanics at the lowest price and to the best advantage; where few or many may at all times be commanded without paying an *indirect tax* to induce them to locate themselves at or near an establishment for a special purpose and for a limited time.
6. The vicinity of a large and commercial town where skillful artisans are established to furnish the various parts of the mechanism of a ship; the greater proportion of which can generally be obtained on better terms for the public interest at private manufactories than can be supplied within a naval establishment.
7. A favorable situation for obtaining in peace or war, a supply of ship timber, and timber suitable for masts and spars.
8. The advantageous situation of the place selected for the construction of dry docks.

9. And generally a location most favorable for obtaining, all supplies connected with a navy or naval establishment, particularly provisions and seamen.

In the execution of the duties prescribed to the commissioners, the place which first received examination was Portland in the district of Maine.

Portland has a good harbor, and is easy of access. A good site might be found for a dock-yard, and a sufficient depth of water at all times of tide; but it would require the erection of very considerable fortifications for its protection. In the event of a war, I should recommend a small naval depot or deposit of naval stores for the accommodation of such vessels of our navy as might find it convenient to stop here; but I should not think it advisable to make an extensive establishment.

Portsmouth, situated on Piscataway river, has an outer harbor easy of access at all seasons of the year, with a sufficient depth of water at all times of tide. This outer harbor is above the fortifications and consequently protected by them, but owing to a very rapid tide in the Narrows above the outer harbor, a large vessel cannot get to the navy yard or inner harbor except with a fair wind, and, for the same reason, but few vessels can be safely moored there. The island on which the navy yard is located is commodious for building ships, has bold water, good timber docks for docking timber, and excellent building ways for a ship of the line. Dry docks might also easily be constructed. The island is exposed to a commanding height on Seaver's island, where the remains of an old fort are yet seen; the possession of this height is, in my opinion, important to the safety of the navy yard and harbor. I should recommend this navy yard in its present situation as a good building yard, but on account of the rapidity of the tide I am decidedly of opinion that it is an unfavorable situation for the establishment of a general rendezvous.

Salem.—This has a harbor accessible to ships of war into safe anchorage, as the frigate Constitution found in the late war, when pursued by a superior force, and merits the attention of Government to some additional works of defence.

Boston.—This port possesses, in an eminent degree, all the great advantages necessary for a naval establishment. It has a sufficient depth of water at all times of tide, and is accessible at all seasons of the year.

It has a safe, commodious, and secure harbor from wind, tide, and ice; and its accessibility is proven by the records of the custom house, a copy of which marked, A, is hereto annexed, showing the numerous arrivals and departures in every winter month in the year.

It has great means of protection in the numerous and dense population in its immediate vicinity; the strength of its natural situation, and by its fortifications. The requisite measures for the defence of the town of Boston will always give protection to a naval establishment situated within its waters; and, from its naturally strong situation, it may be made defensible against a naval force with small expense. There cannot probably be brought to the defence of any place in the United States, within the same time, so numerous and well organized militia as can be brought to the defence of Boston: for accurate information on this point I refer to the report of the adjutant general of the State of Massachusetts, a copy of which is annexed, marked B.

It is a situation difficult of blockade. This fact is shown by the events of the late war, during which the frigates of our navy entered and departed from this port twice as often as from all the other harbors of the United States together. The list herewith accompanying, marked C, shows the number of times our ships of war entered and departed from the port of Boston during the late war.

It has a numerous body of mechanics, and the price of labor is low. Its advantages on this point can be proven by the records of the Navy Department, particularly the low price of mechanical labor.

It is a large and commercial town, abounding in artisans well skilled in all the variety of arts necessary for the building and equipping of large ships.

It is favorably situated for obtaining timber for ship building, and for masts and spars. The country near Boston has the best of white oak timber, which is brought in large quantities, and the Middlesex canal communicating with the Merrimack river, and through that river to the State of New Hampshire, opens an ample source for the supply of timber for years to come; continuations of this canal, connecting it with other water carriage, are in contemplation, which promise to supply all the timber that may be required, and of an excellent quality. The advantageous situation of Boston for the supply of timber to build, repair, and mast and spar ships of every size was fully demonstrated, during the late war, in the building of a seventy-four and a twenty-four gun ship; in repairing several frigates and several sloops of war, the materials of which were all drawn from Boston and its vicinity, and

through the Middlesex canal, and which it would have been very difficult, if not impracticable, to have procured by the way of the ocean, in consequence of the superior marine force of the enemy on the coast.

*It is favorably situated for the construction of dry docks*, though it may be conceded that they can be built at Portsmouth or Fall river for a less sum than at Boston. As the difference, however, in this expenditure is merely the difference in the first cost of the docks, it cannot be brought in comparison with the saving which, from the possession of other and superior advantages, would be realised in a few years in the daily and continued expenditures which attend such establishments. And as docks can be as well constructed at Boston as at either of the other places, the difference of the expense in the construction ought not, in my opinion, to be entitled to any importance in the selection of a place suitable for a dock-yard, depot, and rendezvous. If it were, however, a circumstance deserving consideration, when put in opposition to other advantages already mentioned, it must lose its weight when compared with the situation of Fall river, or any other place requiring extensive fortifications, and the support of large military establishments for the sole purpose of protecting a naval depot, as also the necessity of paying the mechanics who may be employed higher wages to induce them to locate at a new establishment, out of the vicinity of a populous town, and where also there is a deficiency of timber and other materials for ship building, and of provisions and all kinds of stores.

*The facility of obtaining provisions and seamen.* In these advantages Boston, in my opinion, stands unrivalled. The provisions put up at this place are of the very first quality, and seamen can generally be obtained more readily than at most other ports. All those articles, also, which are generally required for ships of war, and naval purposes, can be procured here in as sufficient quantity, and on as good terms, as at any other place; the advantages it possesses on this head, it is believed, will be fully corroborated by the numerous contracts which have been made at this place by the Navy Department for the supply of the navy.

*Providence river* has barely a sufficient depth of water for large ships, and the channel below Gasby point, which is the best situation on the river for a naval depot, is too narrow for a ship to turn to windward; consequently long delays might arise in getting to sea from the establishment, which, if located at this place, would require extensive fortifications for its protection, in addition to those which would be necessary for the defence of Newport harbor.

*Fall river* is favorably situated for the construction of dry docks, and this, in my opinion, is the only advantage it possesses for a naval depot. There is in its vicinity some timber for ship building, but not in large quantities, and, from the best information I could procure, would soon be exhausted. In approaching it in ships there is a shoal of three quarters of a mile in extent which must be passed, and which has only seventeen feet at low water; the tide rising here only five feet does not produce a sufficient depth, even at high water, for ships of the line to pass when prepared for sea. A naval establishment at this place would require, for its special protection, extensive fortifications, and a large military garrison; and to enable ships to get to sea the channels, on the east and west side of Conanicut island, must, in a state of war, be at all times commanded.

To protect the outlet to the ocean from Fall river, which is the harbor of Newport, it is the opinion of the commissioners, and the officers of the corps of engineers co-operating with them, that, in addition to those already erected, the following mentioned fortifications, together with the filling up of the western channel of Conanicut, would be required, that is to say:

A fort on Dutch island.

A fort on Conanicut island.

A fort and entrenchments extending from Beaver-tail cove to the Dumplings.

To occupy the Dumplings.

Fortifications on Brenton's point and Telegraph hills.

Fortifications on Tammany point, and on Hunneman's, overlooking Eaton's beach.

A fort on Coaster's Harbor Island, and a strong fortification on Rose Island.

A fort on Balt's hill, and

Tiverton heights to be occupied.

For a more minute detail of the requisite fortifications, a reference is made to the report of the commissioners appointed to examine the practicability of defending Newport harbor. From this statement it is obvious that fortifications of such extent would require a very large military force to defend them; and which, in a state of war, must be constantly kept up, as it would be impracticable to man, on an emergency, such extensive works from the surrounding population.

The vicinity of Fall river to the waters of Seaconnet passage, and of Buzzard's, render it accessible to an enemy who may approach by water within seven to ten miles, and who could march through the country, of not a very dense population, to Fall river. It may, therefore, be asserted that it will not only be necessary to completely defend the island of Rhode Island, but also to erect fortifications, and maintain a force at Fall river sufficient to defend it against any attack that might be made by land. The magnitude of the fortifications, and military force necessary for this purpose, is, in itself, an objection sufficient, in my opinion, to render the location of a naval depot at this place highly inexpedient.

*Newport* has already been mentioned in relation to the fortifications necessary to protect it. It has a good harbor, is accessible at all times of tide, and in all seasons of the year. It is worthy the attention of Government as a port favorable for the ships of our navy occasionally to enter. From my examination of the waters of Rhode Island I am decidedly of opinion that the most favorable situation for a naval depot, *within those waters*, is between Bristol ferry and Mount Hope bay, marked M on the chart, made from Captain Evans's survey in 1815. But I do not think that situation equal to several others in the United States.

*New London.*—This has an excellent harbor, accessible at all seasons of the year, at all times of tide, and unobstructed by ice. It is, in many respects, well calculated for a naval depot, having a very good situation at Comstock point, on the river Thames. But the ease with which it may be blockaded, as was proven in the late war, should be an insuperable objection to its being selected for such an establishment as is contemplated by the resolution of the Senate of the United States.

*New York.*—This port, possessing many of the great advantages necessary for a large naval establishment, has a bar at the southern entrance of its harbor, on which there is but twenty-two feet six inches at low water, which will not admit ships of war of the large class to pass at that time of tide. In winter the harbor is obstructed by drifting ice. It possesses the advantages of great population and excellent artisans, which gives security in a state of war, and great facility at all times in building and equipping a navy. It has two outlets to the ocean; consequently would require a double blockading force to keep vessels within its port. Frog's point, fourteen miles above the city, is an excellent harbor, but requires fortifications. This point, and the opposite point on Long Island, are most favorably situated for the defence of the outer harbor to the port of New York through the sound. It is the key of the sound, and, in my opinion, ought to be immediately fortified. New York is so important a place for a naval establishment that, although I do not consider it has all the advantages Boston possesses, particularly as it is not accessible at all times of tide, and as vessels lying in the harbor, in winter, are exposed to danger from the floating ice, I am firmly of opinion, under every view of the subject, that, next to Boston, it is the most suitable place for such an establishment, and one worthy the attention of Government as a naval depot.

Having thus detailed the advantages of the several places had under examination by the commissioners appointed for that purpose, and considering that a place suitable for the location of an establishment, such as is contemplated by the resolution of the Senate, should possess, if possible, the advantages recited in this report, I feel bound to express my perfect conviction that Boston is the most eligible situation, in every respect, for the establishment of a naval depot, rendezvous, and dock-yard. I will add one other consideration which, though it may not appear to some as important, is, in my opinion, deserving of attention. The establishment is of a nature that should be permanent, and looking forward to the time when the navy of this country may be expected not only to prevent a blockade of our coast, but even to extend its operations on the coast of America to the northeast of the United States, the situation of Boston as a naval rendezvous, in such an event, would have a most important advantage over Fall river in its accessibility by avoiding the shoal of Nantucket, the most dangerous shoal on our coast.



Although, sir, it may appear irrelevant in this report to offer a further opinion, I will, nevertheless, venture to give it, trusting in the purity of my motives for so doing, and in the liberality of the Government to receive opinions when respectfully submitted.

So extensive a coast as that of the United States requires at least three considerable naval arsenals. Geographical situation appears to me to mark decidedly Boston, New York, and Norfolk, as the proper sites. Boston for the eastern section of the country, New York for the middle, and Norfolk for the southern. All these three possess the great advantages of a numerous population for the security of the establishments, susceptibility of defence, and the sufficient and cheap supply of materials and mechanics for the building, repairing and equipping of ships,

I have the honor to be, sir, with very great respect, your most obedient servant,

WM. BAINBRIDGE.

Hon. B. W. CROWINSHIELD, *Secretary of the Navy, Washington.*

A.

*A statement of the number of vessels which were entered and cleared from and for foreign ports, at the custom house in Boston, in the months of January, February, and December, for three successive years, viz: 1814, 1815, and 1816, designating the number for the first, second, and third parts of each month; exhibiting also the number of coasters which did actually enter and clear in the months and years aforesaid, and the estimated number of coasters which arrived and departed without entering or clearing at the custom house, during the same periods.*

1814.	Entered.	Cleared.	1815.	Entered.	Cleared.	1816.	Entered.	Cleared.
From the 1st to the 10th January, -	3	1	From the 1st to the 10th January, -	-	1	From the 1st to the 10th January, -	13	12
Do. 10th to 20th, -	1	1	Do. 10th to 20th, -	-	4	Do. 10th to 20th, -	5	13
Do. 20th to 31st, -	2	4	Do. 20th to 31st, -	-	1	Do. 20th to 31st, -	16	11
	6	6		-	6		34	36
From the 1st to the 10th February, -	2	2	From the 1st to the 10th February, -	2		From the 1st to the 10th February, -	10	17
Do. 10th to 20th, -	5	1	Do. 10th to 20th, -			Do. 10th to 20th, -	3	9
Do. 20th to 28th, -	2	2	Do. 20th to 28th, -			Do. 20th to 29th, -	10	8
	9	5		2			23	34
From the 1st to the 10th December, -	-	1	From the 1st to the 10th December, -	13	15	From the 1st to the 10th December, -	17	17
Do. 10th to 20th, -	-	3	Do. 10th to 20th, -	27	13	Do. 10th to 20th, -	20	27
Do. 20th to 31st, -	-	2	Do. 20th to 31st, -	15	18	Do. 20th to 31st, -	7	11
	-	6		55	46		44	55

COASTERS.

From the 1st to the 10th January, -	3	48	From the 1st to the 10th January, -	7	4	From the 1st to the 10th January, -	12	54
Do. 10th to 20th, -	13	27	Do. 10th to 20th, -	10	8	Do. 10th to 20th, -	39	25
Do. 20th to 31st, -	24	18	Do. 20th to 31st, -	7	3	Do. 20th to 31st, -	25	44
	40	93		24	15		76	123
From the 1st to the 10th February, -	10	23	From the 1st to the 10th February, -	1	1	From the 1st to the 10th February, -	21	30
Do. 10th to 20th, -	27	13	Do. 10th to 20th, -	4	3	Do. 10th to 20th, -	18	22
Do. 20th to 28th, -	47	60	Do. 20th to 28th, -	6	2	Do. 20th to 29th, -	31	33
	84	96		11	6		70	85
From the 1st to the 10th December, -	3	7	From the 1st to the 10th December, -	41	70	From the 1st to the 10th December, -	60	55
Do. 10th to 20th, -	6	7	Do. 10th to 20th, -	46	69	Do. 10th to 20th, -	29	60
Do. 20th to 31st, -	12	10	Do. 20th to 31st, -	34	83	Do. 20th to 31st, -	40	56
	21	24		121	222		129	171

RECAPITULATION.

Total number of coasters which entered and cleared in the winter of 1814, -	-	-	-	-	358
Estimated number of coasters which did not enter or clear, -	-	-	-	-	358
Total number of vessels entered and cleared from foreign ports in the winter of 1814, -	-	-	-	-	32
Total number of coasters which entered and cleared in the winter of 1815, -	-	-	-	-	241
Estimated number of coasters which did not enter or clear, -	-	-	-	-	241
Total number of vessels entered and cleared from foreign ports in the winter of 1815, -	-	-	-	-	109
Total number of coasters which entered and cleared in the winter of 1816, -	-	-	-	-	654
Estimated number of coasters which did not enter or clear, -	-	-	-	-	654
Total number of vessels entered and cleared from foreign ports in the winter of 1816, -	-	-	-	-	226

Total, - - - - - 2,873

Whole number of vessels arrived and departed in the winter of 1814, - - - - - 748

Do. do. 1815, - - - - - 591

Do. do. 1816, - - - - - 1,534

2,873

## B.

## COMMONWEALTH OF MASSACHUSETTS:

DEAR SIR:

ADJUTANT GENERAL'S OFFICE, BOSTON, November 1, 1817.

In answer to your letter of the 22d ultimo, I would hereby certify that thirteen thousand one hundred and eighty-two militia are enrolled in the infantry, seven hundred and sixty-four artillery, and six hundred and sixty-five cavalry, within twenty miles of Boston, amounting to fourteen thousand six hundred and eleven men, and may be assembled in this place, in time of alarm, within twenty-four hours. To this number may be added the exempt and others, who might be brought into service on a special occasion, three thousand five hundred more; making an effective force of eighteen thousand one hundred and eleven men.

Six thousand may be assembled in ten hours in Boston. Within thirty miles, a force of the same description, of twenty-four thousand five hundred, in forty-eight hours; within forty miles, in ninety-six hours, thirty thousand. In the late war, some companies arrived in Boston in five days from ninety-five miles distance.

I am, very respectfully, sir, your obedient servant,

E. MATTOON, *Adjutant General.*

Commodore BAINBRIDGE.

## C.

*Table showing the number of times of arrival and departure from the port of Boston of the vessels of the navy during the late war with Great Britain.*

Frigate Constitution, -	-	-	-	7	Sloop Frolic, -	-	-	-	-	1
" President, -	-	-	-	4	" John Adams, -	-	-	-	-	1
" United States, -	-	-	-	2	Brig Argus, -	-	-	-	-	2
" Chesapeake, -	-	-	-	3	" Nautilus, -	-	-	-	-	4
" Congress, -	-	-	-	4	" Rattlesnake, -	-	-	-	-	2
Sloop Hornet, -	-	-	-	2	" Siren, -	-	-	-	-	2

BOSTON, September 13, 1817.

The undersigned, appointed by the President of the United States, in conjunction with General Swift, of the corps of engineers, to examine Castine, in the Penobscot bay, and the waters adjoining, with a view to ascertain its importance as a military position, and the practicability of fortifying it, having attended that duty, has the honor to submit the following observations and reflections:

The Penobscot is a spacious bay, containing many excellent harbors, the borders of which, and the islands within it, are in a state of improved cultivation, and possess considerable population. Castine is situated on a promontory, nearly at the head of the eastern side of the bay. It has an excellent harbor for any number of ships of the largest size, has bold water, and is accessible at all seasons of the year. The promontory is connected with the main by a narrow isthmus.

Proceeding up the river from Castine to Buckstown, the river is divided by Orphan island, the western channel of which is alone used for the passage of large vessels. This part of the river, nearly opposite Buckstown, is what is termed the Narrows, and has been thought by some as a suitable place for extensive fortifications.

Castine has great strength from its natural situation, and, if proper batteries were erected, might almost bid defiance to an attack. From the narrowness of the isthmus which connects it with the main, it could be insulated without much labor or expense; and this mode of defence, in addition to strong batteries, would, if in the possession of an enemy who had the superiority at sea, render it impregnable. In its present situation it might easily be taken, and, when taken, could be held with a comparatively small force. From an attentive examination of the bay and river Penobscot as high up as Buckstown, it is believed that an enemy cannot possess himself of any position along the waters of the Penobscot, (Castine and the islands within the bay excepted,) without leaving in his rear places advantageous either for driving him from the points he might possess, or for cutting off his retreat; the surface of the country along the river presenting innumerable military positions. The importance, therefore, of fortifications at the Narrows, near Buckstown, is of minor consequence when compared with the defence and possession of Castine, since an enemy would hardly dare to proceed up the river until he secured the command at the entrance.

The very great importance which has been attached by the British to the possession of this place has been proved by the events of the late and of the revolutionary war; and the consequences which would evidently result to this portion of the country from an early and continued occupation of Castine by an enemy are so obvious, as to supercede the necessity of dilating upon the subject.

Its bold water and excellent harbor, affording shelter for the largest fleets, its accessibility at all seasons of the year, its favorable situation for the entry of prizes, and, above all, its geographical situation, communicating in a few days' sail with Halifax, and, by a short route up the Penobscot, with Quebec, giving a command of all the intermediate country from the Penobscot to the St. Croix, make its possession an object of the highest consequence, in the event of another war with Great Britain.

The undersigned is fully of opinion that Castine may be fortified, without great expense, so as to resist any force which would probably be brought against it; and that its importance is great, and such as to merit the high consideration of the Government.

WILLIAM BAINBRIDGE, *U. S. Navy.*

UNITED STATES' NAVY YARD, NEW YORK, October 30, 1817.

SIR:

In obedience to the orders received from the Navy and War Departments, the undersigned, commissioners, officers of the United States navy and corps of engineers, have examined the ports and harbors east of the Delaware bay as far as Portland. From Portland to Penobscot bay, was examined only by two of them.

The undersigned respectfully submit to the Departments of Navy and War, their opinions of the several harbors and ports which they have examined, in relation to their importance as rendezvous for ships of war, and for depots; and also of their susceptibility for defence.

In examining the chart of the American coast, we find various positions that might be very advantageously occupied for naval purposes in time of war. There are a number of harbors which afford convenient rendezvous for ships of war; and which contain sites for depots and for national defence. They also combine facilities for the organization of naval expeditions. Some of these harbors should be occupied by the United States; not only for the purposes desired, but also to prevent any enemy of great naval power from taking possession of them for similar purposes in time of war. Possessed of these positions, such an enemy would be enabled, by their advantages, to increase the evils of blockade, and perhaps to prolong the contest. The positions presenting the most importance in respect of good harbors, depots, and defensible sites, are to be found in the waters of the Chesapeake and Narraganset bays.

Of the harbors which the commissioners have examined they have the honor to state as follows:

*Penobscot bay in the district of Maine.*—This bay is one of the most spacious in the United States. It is of easy access and contains two positions which can be perfectly fortified, to wit: Castine and Fort Point. These positions afford in their immediate vicinity good anchorage. The advantages which this bay possesses in the general view above mentioned, are much enhanced by its situation, in relation to Canada and Nova Scotia. The route into the



former country is direct upon the waters which disembogue at this bay, and which approach the Chaudier emptying into the St. Lawrence. Although the United States possess harbors nearer to Nova Scotia than Penobscot bay, yet from a combination of advantages, it commands a preference, because it seems better to unite, in one position, the convenience of a good harbor, the benefits of a naval depot, and the superiority of ground for fortification, than to possess them separately. It must be acknowledged that while an enemy possess the command on the ocean, Penobscot bay could be blockaded, which, in time of war, would reduce the United States to the necessity of transporting by land munitions, &c. not in depot at Castine or Fort Point. The sketch of the bay will present to view the points mentioned. These observations on Penobscot bay are made from the examination of it by Commodore Bainbridge and General Swift.

*Portland, District of Maine.*—At this place all the commissioners met and proceeded to examine it with the views submitted in their instructions. Relative to a navy yard or depot, the harbor offers one position at Portland-head near the Sack Cove, sufficiently capacious for such a naval establishment, as will be seen by consulting the sketch of the harbor. This harbor and site for a depot, can be defended by strengthening the present works, by constructing enclosed works in the rear of forts Scammel and Preble, by occupying Rennie's island with an enclosed work, and the height in Yarmouth also, as indicated upon the sketch. The harbor of Portland is not large, though in every other particular it is a good one, easily entered, and is a convenient harbor for a squadron to "make" occasionally.

*Portsmouth Harbor.*—This harbor is of easy access, and has an abundance of water, though from its confined and deep channel the tide runs with too great a velocity to allow a fleet to manœuvre or to anchor in it with safety. It has already a building establishment, and, in the opinion of the commissioners, it would be advisable to retain this yard on account of the excellent ship timber to be found in its vicinity. The defence of this harbor is not difficult; the strengthening of the present works, (see the sketch,) and an enclosed work on Sullivan's or Trefethern's island, would secure the harbor from any naval inroad.

*Salem, Cape Ann, and Marblehead harbors*—are neither of them sufficiently capacious, or otherwise well situated for any other naval purposes than occasional harbors.

*Boston.*—This harbor is well known to be amongst the most important, in a commercial point of view, in the United States. It is capacious, and can be entered by any vessel of war. Reports have been in circulation that a bar exists at the mouth of this harbor. The commissioners have so far ascertained that this report is unfounded as that there are on this bar four and one quarter fathoms of water at low tide; as is exhibited upon the accompanying chart. The commissioners having examined this important point, with a view of determining its comparative value, are of opinion that Boston harbor possesses many advantages resulting from its natural means of defence, and its ample space for anchorage in the lower harbor and Nantasket roads. Other advantages are to be found in the proximity of the present establishment to materials for naval construction, in the dense population of the town and its vicinity. But from the uncertainty of entrance into this harbor, and that a fair wind is requisite to enter President Roads from those of Nantasket; and that the harbor is occasionally obstructed by ice; from the difficulty of getting to sea in easterly weather; from its susceptibility of blockade, situate as it is, at the bottom of a bay, and from the dangerous navigation of Boston bay in the winter season, the commissioners are of opinion (with one exception) that it is advisable to retain the present establishment, connecting with it a dry dock, for occasional building and repair, but that it is not advisable to establish a great national depot and rendezvous at this place. The harbor can be secured from maritime attack by occupying George's and Long Island, and by strengthening the defences of the works on Castle, Governor's, and Noddle's Island, (see the map.)

*Rhode Island Harbor and Narraganset bay, Watch Hill, Fisher's Island Sound and New London Harbor.*—The examination of these waters has convinced the commissioners that they are of great national value, not only in a naval point of view, but also in that of defence. The connexion of them which is here made is intended to exhibit the opinion of the commissioners that in naval as well as in commercial operations the power of maintaining this connexion should be preserved as far as may be practicable, and, indeed, extended, were it within reasonable means, by the line across the sound from the western extreme of Fisher's Island by the race and gulls to Gardner's bay. But the distance exhibited on the map from Fisher's Island to the gull, the rapidity of the tides, and great depth of water, the distance from the gull to Gardner's bay, and the distance of good anchorage in Gardner's bay from that island, are such as to preclude, in the unanimous opinion of the commissioners, the hope of extending a line of defence by permanent fortifications from Fisher's Island to the bay just mentioned. The use of steam batteries in these waters would, in the opinion of the commissioners, aided by a supporting fortification on Gardner's Island, form an important and imposing obstacle to the occupancy of these waters by an enemy who may possess a greater naval force than the United States. For all the objects of naval rendezvous and national defence, the commissioners agree unanimously in the opinion herein expressed, in relation to the waters of Narraganset bay, the sound, and New York. The commissioners (except one) are of opinion that Narraganset bay presents the best site for a naval depot in the Union, north of Chesapeake bay, for the following reasons: The population within two days' march of this bay is equal if not superior to any section of the Union of equal area; consequently, the means of defence which a dense population affords is to be found in the vicinity of it in an equal degree with any other point on the coast. Because, in a geographical view, this bay and that of the Chesapeake, form the two great points on the sea-coast conveniently situated as to distance from the Atlantic extremes of the Union, affording mutual advantage to effect a concentration of any naval force, and the line of their communication would afford to such a force the means of protecting important intermediate positions, to wit: the Delaware, New York, and Long Island sound, because, particularly, as it relates to Rhode Island harbor, it is very accessible from sea at all seasons of the year; it affords capacious harbors, can be entered from the ocean, and the ocean can be reached from it in a few hours' sail; because it can be entered when the wind is northwest, and because it is not susceptible of a continued blockade; nor is it obstructed by ice. An examination of this bay has satisfied the commissioners (with one exception) that the best site for a great naval depot east of the Chesapeake bay, is to be found in this bay, and the various positions upon the waters of it. The sites are Gaspe Point, Mount Hope bay, near Bristol, the Basin, and Fall river. The Basin at the northern extremity of Rhode Island, formed by the north part of the eastern passage, and the stone bridge at Howland's Ferry, and Fall river, at the margin of Taunton river, present the best sites. Both have great advantages; the first from its accessibility, and from the circumstance that the defence of Rhode Island will include that of this position. The latter named place has natural means for forming dry docks, and to propel machinery by its falls. Inasmuch as the water of Watupout South Pond, can be conveyed by conduits to the Basin, and as the site at Fall river would involve an extensive line of defence, the commissioners prefer the Basin. The commissioners have received information that an abundance of oak timber, iron ore, and of workmen, can be procured within a range of thirty miles from this Basin. The line of defence for Rhode Island harbor, including that of the depot, is indicated upon the map commencing at Dutch island in the western passage between Canonicut island and the main land, and extending by the Dumplings, Brenton's Point, Tammany Hill, Butt's Hill, to Tiverton Heights.

In relation to the connexion before mentioned of the harbor of Rhode Island and those near Watch Hill, Fisher's Island, sound, and New London, the line of defence upon these positions is indicated on the map. Ships of war and merchantmen in coming from sea, could, in a northeast wind, make the harbor by Watch Hill and Fisher's Island, or could reach New London harbor, without being cut off by an enemy occupying Gardner's bay. From these positions a westerly or southerly wind would enable fleets to run through Fisher's Island sound by Watch Hill to Rhode Island harbor, without incurring the danger of being intercepted by any vessels lying in Gardner's bay. The harbor of New London is of very easy access and is capacious and safe; and in relation to the line through Fisher's Island sound, is deemed a very valuable harbor. An abundant depth of water extends from New London to Comstock Point. This point has many advantages for a naval depot; the commissioners, however, with the exception before mentioned, prefer Narraganset bay, for reasons which have been assigned.

*New York Harbor.*—This harbor presents itself in a twofold view, inasmuch as it has a double communication with the ocean, and is connected with Canada by means of the Hudson and Lake Champlain. These views deservedly attach a great importance to New York harbor for naval and military purposes. Any ship of war can enter this harbor from the ocean, by Sandy Hook, or through the sound, and, although the commissioners do not deem it advisable to establish a large naval depot and rendezvous at this place, yet they advise the occupancy of the present yard for occasional depot, building, and repairs, and for a dry dock. This depot should be established to ensure naval supplies, and to aid such military operations as a state of war may render necessary. This harbor may, from the sound side, be considered as, in some degree, connected with New London, and more particularly so, as Frog's Point, at the entrance of the sound, offers a site for a fortification, which would amply secure an outer harbor to that of New York. There are an abundance of water and good anchorage near this point. New York harbor is occasionally obstructed with ice. The commissioners were, from unavoidable circumstances, prevented meeting and commencing their examinations until the 21st of July. The time in which it was necessary to make up their report has not been sufficient to enable them to enter into details of survey, or of calculation as to the expenses of constructing forts at different places. These calculations require much time, as they refer to the fortification of as many sites as shall be selected for defence between Penobscot Bay and New York. It may with propriety be said, that the expenses of constructing fortifications cannot be estimated from the data furnished by the costs of the works that have been heretofore erected. These works have been, in almost every instance, constructed upon the scale of redoubts, and not upon that deserving the name of fortifications.

The commissioners have, in their survey and examination, only determined where it would be best to locate a great naval depot, and where sites for defence should be selected. They are convinced of the impracticability of defending the entrance into Long Island sound from the western point of Fisher's Island to the Gulls and Gardner's bay. They are convinced that the entrance through Fisher's Island sound may be defended. They have indicated the positions which should be occupied for defence on the map. They have decided that Frog's Point can be so secured as to form a good outer harbor to New York, and an inner harbor from the side of the sound.

If the positions recommended should be deemed of sufficient importance to be occupied, engineers should be sent to make the most minute surveys, so as to determine the position and form of the works, which, when constructed, are to last many years, and which in their construction must involve a great expenditure. As to the expense of constructing docks, &c., the remark in relation to details of fortifications will equally apply to these constructions. The enclosed memorandum, relative to timber, workmen, and iron ore, is furnished for reference. Commodore Bainbridge will communicate his own opinion upon the subject of a great depot, as he does not agree with the other commissioners in recommending the location of such a depot in Narraganset bay.

We have the honor to be, with great respect, sir, your most obedient servants,

J. G. SWIFT, B. G.  
SAMUEL EVANS,  
O. H. PERRY.

The Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

OLD POINT COMFORT, HAMPTON ROADS, January 24, 1818.

The undersigned, commissioners appointed to examine the lower part of Chesapeake bay, Hampton Roads, and York river, for the purpose of determining whether the entrance into the former could be prevented by fortifications extending from the Horse Shoe to the Middle Ground, whether the latter could be so fortified as to prevent the entrance of a hostile force, have the honor to state, that, from various causes, they were not enabled to assemble until the latter part of the month of December, 1817; that they commenced to discharge the duty assigned them on the 1st of January, 1818, at Old Point Comfort. From the advanced stage of the season, and the consequent uncertainty of having such weather as would enable the commissioners to effect a thorough examination of the waters of Chesapeake bay, and the entrance of York river, they recommend that the execution of their duty in relation to those places may be postponed until the 1st of May next.

To the date of this report from the 1st of January, the commissioners have been employed in surveying and examining Old Point Comfort, the Rip Rap shoals, and the entrance into Hampton Roads. The result of this examination is a conviction, on the part of the commissioners, that the passage into those roads can be so fortified as to prevent the entrance of any hostile fleet. The extent and efficiency of such fortifications will depend upon the decision of the Government as to the length of time which the works should be enabled to withstand the attack of a combined naval and land force, of a given magnitude.

If the amount of resistance to be made at this pass be merely an obstruction of the entrance into Hampton Roads, without any reference to a land attack, the commissioners believe that competent water defences may be constructed to such an effect. As, however, the object of forcing an entrance into Hampton Roads might be deemed by an enemy worth the expense of a regular siege, the commissioners deem it their duty to recommend a system of defence equal to such an exigency. Such a system should embrace the occupation of the Rip Rap shoal with a castled fort; the channel between that shoal and Old Point Comfort with a boom raft; and Old Point itself with an enclosed work: the whole to be so located as to afford a mutual protection, and to embrace, in the total, the power to resist any force which may be brought against the pass into Hampton Roads. The commissioners have not, as yet, been able to collect sufficient data to authorize them to offer you a complete plan. The magnitude of the work may affect the prices of materials and workmanship; and, as the nature of the substratum at the sites has not yet been sufficiently ascertained, no determinate amount of expense can be estimated upon which the commissioners can with safety rely.

For a general view of the subject, the commissioners present the enclosed charts, which will exhibit the positions that should be occupied, and may enable you to form some opinion of the approximate expense which the adoption of the system would involve; in aid of which, they also enclose an estimate for a work on the Rip Rap shoal, which is predicated on the supposition that the substratum of that site is solid, and upon the usual prices of materials and workmanship in this section of the Union.

It is the wish of the commissioners to lay before you their reasons in detail upon the proposed system; to which effect, the commissioners can with usefulness employ their time till May next, in acquiring further information, and in digesting as perfect a plan as the nature of the case will admit. The commissioners deem it their duty to state to you that Majors Roberdeau and Kearney, and Lieutenant Blaney, have attended the commissioners, and have, by their assiduous attention, been materially beneficial in surveying and drawing.

Respectfully submitted.

J. G. SWIFT, B. G.  
L. WARRINGTON,  
W. K. ARMISTEAD,  
W. McREE,  
J. D. ELLIOTT,

To the Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*



## REWARD TO THE OFFICERS AND CREW OF A PRIVATEER FOR EXTRAORDINARY SERVICES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 4, 1818.

Mr. PLEASANTS, from the Committee on Naval Affairs, to whom was referred the petition of Samuel C. Reid, captain of the late private armed brig the General Armstrong, on behalf of himself, the officers, and crew of the said brig, reported:

It appears from the petition, and other documents, that the circumstances which gave rise to the application, were in substance the following:—Captain Reid, in the private armed brig the General Armstrong, of seven guns and ninety men, left the port of New York on a cruise, early in September, 1814; on the 26th of the same month they came to anchor in the port of Fayal, one of the Azores or Western Islands, belonging to the crown of Portugal; in the evening of the same day, a British squadron, consisting of the Plantagenet of seventy-four, the Rota of forty-four, and the Carnation of eighteen guns, under the command of Captain Lloyd, anchored in the same port. During the night, which was entirely clear, the moon near or at the full, and shining brightly, which enabled the Americans to examine accurately, and observe distinctly the movements of the enemy, four boats full of armed men were observed to be approaching the Armstrong, from the smallest of their vessels which lay near; Captain Reid hailed them repeatedly to know what were their views; no answer being returned, and the boats continuing to approach, orders were given to fire upon them, which were instantly obeyed with destructive effect, and after a short contest the boats retreated to their ships. It was soon discovered that the enemy were making preparations to renew the attack, which was commenced about midnight, with twelve or fourteen boats, containing, as was supposed, about four hundred men completely armed and prepared. After a most obstinate, and, on the part of the enemy bloody contest, which lasted about forty minutes, they were entirely frustrated in their attempts to carry the brig, and again retreated to their ships. In this second contest several of the enemy's boats were destroyed, and two of them taken possession of by the crew of the Armstrong, literally filled with dead. After the second retreat of the enemy, the greatest exertions were used by the Americans to prepare their vessel for action in case of another attack. About this time, Captain Reid received a note from Mr. Dabney, the American consul, requesting to see him on shore; when he repaired thither, the consul informed him that the Portuguese Governor had addressed a note to the commander of the British squadron, protesting against his violating the neutrality of the port, and requiring him to cease from further outrage on those whom it was his duty to protect. To this note Captain Lloyd returned a menacing reply, that he would take the Armstrong at every hazard, and if she was injured by her crew, he would consider the place as an enemy's port, and treat it accordingly. During the last action with the boats, the Armstrong lay within pistol-shot of the castle. Captain Reid then returned on board his vessel, and about day-break a cannonade was commenced from one of the enemy's vessels on the Armstrong. Thus situated, finding the enemy determined to persevere in their outrage, and from the immense superiority of their force, knowing it would be impossible to save his vessel, Captain Reid, having due regard for the safety of his comrades who had so nobly supported him, determined to scuttle her and leave her; this he did, when she was immediately set on fire by the enemy and destroyed. In these several contests, from good information, there is reason to believe the loss of the enemy, at a moderate calculation, amounted at least to two hundred and fifty men in killed and wounded; that of the Americans was two killed and seven wounded. The petition further states, that this British squadron was on its way to the West Indies to join the force destined to make an attack on New Orleans; that in consequence of the injury which they sustained, their junction was so much retarded, and the expedition so much delayed, that the Americans had time to prepare for the defence of that place, which, but for this circumstance, could probably not have been effected. The petition concludes with a prayer that Congress would bestow something on those who so gallantly defended the American flag, under circumstances so hopeless; and who in the contest lost nearly the whole of their little all.

This case has engaged much of the attention of the committee. They do not believe that the annals of our Government furnish a precedent of rewards bestowed on men situated as were the crew of the Armstrong, not in the public service. They are fully aware also of the weight attached, and justly attached, to precedents which have been settled on due consideration; it would, therefore, be with much reluctance, they would consent to establish one, to which an appeal might be made in future cases, somewhat analogous in principle. But on mature reflection, apprehensions from the precedent which may be established by this case are much diminished. It will not be going too far, in the opinion of the committee, to say, that among all the achievements which embellish the annals of the late war, there was not one which surpassed that now under consideration. A few brave men in the middle of the Atlantic ocean, who had no personal interest in the preservation of the vessel they defended, and the mere preservation of which, without a miracle, must have been impracticable, could have been actuated by nothing short of the noblest motives which impel men to the achievement of valiant deeds; those motives could have been only their honor and the glory of the flag under which they fought. They knew well the high value which was placed by their country on the rising reputation of their infant navy; they knew it was all-important that that reputation should be sustained by Americans in whatever situation they might be placed; and impelled by these generous motives, and these alone, they hazarded every thing to accomplish their object. They succeeded; and though, after two complete victories, the second gained under circumstances of the greatest inequality, they were ultimately obliged to yield to a superior force, yet the honor of the flag was supported, and the American character raised to an elevation calculated to produce the most beneficial effects. Should this Congress bestow on these gallant men some mark of their bounty, the committee think it would be well bestowed; and should it have the effect of producing similar exertions in future wars, and this precedent be pleaded in support of similar applications, they do not believe the country will have cause to regret the application of a small sum to a purpose so beneficial. From all the circumstances of the case, the committee recommend to the House, the passage of a bill herewith reported, to divide among the officers and crew of the Armstrong the sum of ten thousand dollars.

*To the honorable the Congress of the United States, in Senate and House of Representatives convened: The memorial of Samuel C. Reid, late commander of the private armed brig General Armstrong, on behalf of the officers and crew of the said vessel, respectfully sheweth:*

That on the 26th September, 1814, the said vessel being at anchor in the port of Fayal, and having on board a crew of ninety men, and seven guns, was attacked by a superior force under the command of Commodore Lloyd, and that the said vessel was finally burnt and destroyed.

For the details of that action, your memorialist refers to the letter of John B. Dabney, Esq. then consul for the United States at Fayal to the Secretary of State, dated 5th October, 1814.

It would not become your memorialist to speak of the merit (if any there was) of the officers and crew of the Armstrong in that action. He may, nevertheless, be allowed to state as a fact, that the squadron with which they engaged was a part of that armament which was destined to make the descent upon New Orleans, and that the injury sustained by this squadron in the action above mentioned, delayed for a time its junction with the fleet then in the West Indies, and thus retarded the progress of the expedition, which gave time for the brave Jackson to collect and arrange his forces.

The officers and crew of the *Armstrong* do not arrogate to themselves any personal merit, by reason of events and consequences which they could not have foreseen. Yet if, by the faithful discharge of their duty as citizens, they have, under Providence, been the instruments in effecting a great public good, they may hope thence to derive a fairer claim to the notice of their Government.

Your memorialist, on behalf of the said officers and crew, begs leave further to observe, that when they were attacked by a force so vastly superior, and, when there was no longer a hope of successful resistance, or of the preservation of the vessel, they would have been justified to the owners, and would perhaps have escaped the reproaches of their fellow citizens, if they had abandoned their vessel, and sought only their personal safety. But they owed a duty to their country, and it was this impulse alone that could induce them to make such a resistance at the expense of their lives and property, no other object being in view; and they do hope, therefore, that their case may not be confounded with that of those who may have fought bravely from the mere prospect of gain.

The officers and crew of the *Armstrong* had not the advantages of being in the immediate employ, not of enjoying the pay and emoluments of Government; yet they have been led to presume that a service rendered to their country is not the less meritorious for having been performed without the obligation of contract, or previous stipulation for reward.

It may be true that valiant deeds are not to be rewarded with money, yet the practice of our own Government, and that of every civilized nation in the old world, testifies their opinion, that sound policy requires, that the citizens or subjects who perform such deeds as attract the notice of Government, should not want the means of decent support; and Congress have deigned to bestow, and our naval heroes have not disdained to receive, pecuniary reward for services they may have rendered their country in the destruction of men and ships of the enemy.

It is with great reluctance and hesitation that your memorialist, the said Samuel C. Reid, claims the attention of Congress for himself; he should have been forever silent, but he can no longer resist the importunities of those who were his associates in that action, nor be longer a passive witness to their poverty and distress, some of which feel the smart of their wounds to this day.

The said officers and crew having lost most of their baggage and other necessities, and having also suffered great privations and distress, arrived in the United States about the close of the war, and owing to the embarrassments of commerce and navigation, have been unable, by any exertions, to procure for themselves and families a bare subsistence; whence far the greater part of them and their families, are now actually suffering from want.

Your memorialist hath been led to believe, that these facts are unknown to Congress, and that it would not be deemed honorable to the nation or its Government, that those whom the journals of Congress have thought proper to enlogize, should exist but in misery and distress in the bosom of their own country.

SAMUEL C. REID.

*Copy of a letter from the American Consul at Fajal to the Secretary of State.*

FAYAL, October 5, 1814.

SIR:

I have the honor to state to you that a most outrageous violation of the neutrality of this port, in utter contempt of the laws of civilized nations, has recently been committed here, by the commanders of His Britannic Majesty's ships *Plantagenet*, *Rota*, and *Carnation*, against the American private armed brig *General Armstrong*, Samuel C. Reid, commander, but I have great satisfaction in being able to add, that this occurrence terminated in one of the most brilliant actions on the part of Captain Reid, his brave officers and crew, that can be found on naval record.

The American brig came to anchor in this port in the afternoon of the 26th of September, and at sunset of the same day the above named ships suddenly appeared in these roads; it being nearly calm in the port, was rather doubtful if the privateer could escape if she got under way, and relying on the justice and good faith of the British captains, it was deemed most prudent to remain at anchor. A little after dusk Captain Reid, seeing some suspicious movements on the part of the British, began to warp his vessel close under the guns of the castle, and while doing so, he was at about eight o'clock P. M. approached by four boats from the ships filled with armed men. After hailing them repeatedly, and warning them to keep off, he ordered his men to fire on them, and killed and wounded several men. The boats returned the fire and killed one man and wounded the first lieutenant of the privateer, and returned to their ships; and, as it was now light moonlight, it was plainly perceived from the brig as well as from the shore, that a formidable attack was premeditating. Soon after midnight, twelve or more large boats, crowded with men from the ships, and armed with caronades, swivels, and blunderbusses, small arms, &c. attacked the brig; a severe contest ensued which lasted about forty minutes, and ended in the total defeat and partial destruction of the boats, with a most unparalleled carnage on the part of the British. It is estimated by good judges that near four hundred men were in the boats when the attack commenced, and no doubt exists in the mind of the numerous spectators of the scene that more than half of them were killed or wounded; several boats were destroyed; two of them remained alongside of the brig literally loaded with their own dead. From these two boats only seven-teen reached the shore alive; most of them were severely wounded. The whole of the following day the British were occupied in burying their dead; among them were two lieutenants and one midshipman of the *Rota*; the first lieutenant of the *Plantagenet*, it is said, cannot survive his wounds, and many of the seamen who reached their ships were mortally wounded, and have been dying daily. The British, mortified at this signal and unexpected defeat, endeavor to conceal the extent of the loss; they admit, however, that they lost in killed, and who have died since the engagement, upwards of one hundred and twenty of the flower of their officers and men. The captain of the *Rota* told me he lost seventy men from his ship. Two days after this affair took place the British sloops of war *Thais* and *Calypso* came into port, when Captain Lloyd immediately took them into requisition to carry home the wounded officers and seamen; they have sailed for England, one on the 2d, and the other on the 4th instant, each carrying twenty-five badly wounded. Those who were slightly wounded, to the number, as I am informed, of about thirty, remained on board their respective ships, and sailed last evening for Jamaica. Strict orders were given that the sloops of war should take no letters whatever to England, and those orders were rigidly adhered to.

In face of the testimony of all Fajal, and a number of respectable strangers who happened to be in this place at the moment, the British commander endeavors to throw the odium of this transaction on the American captain, Reid, alleging that he sent boats merely to reconnoitre the brig, and without any hostile intention. The pilot of the port did inform them of the privateer the moment they entered the port. To reconnoitre an enemy's vessel in a friendly port, at night, with four boats, carrying, by the best accounts, one hundred and twenty men, is certainly a strange proceeding! The fact is, they expected, as the brig was warping in, that the Americans would not be prepared to receive them, and they had hopes of carrying her by a *coup de main*. If any thing could add to the baseness of this transaction on the part of the British commander, it is want of candor openly and boldly to avow the facts. In vain can he expect, by such subterfuge, to shield himself from the indignation of the world, and the merited resentment of his own Government and nation, for thus trampling on the sovereignty of their most ancient and faithful ally, and for the wanton sacrifice of British lives.

On the part of the Americans the loss was comparatively nothing—two killed, and seven slightly wounded: of the slain, we have to lament the loss of the second lieutenant, Mr. Alexander O. Williams, of New York, a brave and meritorious officer.

Among the wounded are Messrs. Worth and Johnson, first and third lieutenants. Captain Reid was thus deprived, early in the action, of the services of all his lieutenants; but his cool and intrepid conduct secured him the victory.

On the morning of the 27th ultimo, one of the British ships placed herself near the shore, and commenced a heavy cannonade on the privateer. Finding further resistance unavailing, Captain Reid ordered her to be abandoned



after being partially destroyed, to prevent her falling into the hands of the enemy, who soon after sent their boats and set her on fire.

At nine o'clock in the evening, (soon after the first attack,) I applied to the Governor, requesting his excellency to protect the privateer, either by force, or by such remonstrance to the commander of the squadron as would cause him to desist from any further attempt. The Governor, indignant at what had passed, but feeling himself totally unable, with the slender means he possessed, to resist such a force, took the part of remonstrating, which he did in forcible but respectful terms. His letter to Captain Lloyd had no other effect than to produce a menacing reply, insulting in the highest degree. Nothing can exceed the indignation of the public authorities, as well as all ranks and description of persons here, at this unprovoked enormity. Such was the rage of the British to destroy this vessel, that no regard was paid to the safety of the town: some of the inhabitants were wounded, and a number of the houses were much damaged. The strongest representations on this subject are prepared by the Governor for his court.

Since this affair, the commander, Lloyd, threatened to send on shore an armed force and arrest the privateer's crew, saying there were many Englishmen among them; and our poor fellows, afraid of his vengeance, have fled to the mountains several times, and have been harassed extremely. At length Captain Lloyd, fearful of losing more men if he put his threats in execution, adopted this stratagem: he addressed an official letter to the Governor, stating that in the American crew were two men who deserted from his squadron in America, and as they were guilty of high treason, he required them to be found and given up. Accordingly, a force was sent into the country, and the American seamen were arrested and brought to town, and as they could not designate the said pretended deserters, all the seamen here passed an examination of the British officers, but no such persons were to be found among them. I was requested by the Governor and British consul to attend this humiliating examination, as was also Captain Reid, but we declined to sanction by our presence any such proceedings.

Captain Reid has protested against the British commanders of the squadron for the unwarrantable destruction of his vessel in a neutral and friendly port, as also against the Government of Portugal for their inability to protect him.

No doubt this Government will feel themselves bound to make ample indemnification to the owners, officers, and crew, of this vessel, for the great loss they have severally sustained.

I shall as early as possible transmit a statement of this transaction to our minister at Rio Janeiro for his government.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN B. DABNEY.

To the SECRETARY OF STATE of the United States.

FAYAL, October 4, 1814.

With infinite regret I am constrained to say, it has eventually fallen to my lot to state to you the loss and total destruction of the private armed brig, General Armstrong, late under my command.

We sailed from Sandy Hook on the evening of the 9th ultimo, and about midnight fell in close aboard of a razeed and ship of the line. They pursued till next noon, when they thought proper to give over chase. On the 11th, after a nine hours' chase, boarded the private armed schooner Perry, John Colman, six days from Philadelphia; had thrown over all his guns. On the following day, fell in with an enemy's gun brig; exchanged a few shots with him and left him. On the 24th boarded a Spanish brig and schooner, and a Portuguese ship, all from the Havana. On the 26th following, came to, in Fayal Roads, for the purpose of filling water; called on the American consul, who very politely ordered our water immediately sent off, it being our intention to proceed to sea early the next day. At five P. M. I went on board, the consul and some other gentlemen in company. I asked some questions concerning enemy's cruisers, and was told there had been none at these islands for several weeks; when about dusk, while we were conversing, the British brig Carnation suddenly hove in sight, close under the northeast head of the harbor, within gun-shot when first discovered.

The idea of getting under way was instantly suggested; but finding the enemy's brig had the advantage of a breeze, and but little wind with us, it was thought doubtful if we should be able to get to sea without hazarding an action. I questioned the consul to know, if, in his opinion, the enemy would regard the neutrality of the port? He gave me to understand, I might make myself perfectly easy, assuring me, at the same time, they would never molest us while at anchor. But no sooner did the enemy's brig understand from the pilot boat who we were, when she immediately hauled close in and let go her anchor within pistol-shot of us. At the same moment, the Plantagenet and frigate Rota hove in sight, to whom the Carnation instantly made signals, and a constant interchange took place for some time. The result was, the Carnation proceeded to throw out all her boats; despatched one on board the Commodore, and appeared otherwise to be making unusual exertions; from these circumstances I began to suspect their real intentions. The moon was near its full, which enabled us to observe them very minutely; and I now determined to haul in nearer the shore; accordingly, after clearing for action, we got under way, and began to sweep in. The moment this was observed by the enemy's brig, she instantly cut her cable, made sail, and despatched four boats in pursuit of us. Being now about 8 P. M., as soon as we saw the boats approaching, we let go our anchor, got springs on our cable, and prepared to receive them. I hailed them repeatedly as they drew near, but they felt no inclination to reply. Sure of their game they only pulled up with greater speed. I observed the boats were well manned, and apparently as well armed; and as soon as they cleverly got alongside, we opened our fire, which was as soon returned; but, meeting with rather a warmer reception than they had probably been aware of, they very soon cried for quarters and hauled off; in this skirmish I had one man killed, and my first lieutenant wounded. The enemy's loss must have been upwards of twenty killed and wounded.

They had now repaired to their ships to prepare for a more formidable attack. We, in the interim, having taken the hint, prepared to haul close in to the beach, where we moored head and stern within half pistol-shot of the castle. This done, we again prepared, in the best possible manner, for their second reception. About 9 P. M. we observed the enemy's brig towing in a large fleet of boats. They soon after left the brig and took their station in three divisions, under cover of a small reef of rocks, within about musket shot of us. Here they continued manœuvring for some time, the brig still keeping under way to act with the boats, should we at any time attempt our escape.

The shores were lined with the inhabitants, waiting the expected attack; and from the brightness of the moon they had a most favorable view of the scene. The Governor, with most of the first people of the place, stood by and saw the whole affair.

At length, about midnight, we observed the boats in motion, (our crew having laid at their quarters during the whole of this interval;) they came on in one direct line, keeping in close order; and we plainly counted twelve boats. As soon as they came within proper distance we opened our fire, which was warmly returned from the enemy's cannonades and small arms. The discharge from our long Tom rather staggered them; but soon reconnoitering, they gave three cheers, and came on most spiritedly; in a moment, they succeeded in gaining our bow and starboard quarter, and the word was *board*. Our great guns now becoming useless, we attacked them sword in hand, together with our pikes, pistols, and musketry, from which our lads poured on them a most destructive fire. The enemy made frequent and repeated attempts to gain our decks, but were repulsed at all times, and at all points, with the greatest slaughter. About the middle of the action I received intelligence of the death of my second lieutenant; and, soon after, of the third lieutenant being badly wounded. From this and other causes, I found our fire had much slackened on the fore-castle; and, fearful of the event, I instantly rallied the whole of our after division, who had been bravely defending, and now had succeeded in beating the boats off the quarters. They gave a shout, rushed forward, opened a fresh fire, and soon after decided the conflict, which terminated in the total defeat of the enemy, and the loss of many of their boats; two of which, belonging to the Rota, we took possession of, literally loaded with their

own dead; seventeen only escaped from them both, who had swum to the shore. In another boat under our quarter, commanded by one of the lieutenants of the *Plantagenet*, all were killed saving four. This I have from the lieutenant himself, who further told me, that he jumped overboard to save his own life.

The duration of this action was about forty minutes; our decks were now found in much confusion, our long Tom dismounted, and several of our carriages broken; many of our crew having left the vessel, and others disabled. Under these circumstances, however, we succeeded in getting long Tom in his birth, and the decks cleared in some sort for a fresh action, should the enemy attack us again before daylight. About 3 A. M. I received a message from the American consul, requesting to see me on shore, when he informed me the Governor had sent a note to Captain Lloyd, begging him to desist from further hostilities. To which Captain Lloyd sent for answer, that he was now determined to have the privateer at the risk of knocking down the whole town; and that, if the Governor suffered the Americans to injure the privateer in any manner, he should consider the place an enemy's port, and treat it accordingly. Finding this to be the case, I considered all hopes of saving our vessel to be at an end. I therefore went on board, and ordered all our wounded and dead to be taken on shore, and the crew to save their effects as fast as possible. Soon after this it became daylight, when the enemy's brig stood close in, and commenced a heavy fire on us with all her force; after several broadsides she hauled off, having received a shot in her hull, her rigging much cut, and her foretopmast wounded, (of this I was informed by the British consul.) She soon after came in again, and anchored close to the privateer. I then ordered the *Armstrong* to be scuttled, to prevent the enemy from getting her off; she was soon after boarded by the enemy's boats, and set on fire, which soon completed her destruction.

They have destroyed a number of houses in the town, and wounded some of the inhabitants.

By what I have been able to learn from the British consul and officers of the fleet, it appears there were about four hundred officers and men in the last attack by the boats, of whom one hundred and twenty were killed, and one hundred and thirty wounded. Captain Lloyd, I am told by the British consul, is badly wounded in the leg; a jury of surgeons had been held, who gave as their opinion that amputation would be necessary to ensure his life. It is said, however, that the wound was occasioned by an *ox treading on him*. The fleet has remained here about a week, during which they have been principally employed in burying their dead, and taking care of their wounded.

Three days after the action, they were joined by the ship *Thais* and brig *Calypso*, (two sloops of war,) who were immediately taken into requisition by Captain Lloyd, to take home the wounded men. The *Calypso* sailed for England, with part of the wounded, on the 2d inst., among whom was the first lieutenant of the *Plantagenet*. The *Thais* sails this evening with the remainder. Captain Lloyd's fleet sailed to-day; supposed for the West Indies.

The loss on our part, I am happy to say, is comparatively trifling: two killed and seven wounded. With regard to my officers, in general, I feel the greatest satisfaction in saying they one and all fought with the most determined bravery, and to whom I feel highly indebted for their officer-like conduct during the short period we were together; their exertions and bravery deserved a better fate.

I here insert for your inspection a list of the killed and wounded.

*Killed.* Mr. Alexander O. Williams, second lieutenant, by a musket ball in the forehead, died instantly; Burton Lloyd a seaman, do. through the heart, do.

*Wounded.* Frederick A. Worth, first lieutenant, in the right side; Robert Johnson, third do. left knee; Basilla Hammond, quartermaster, left arm; John Piner, seaman, knee; William Castle, do. arm; Nicholas Scalsan, do. arm and leg; John Harrison, do. hands and face, by the explosion of a gun.

It gives me much pleasure to announce to you that our wounded are all in a fair way of recovery, through the unremitting care and attention of our worthy surgeon.

Mr. Dabney, our consul, is a gentleman possessing every feeling of humanity, and to whom the utmost gratitude is due from us for his great care of the sick and wounded, and his polite attention to my officers and myself.

Mr. Williams was a most deserving and promising officer. His country in him has lost one of its brightest ornaments, and his death must be sadly lamented by all who knew his worth.

Accompanied with this you will find a copy of my protest, together with copies of letters, written by Mr. Dabney to the Governor of Fayal, our minister at Rio Janeiro, and our Secretary of State. These letters will develop more fully the circumstances of this unfortunate affair.

We expect to sail to-morrow in a Portuguese brig for Amelia Island, who takes the whole of our crew; till when, I remain, gentlemen, your obedient humble servant,

SAMUEL C. REID.

15th CONGRESS.]

No. 153.

[1st Session.]

## TRIAL OF CAPTAIN JOHN ORDE CREIGHTON.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 4, 1818.

NAVY DEPARTMENT, *February 28, 1818.*

SIR:

I have the honor to transmit, herewith, in compliance with a resolution of the House of Representatives, of the 26th instant, a copy of the proceedings of the court martial ordered by Commodore Isaac Chauncey, at the instance of Midshipman Marston, for the trial of Captain John Orde Creighton; and also of the memorials of the midshipmen and other officers in the Mediterranean squadron, emanating from the proceedings of the said court martial.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

The Hon. the SPEAKER of the House of Representatives.

*Minutes of the proceedings of a court martial assembled on board the frigate Constellation, in the bay of Naples, upon the 26th of August, 1816, and held every day afterwards till —.*

Present: Captain John Shaw, *President*; Captains Charles Gordon, O. H. Perry, W. M. Crane, John Downes, *Members*; Doctor Robert S. Kearney, *Judge Advocate*.

Captain Creighton appeared in court, and all persons admitted. The order of Isaac Chauncey, Esquire, commodore and commander-in-chief of the United States' naval forces in the Mediterranean sea, dated the 26th day of August, 1816, directed to Captain John Shaw, for the trial of Captain John Orde Creighton, of the United States' ship *Washington*, was read. The several members of the court were duly sworn, and the judge advocate also sworn. Captain Creighton, being asked, declared he had no objections to the members of the court.

The court adjourned till to-morrow at ten o'clock.



TUESDAY MORNING, *August 27, 1816.*

The court met, pursuant to adjournment. Present: the president, members, and judge advocate.

The following charges and specifications addressed to the president, were publicly read in court, and in the presence of Captain Creighton:

**CHARGE 1st.—Oppression.**

**Specification.**—In that on the 8th day of July, in the year of our Lord one thousand eight hundred and sixteen, in contempt and in direct violation of the laws for the better government of the navy of the United States, John Orde Creighton, a captain in the navy of the United States, and in command of the United States' ship *Washington*, did, on the quarter-deck of the said United States' ship *Washington*, while under way in the harbor of Gibraltar, then and there, without cause or provocation, violently strike me, John Marston, Junior, while in the execution of my duty, being a midshipman on board the United States' ship aforesaid, much to my discomfiture and disgrace.

**CHARGE 2d.—Ungentlemanly and unofficerlike conduct.**

**Specification.**—In that on the 9th day of July, in the year of our Lord one thousand eight hundred and sixteen, John Orde Creighton, a captain in the navy of the United States, and in command of the United States' ship *Washington*, did provokingly and falsely accuse me, John Marston, Junior, being a midshipman on board the United States' ship aforesaid, of telling a mischievous falsehood; and in that the above mentioned John Orde Creighton did, then and there, on my denying the truth of the accusation, most vehemently threaten to heave me overboard, assuming thereby an authority not guaranteed by the laws of the United States, nor by the sacred principles of justice.

JOHN MARSTON, JUN.

Captain Creighton being desired to plead to the foregoing charges, pleaded "not guilty;" whereupon the court proceeded to trial, as follows:

JOSEPH ODON, seaman, belonging to the United States' ship *Washington*, duly sworn on the part of the prosecution, says: I saw Captain Creighton strike Mr. Marston, who was standing by the capstan, while the ship was working out of the bay of Gibraltar.

Question by the court. What did Captain Creighton strike Mr. Marston with?

Answer. His hand—with his fist.

Question. Did it appear to you that Captain Creighton struck Mr. Marston by accident or design?

Answer. Design.

Question. What time of day was it?

Answer. Dusk.

Question. What part of his body did he strike?

Answer. The back.

Question. Where was Mr. Marston standing?

Answer. By the capstan, on the quarter deck.

Question. When Captain Creighton struck him, where were you standing?

Answer. At the breast-backstay-falls; I was stationed there.

Question. Did Captain Creighton appear to know who Mr. Marston was?

Answer. I cannot say.

Question. How was Mr. Marston standing when Captain Creighton struck him?

Answer. I do not know how he was standing.

Question. Was there much noise at the time, in consequence of working ship?

Answer. There was some noise in consequence of working ship.

Question. Did Captain Creighton speak to Mr. Marston before or after striking him?

Answer. I cannot say. I did not hear him.

Question. Was Mr. Marston standing alone, or in a crowd?

Answer. I do not recollect.

Question. What effect had the blow upon Mr. Marston?

Answer. I did not notice the effect.

Question. Did Mr. Marston speak to Captain Creighton after receiving the blow?

Answer. No. I did not hear him.

Question. What induced you to believe that Captain Creighton struck Mr. Marston intentionally?

Answer. He appeared to be very angry; that induced me.

Question. Did he appear to be very angry with Mr. Marston only?

Answer. He was very angry with the men working ship.

Question. Was Mr. Marston in uniform, or easily distinguished in his dress from the men?

Answer. In his uniform, and easily distinguished from the men.

Question. Was it dark, or broad daylight?

Answer. It was dark; it was dusk.

Question. Was you so situated that you *only* could see Captain Creighton strike Mr. Marston?

Answer. There were others there who might have seen it.

Question. Which side of the capstan did this occur?

Answer. The starboard side.

Question. Were not the men working ship, and at their stations?

Answer. Yes.

*Witness questioned by Captain Creighton.*

Question. Did you not say I had a trumpet in the hand I struck Mr. Marston with?

Answer. You had a trumpet in your hand, but not in the one you struck him with.

Question. Was not Mr. Marston standing with his back to me?

Answer. I cannot say how Mr. Marston was standing.

Question. Did you not suppose it was to call his attention, and not meant as a blow?

Answer. It was intended as a blow.

*Witness questioned by the court.*

Question. Was Mr. Marston standing, leaning, or walking the deck?

Answer. I do not know.

The witness declares he knows nothing in relation to the second charge. Directed to withdraw.

The prosecutor being asked, declined questioning the witness, and being also asked if he had any other witnesses to produce, named a Mr. Middleton, and, on inquiry being made for him, it appears he is not in reach of the court. Mr. Marston then stated that the beforementioned Mr. Middleton was a material witness to make good his charges against Captain Creighton.

All parties were ordered to withdraw, and the court took the above statement into consideration. They observe thereon, that as it has been ascertained that Mr. Middleton is not within reach of the court, and also that, as he is not amenable to any process issuing from this court, and as there is no reasonable expectation that his attendance can be procured hereafter, they cannot put off the trial to a more distant day; it also appearing that Mr. Middleton is a witness both for and against the prosecution.

Midshipman TALMADGE and Midshipman DERBY duly sworn on the part of the prosecution.

Midshipman TALMADGE examined, states as follows:

I heard Captain Creighton make use of this expression to Midshipman Marston, that he was guilty of a malicious falsehood, but have since been induced to believe that he said a mischievous one.

Question by the court. Did you hear Captain Creighton tell Midshipman Marston he would throw him overboard?

Answer. I did not.

Question. Where was Captain Creighton and Midshipman Marston standing at the time Captain Creighton said he told a mischievous falsehood?

Answer. On the gun-deck, on the larboard side.

Question. What part of the ship were you in when you observed the parties?

Answer. I was passing the hatch on the quarter-deck, and stopped there. I could not see all their bodies, I only saw the lower part of them.

Question. How did you know that Captain Creighton was speaking to Mr. Marston?

Answer. I heard their voices; and have no doubt on the subject.

The prosecutor being asked, declined putting any questions to the witness.

*Witness was then questioned by Captain Creighton.*

Question. Are you positive it was on the gun-deck this expression was used?

Answer. Yes.

Question. On what part of the gun-deck?

Answer. Just forward of the cabin bulk-head, near the ladder.

The witness was directed to withdraw.

Midshipman DERBY examined, states, that he knows nothing in relation to the second charge and specification.

*Witness questioned by prosecutor.*

Question. Did not Mr. Tallmadge call on you to witness certain expressions of Captain Creighton?

Answer. He did call on me, but I heard nothing.

*Witness questioned by Captain Creighton.*

Question. When Mr. Tallmadge called you, did you see me, and what part of the ship was I in?

Answer. When Mr. Tallmadge called me you was under the half deck; I was on the spar-deck at the after hatch.

The witness was directed to withdraw.

Midshipman MARSTON desired that his testimony might be heard by the court; he was sworn accordingly, and stated as follows: On the 8th of July, when we were standing out of Gibraltar bay, I was attending as usual on the quarter-deck to the commodore. I received a blow on the back. I turned round. Captain Creighton said damn my blood, why don't you attend to have the fore brace hauled in. I saw the order executed. The next day I wrote a letter to the commodore, stating that Captain Creighton had struck me. Captain Creighton called me on the main deck, and said, my report to the commodore was a mischievous falsehood. A short time afterwards he called me to the starboard gangway, and made use of the same expression. On denying his assertion, he told me he would throw me overboard. He then said, go and tell the commodore that he told me to be out of his sight; which order I obeyed.

*Witness questioned by the court.*

Question. What did he strike you with?

Answer. With his fist as far as I could judge; he might have had the trumpet clenched in his hand.

Question. Was the blow severe or slight?

Answer. Pretty severe.

Question. Where was the commodore, and how near standing to you?

Answer. A little forward of me.

Question. Did you inquire the reason of the blow at the moment it was given you: and did you say any thing to Captain Creighton on the subject?

Answer. I did not.

Question. Were there any persons near you at the time, either officers or men?

Answer. There were a great many men. I did not observe any officers; there was considerable bustle.

Question. Was the blow given to call your attention to the duty going on, or was it from any other motive?

Answer. From the severity of the blow, I must think it was given maliciously.

Question. Was your manner and language perfectly respectful to Captain Creighton, when he charged you with having asserted a mischievous falsehood?

Answer. It was not.

Question. Did Captain Creighton by his manner show any disposition to repeat the blow after you turned towards him?

Answer. I did not observe that he manifested a disposition to repeat the blow; I hurried off to execute the order.

Question. Did Captain Creighton speak to you in a loud tone of voice when he said damn my blood? &c.

Answer. Not very; he spoke in his common tone.

Question. Was the trumpet in the hand he struck you with?

Answer. From the feeling of the blow, I think it was with the plain fist.

Question. Did you make any complaint or remonstrance to Captain Creighton, he being your captain, previous to your report to the commodore?

Answer. I did not.

Question. Were you alone or in a crowd?

Answer. There were scattering men around me; they were going on with their duty: there was no great crowd.

Question. Was the ship in a situation to excite much anxiety in Captain Creighton, he being the captain of the ship?

Answer. At the time referred to, the ship was not in such a situation as to cause anxiety.

Question. Did Captain Creighton strike many of the men on this occasion?

Answer. He broke one, or, I believe, two trumpets over the men's heads.

Question. Were not the officers generally at their stations on the deck?

Answer. I saw no officer on the deck at the time I went to execute the order.

Question. How did Captain Creighton compel you to retreat after you turned towards him?

Answer. He did not compel me, but from the manner in which he spoke and looked, it was my wish to be away from him as quick as possible.

Question. Have you ever had any conversations or private interviews with the seaman, (your witness,) on the subject of his evidence, and how did you know that he noticed the blow you complain of?

Answer. I have had no private interview with the sailor. I first heard from an officer that the sailor had observed the blow which I received from Captain Creighton. I afterwards took an opportunity of speaking to the sailor in the gangway on the subject; the opportunity was a mere chance; he was going on with duty with some other men. I asked him if he could swear in court to this assertion; he said he could. I added, that I presumed a court martial would sit in a few days, and I should call upon him.

Question. Did any other conversation take place between him and you on this subject?

Answer. No.

Question. Do you know that the first witness has ever been punished by Captain Creighton?

Answer. He was formerly captain of the main-top, but broke. I do not know that he was flogged.

Question. What officer told you that this seaman noticed the occurrence; and how long after?

Answer. I understood from several officers that Midshipman Crowninshield had said this man saw the blow given.

Question. Did Captain Creighton say that your report was a malicious or a mischievous falsehood?



Answer. A mischievous.

Question. Which side of the capstan were you when you received the blow?

Answer. The starboard side.

*The witness questioned by Captain Creighton.*

Question. Which hand had I the trumpet in?

Answer. I do not recollect.

Question. How far from the capstan was you standing?

Answer. About two feet.

The evidence on the part of the prosecution here closed.

Commodore ISAAC CHAUNCEY, Lieutenant SHUBRICK, and Lieutenant DUDLEY, were duly sworn on the part of Captain Creighton.

Commodore Chauncey examined as follows:

Question by the court. Did you see Captain Creighton strike Mr. Marston?

Answer. No.

Question. Do you know any thing in relation to the second charge?

Answer. Nothing. The commodore proceeded to state, that he remembers the ship was working out of Gibraltar bay, on the evening of the 8th July. He heard Captain Creighton speak to a person who stood near him, and judged that he spoke to Mr. Marston, as he heard Mr. Marston reply, "he was attending on the commodore." The next day he received a letter from Mr. Marston, stating that Captain Creighton had struck him. This letter I handed to Captain Creighton. The following day I received another letter from Mr. Marston, containing the charges and specifications. I had a conversation with Mr. Marston, and made some overtures to him by way of reconciling the subject of his complaint, stating to him my belief that Captain Creighton was incapable of offering such violence to an officer, and that I doubted not but Captain Creighton would readily satisfy him on this subject; these he declined, and stated his reasons for doing so. I repeated these overtures to Mr. Marston some days after, and they were still rejected. I then acquainted him that as the frigate United States had now arrived, and as soon as she should be released from quarantine, I should order a court martial for the trial of Captain Creighton.

Question by Captain Creighton. Did I not tell you when you showed me both of Midshipman Marston's letters that I was entirely ignorant of the circumstances he complained of, and have I not repeatedly told you so since?

Answer. When I showed Captain Creighton the first letter, he denied having any knowledge of the circumstance. Captain Creighton has denied ever having any intention to strike Mr. Marston.

Question. Did not Mr. Marston say to you that he was urged by some officer to write you again on the subject?

Answer. Yes.

Question. Have you ever known me to show a disposition to tyrannise or oppress the officers of the Washington?

Answer. No. I should conceive it my duty to check it, if I made such discovery.

Question. Do you not think that I wished to call Mr. Marston's attention, and not to strike him?

Answer. I never believed for a moment that you struck Mr. Marston maliciously. When I received Mr. Marston's first letter, I supposed that you probably had pushed him with your trumpet to call his attention; it was quite dark at the time.

Question. Do you not think the officers of the Washington have every kindness and indulgence shown them that the service will admit of?

Answer. I know nothing to the contrary.

Question. If it had been a severe blow, are you not of opinion, standing where you did, that you should have heard something of it?

Answer. I think I should.

The commodore further states to the court that the ship, at the time she was working out of the bay of Gibraltar, was in such a situation as to excite very great anxiety both in himself and Captain Creighton, and required the exertions of all the officers and crew.

The witness withdrew.

The court adjourned till to-morrow, ten o'clock.

WEDNESDAY MORNING, August 28, 1816.

The court met pursuant to adjournment. Present: the members and judge advocate.

Lieutenant SHUBRICK examined as follows:

Question by Captain Creighton. Did I not request of you to see Mr. Marston, and assure him that I disavowed having given him, intentionally, any thing like a blow, and that, if he chose to withdraw the charges, I would satisfy him fully on what he complained of?

Answer. I told Mr. Marston that Captain Creighton disavowed any knowledge of having struck him, and that if he would withdraw the charges, he would satisfy him fully as to the language he complained of.

Question. Did he not at first show an indication to accept the proposal?

Answer. I had two conversations with Mr. Marston—one in the morning, the other in the afternoon. In the morning I thought he manifested some disposition to withdraw them; in the evening he did not.

Question. Did he not say that Commodore Rodgers was broke for striking a midshipman, and that it was only necessary to swear to the fact to have me punished in the same way?

Answer. He observed to me that one of the first officers in the service was broke on a similar charge, and he supposed it only necessary to swear to the fact. I told him I thought differently. I presumed a court would inquire particularly into the intention of the person charged with the offence.

The prosecutor declined putting any questions to the witness.

Lieutenant Shubrick withdrew.

Captain Creighton declined troubling the court with the examination of Lieutenant Dudley. The prosecutor claimed the privilege of questioning Lieutenant Dudley, and the court took the same under consideration.

All parties withdrew.

The court came to the resolution to address the prosecutor as follows:

SIR: You having been highly favored in consequence of your youth, being allowed to appear as an evidence yourself, and to produce to the court two additional witnesses in support of your charges, the court decide that they will not receive the testimony of Lieutenant Dudley, believing that it cannot possibly be of any importance towards the support of your charges. The court have noticed in you a want of due respect to them, which their forbearance alone has heretofore prevented from noticing. The court warn you in future to bear in mind that similar conduct will call from them a more strong expression of their disapprobation.

There being no other witnesses to examine for or against the prosecution, Captain Creighton presented to the court the annexed defence which was read by the judge advocate.

The court was then cleared, and the minutes read over by the judge advocate, and the following sentence pronounced.

#### SENTENCE.

The court having maturely and deliberately weighed and considered the whole matter, agree that the charges and specifications are not proved, and do therefore adjudge Captain Creighton to be acquitted; and he is hereby most fully and honorably acquitted accordingly.

The court further agree in opinion that the overture made by Captain Creighton to Midshipman Marston, through Commodore Chauncey, even if the charges could have been proven, ought to have been amply sufficient to an officer of Mr. Marston's grade, more especially when coming through the commander-in-chief, the public guardian of all our rights, who advised it. It has appeared, moreover, that a similar overture was made through the first lieutenant

of the Washington, and rejected; the court do believe therefrom that the prosecution was persisted in from malignant motives, and they feel it a duty they owe the service to express their decided disapprobation of such malicious, frivolous, and vexatious accusations.

The court adjourned *sine die*.

JOHN SHAW, *President*.  
CHARLES GORDON,  
O. H. PERRY.  
WM. W. CRANE,  
JOHN DOWNES,  
R. S. KEARNEY, *J. A.*

Approved: I. CHAUNCEY, *Commander*.

*Mr. President, and gentlemen of the Court:*

I will trespass as little on your patience as possible, and only make such observations on the subject before you as appear necessary, in justice to my own character and reputation.

I had hoped that it would not be found necessary to trouble you at all with this affair; but, finding all my exertions to satisfy the young gentleman were ineffectual, I was at last driven to the necessity of asking the decision of a court martial—the only way I saw left me of checking exaggerated reports, and of removing unjust imputations against myself; and it is with the greatest cheerfulness that I place my honor in the hands of such characters as form this court. They can only judge what is right; and although they will tenaciously guard a young officer from oppression and wrong, yet I feel fully sensible that they will never encourage him in presuming beyond his age and station.

I am charged with having struck a midshipman upon the quarter-deck, and of having violated the fifteenth article of the "rules and regulations for the better government of the navy." I will state to the court how these charges originated; and I trust I have already proved to its satisfaction that it is not the high sense of honor, nor the fine feelings, nor yet the high sense of injury, that has induced this young man thus obstinately to reject every proper and honorable proposal to satisfy his feelings, but that he has been worked upon, and his mind poisoned, by some unworthy member of our corps, who, unable to make himself conspicuous as an officer or a seaman, takes delight in sowing the seeds of discontent; and, instead of doing his utmost to convince young officers that it is impossible for their commanders to harbor a hostile feeling towards them, he appears to exercise the feeble talent he possesses towards disorganizing the ship and creating insubordination. For himself, it is well he keeps concealed; but for the service it is truly unfortunate.

On the 7th day of July last, while at anchor in the bay of Gibraltar, I received an order to get the ship under way, which I attempted, and hove up the anchor. Finding I had not wind enough to take me clear of the vessels in the harbor, and that the current had set in towards the rock, I was under the necessity of anchoring again, until the boats of the squadron could come to our assistance; they having assembled round the ship, she was again got under way. It was then about sunset; and, in consequence of the light and baffling state of the wind, we were compelled to pass through our own and the Dutch squadron, and it required the greatest attention to the Washington to prevent her from falling on board one or more ships then at anchor. This made me extremely anxious, first, that no accident might happen; secondly, that the ship should be so managed as to sustain the character the navy had already acquired; and thirdly, I was anxious for my own reputation as an officer and a seaman. The situation of the ship, therefore, kept me constantly in motion, sometimes in one gangway, then in the other; sometimes on one side of the quarter-deck, then on the other; and it is not unlikely, in passing thus quickly about the deck, that if a midshipman, or any other person, stood in my way, I might have shoved him out of it, or pushed him, to call his attention. Beyond this, I declare, in the presence of my God, was never my meaning or intention, (admitting the fact;) and when such trifles are magnified, and made the basis of a serious charge, it can only be considered frivolous and vexatious conduct. If he received any thing like a blow, I solemnly aver it to be an accident; it never was intentional; for it would be as impossible for me to raise my hand in anger to an inferior officer, as it would be to move Mount Vesuvius. But, gentlemen, I am as ignorant of the whole of this transaction as you are, who did not see it; nor did I hear of it until the next day at noon. After reflecting upon the matter frequently, I have some slight recollection of speaking sharply to a midshipman then standing idle on the quarter-deck, and of his replying that he was attending on the commodore; but at what time it happened, or on what part of the deck, I have racked my brain to think, and am yet in perfect darkness respecting it. I am particularly anxious to remove the impression this charge would convey; and I trust, after the solemn asseveration I have made, that no member of this court, or any other person present, can believe me to have been capable of such an outrage. Gentlemen, I am anxious to remove it on another ground. Can it be supposed for a moment that I would strike a midshipman by the side of the commander-in-chief, and one, too, that I had particularly ordered to attend him? Could I be so disrespectful? It is impossible; and I trust you are all convinced it is so. Had this officer turned to me at the time, and said, "Sir, you have struck me," I should immediately have made him ample apology on the spot for the accident, (for it could only be accidental, if it occurred at all,) and the matter there would have rested; but, on the contrary, he suffers the affair to slumber until noon the next day, and then addresses a letter to the commodore, through whom I received my information. Offended at the indignity shown me, I sent for the midshipman in the starboard gangway, and inquired respecting the subject of his letter; and, believing myself as innocent as the child unborn, I did say it was a "mischievous falsehood." This I did religiously believe, and therefore pronounced it so. But, admitting that I did utter some hasty expressions, they were forced from me in consequence of the very provoking manner that he contradicted me, which the very law that he complains I violated forbids him to do; and is there nothing to set off against a little warmth of temper? Does the midshipman receive nothing from his captain? To whom does he look for comforts, for privileges, and indulgences, nay, for protection? Mr. President and gentlemen of the court, I conceive this rod was never intended to be held over the head of a captain; for if he is to be tried for every imaginary wrong that an officer may think proper to set forth, there is at once an end to all authority and subordination.

I beg you, gentlemen, to bear in mind that it must have been dusk when the alleged offence was committed, and that the complainant had his back to me; and that I have made every effort to soothe his feelings, and remove any impression that I meant to do him an injury; and I do assure the court that I have taken more pains, and gone further to effect this, than I should have done to an equal or superior. The court, I am sure, will also recollect that the principal evidence they have, as to the blow, is the prosecutor himself; and I rest satisfied that they will consider well what he has said before they suffer his testimony to make an impression. As to the *respectable* witness he brought in support of the charge, I have no hesitation in saying, as my opinion, that he neither saw nor knew any thing of the matter at the time; and I think I have proved by Lieutenant Shubrick that the complainant thought it only necessary to come before this court, and make oath to the fact, to deprive me of my sword. But whether he will succeed or not rests with this honorable body. Therefore, gentlemen, if it has been proved to the court that what is complained of was accidental and unintentional, (admitting that it took place,) and that it was zeal for the service and anxiety for the ship that made me notice him at all, why then I trust your acquittal will be full and honorable; and if, on the other hand, you are satisfied that I struck him designedly, and in contempt of the law, let your punishment be as exemplary.

JOHN ORDE CREIGHTON.

*To His Excellency JAMES MONROE, Esq. President of the United States of America.*

This memorial respectfully sheweth:

Whereas we, as officers of that Government whose scheme of national welfare and virtuous policy has no equal in the history of the world, conceive it our high privilege and duty, both to ourselves and country, when any



grievance of a serious and general, as well as individual nature, prevails, to appeal in a respectful manner to that authority which officially created us, praying suitable redress for the same. In the present view of things, the power of granting this the President and Congress alone possess.

It is not intended or desired that denunciation, or any thing of an inflammatory or indecorous nature, shall take any part or have any place in this measure; nor is there any individual person upon whom we wish to vent a spleenetic spirit; nor yet, as we conceive, does the moving cause alone concern any individual of us; but that all, particularly junior officers in the service, are equally interested, though probably some on home stations may not as yet be equally aware of the same.

However painful to your memorialists, they are compelled to declare that the laws of our service do not, in effect, secure us against personal injury from (we would fain hope, and do believe) the few commanders, and other officers, who may be disposed to infringe upon our feelings, or do violence to our persons, by striking with the fist, sword, or any other weapon.

We are free to assert, as the facts have been unequivocally substantiated, indeed acknowledged, that upon this station American officers have not only been cursed, abused, insulted, and spurned, but traduced, and actually struck, by certain commanders, and for which no adequate penalty, redress, or correction has been adjudged by Commodore Chauncey, nor by legally organized courts martial. Measures of this kind may be productive of a menial and servile fear, such as characterize the oppressed and degraded mariners of fallen monarchies, but can never inspire or ensure that spontaneous and dignified respect with which officers should deport themselves towards each other and their superiors. Your memorialists beg leave to draw your special attention, besides other instances, to the causes which have led to, and the subsequent proceedings and issue of, certain recent courts martial upon this remote and important station, the documents of which, we presume, have been forwarded to, and received at, the proper department. They deem it unnecessary at this time to cite specifically and in detail the numerous cases in view, as it would swell this instrument to an improper length; but when an investigation of the most important of them shall have been instituted by the President, or any other competent authority, it has only to signify or require it, when we stand prepared to substantiate facts and circumstances which no American can acquiesce in, and which, we trust, that authority to which we appeal will not suffer to pass by with impunity.

Should it be found necessary, as your memorialists apprehend will be the case, they hope that your wisdom may suitably suggest and urge to Congress the propriety of enacting a law, holding sacred our feelings from abuse, and persons from injury, until duly convicted of offences, for which suitable punishment shall have been awarded by a competent tribunal. That authority which officially created us, we are confident, will not subject us to injury and injustice.

On a home station your memorialists would not be under the painful necessity of presenting this address to your notice, believing, as they most firmly do, that it would not have for its foundation similar causes with those which have originated in extraordinary and unwarrantable practices here. In regard to their superior officers, they feel assured that the Government will not decide in favor of a presumptuous declaration made by an officer of elevated rank, that "the laws were not created to be held as a rod of chastisement over the heads of post captains." Can any American commander, we would ask, be allowed to utter such a monarchical and tyrannical sentiment, particularly in the presence of so many young officers, who should ever look up to that grade of officers for examples of virtue, patriotism, and principles of correct discipline? If we are a free people, as is represented by the laws of our country, we pray that they may not be more rigidly enforced on inferiors than those set over them, where violations and crimes are the same; though laws, we are truly aware, extend to all alike, and an abuse of them cannot be imputed to their defect, but abused authority.

Your memorialists are not sensible of any article of the rules and regulations for the better government of the navy of the United States that is in anywise too rigid, as it is certain that a system of strict discipline is the basis and soul of every well regulated and efficient military establishment.

Your memorialists forbear to enlarge further upon this subject, upon the numerous and baneful consequences which are certain to arise from a state of things where all discipline is disregarded. They are too obvious to require elucidation. With alacrity and a laudable zeal do we endeavor to execute, with promptitude, the orders of our superior officers; but if, unfortunately, we casually err, as is often innocently the case, we desire to be corrected, as the Government has ever contemplated, by the salutary mode prescribed by itself.

With every confidence in the justice of the Chief Executive of our beloved country, we beg leave to subscribe ourselves, with the most unfeigned respect, sir, your obedient humble servants,

James Goodrum,  
Henry D. Scott,  
Daniel L. Desaussure,  
Charles Ellery,  
William Jamesson,  
Otho Stallings,  
Cornelius K. Stribling,  
Frederick Wolbert, Jr.  
French Forrest,  
Walter F. Jones,  
Thomas A. Conover,  
John B. Montgomery,  
John A. Cook,  
Abraham Hosack,  
Charles Gaunt,  
Richard M. Potter,  
Joseph Mattison,  
George A. Weaver,

F. W. C. Story,  
Charles Lowndes,  
Patrick H. Overton,  
William W. Ramsay,  
William H. Campbell,  
Richard S. Hunter,  
George N. Hollins,  
John S. Nicholas,  
James T. Gerry,  
William J. Belt,  
Jacob Crowninshield,  
Francis Sanderson,  
Benjamin Tallmadge,  
John M. Channing,  
Robert Armistead,  
Irvine Shubrick,  
David R. Stewart,  
Thomas R. Gerry,

William C. Wetmore.  
Charles Boorman, Jr.  
Solomon Rutter, Jr.  
Matthew C. Stout,  
Robert B. Cunningham,  
James G. Boughan,  
Archibald R. Bogardus,  
Edward A. Lansing,  
William M. Armstrong,  
Joseph Moorhead,  
Thomas Patten,  
George F. Pearson,  
Russell Baldwin,  
John P. Tuttle,  
Joshua W. Cochran,  
Green Lynch,  
William F. Shields,  
John L. Cumming,  
*Midshipmen.*

15th CONGRESS.]

No. 159.

[1st SESSION.]

## APPLICATION FOR PRIZE MONEY ON THE DESTRUCTION OF A FORT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 24, 1818.

Mr. PLEASANTS, from the Committee on Naval Affairs, to whom was referred the memorial of Jairus Loomis, sailing-master, commanding the United States' gun vessel No. 149, and James Bassett, sailingmaster, commanding gun vessel No. 154, on behalf of themselves and their respective crews, reported:

Your memorialists state that, in the month of June, 1816, they received orders from Commodore Patterson, commanding on the New Orleans' station, requiring them to convey certain transports laden with ordnance, provisions, &c. up the river Appalachicola and Chatahoochee to a post established by Lieutenant Colonel Clinch, of the United States army; that these orders were founded on a letter of request from Major General Gaines, to Commodore Patterson, stating the difficulty of supplying the military post on the Appalachicola by land, and his determination to do it by water with the assistance of the commodore. In the letter of General Gaines, among the dangers to be apprehended in ascending the river, a negro fort is mentioned and described, situated on the left bank of the river, and the general expresses his determination to destroy it, in case it should attempt any opposition to his purpose; and that the memorialists were ordered to co-operate with the land forces. In pursuance of their orders aforesaid, the memorialists received in charge two vessels laden with provisions and stores, took them under convoy, and arrived off the river Appalachicola on the 10th of July, 1816, where they received despatches from Colonel Clinch, stating his intention to send a party of men to assist in conveying the transports up the river. On the 15th of said month, whilst the memorialists were waiting the arrival of said men, they discovered a boat pulling out of the river, and despatched one of their boats to her, to ascertain the probability of being able to pass the negro fort, in the vicinity; on approaching the boat aforesaid, a volley of musketry was discharged, and she immediately pulled for the shore. On the 17th of said month, the memorialists despatched a boat properly armed up the river to look for fresh water, under charge of a midshipman and four men; the boat reached the shore near the mouth of the river, was fired on and captured by a party of negroes and Indians in ambuscade, the midshipman and two men killed, one taken prisoner and the fourth escaped; the prisoner was afterwards burnt by the Indians. On the 25th of said month, in consequence of information from Colonel Clinch, that he was approaching, and near the negro fort, the memorialists began to ascend the river, and arrived with their convoy at a point about four miles below the negro fort, where they ascertained that Colonel Clinch had attempted to pass the fort, and had been fired on whenever he came within reach of their guns. It was, however, determined to attempt to force a passage, and after waiting an ineffectual endeavor to erect a battery on shore to annoy the fort, the memorialists, on the 27th of the month, began to warp their vessels up the river. On reaching a station within a mile and a half of the fort, the negroes commenced a fire on the gun vessels, which was instantly returned, and a heavy cannonade took place on both sides for fifteen minutes, when a hot shot from one of the gun vessels struck the magazine belonging to the fort, and blew it up. The fort was fought under the English union jack and bloody flag. By the explosion, the fort was destroyed, and near two hundred and seventy negroes and Indians killed, the whole amounting to about three hundred. A number of articles, consisting chiefly of military stores, fell into the hands of the captors, part of which was taken possession of by Colonel Clinch for the use of the troops, part given to the friendly Indians, and the remainder were delivered by the memorialists to the United States' officers at New Orleans, which having been appraised by persons appointed for that purpose, were estimated at a sum between ten and twelve thousand dollars. The memorialists pray that Congress would bestow on them such part of the estimated value of said articles as they shall think their conduct merited.

The committee having considered the foregoing statement, which, from the documents obtained from the Navy Department, appears to be substantially correct, think as this property was acquired by the valor and hazards of the memorialists, (and no person appearing to claim it,) it would be proper to bestow a part of the value on them. They recommend that the Secretary of the Navy be authorized to distribute among the officers and crews of the gun vessels, one half the estimated value of the articles delivered at New Orleans, for which purpose they report a bill.

15th CONGRESS.]

No. 160.

[1st SESSION.]

## REVIEW OF THE LAWS FOR THE GOVERNMENT OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 1, 1818.

Mr. PLEASANTS, from the Committee on Naval Affairs, to whom were referred a resolution instructing them to inquire whether any, and, if any, what, alterations are necessary and proper to be made in the several laws relating to the government of the navy; also the proceedings of certain courts martial lately held in the Mediterranean for the trials of Captain Oliver H. Perry, Captain John Heath, and Captain John O. Creighton; also the memorial of certain midshipmen, belonging to the Mediterranean squadron, addressed to the President of the United States, reported:

The committee have examined the several subjects referred to them, and are of opinion that the general regulations for the government of the navy do not require to be changed. With a view of ascertaining whether the circumstances which lately transpired in the Mediterranean have grown out of a defect in the law, or the administration of the law, the committee, after an attentive consideration of the law, and of the several cases determined under it, think the defect is not in the law. Their attention has been particularly drawn to the third, fourteenth, and thirtieth sections of the act "for the better government of the navy of the United States." The third section of said act is in the following words: "Any officer, or other person in the navy, who shall be guilty of oppression, cruelty, &c. shall, if an officer, be cashiered, or suffer such other punishment as a court martial shall adjudge," &c. The fourteenth section of said act is in the following words: "No officer or private in the navy shall disobey the lawful orders of his superior officer, or strike him, or draw, or offer to draw or raise, any weapon against him, while in the execution of the duties of his office, on pain of death, or such other punishment as a court martial shall inflict." The thirtieth section of said act is in the following words: "No commanding officer shall, of his own authority, discharge a commission or warrant officer, nor strike, nor punish him, otherwise than by suspension or confinement, &c.; any commanding officer offending herein, shall be punished at the discretion of a court martial." It will be observed, that the punishment denounced against an inferior officer for striking, &c. his superior, may be death, or such other punishment as a court martial may adjudge; whilst for a similar offence committed by a superior officer



against an inferior, the punishment is such as the discretion of a court martial may award. In these two articles, such an inequality of punishment is supposed by many to exist as to call for a change of the law. This impression did not escape the attention of the committee; but, on mature reflection, they were led to doubt the propriety of the opinion. Striking, drawing weapons, &c. on the part of inferiors against superiors, in military bodies, carries along with it the idea of insubordination and mutiny. Under such circumstances no military body can exist: or, if it exist at all, it must be to purposes worse than useless. It is believed that at all times, and in all nations who have had correct ideas of military discipline, the power to punish mutiny with death has been vested in their military tribunals: nor do they think it could be dispensed with in this Government; for they believe the principle to be correct, that in free Governments the rigor of military discipline is as necessary, perhaps more so, as under Governments of a different character: and it is a circumstance well understood, that persons going into military service part, for the time, with a portion of their civil rights. The committee are of opinion that it would be inexpedient to change this part of the naval regulations.

Their attention was next drawn to the opposite view of the question. Oppression, and striking inferiors by superiors, are punishable, the first by cashiering, or such other punishment as a court martial shall adjudge; the second, at the discretion of a court martial. This part of the subject having given rise to the late occurrences among the officers in the Mediterranean, claimed and received the undivided attention of the committee. They examined the propriety of fixing some definite punishment in these cases; such as suspension for a certain length of time, below which no court martial should be at liberty to go, in adjudging the penalty to be awarded for a commission of the offence. But, on mature consideration, difficulties, which the committee considered as great, if not insuperable, were believed to attend such a provision. Let us suppose that such is the law: when the case comes to be examined, it is found that a number of circumstances exist which reduce the offence to almost nothing; or, on the other hand, circumstances are discovered of a character so aggravated as to give it a very different complexion. Let us take, by way of illustration, the two cases of Captain Perry and Captain Creighton, both now under the consideration of the committee. In the former, the committee see circumstances of a character which, in their opinion, would have justified a much more rigorous sentence of the court martial towards that officer, as high and deserved a favorite of his country as he was; and it is with no small regret that the committee feel it their duty to express the opinion. On the other hand, for a charge, in part, of a similar character, the charge of striking Midshipman Marston by Captain Creighton, they see nothing of sufficient importance to have attracted attention. Thus situated, numberless shades of difference attending almost every case which can be supposed to occur, the committee believe that fixing by law a minimum punishment, if it were of sufficient magnitude to have any effect, would be improper. The committee think a reference to our civil trials will illustrate this part of the subject. Thus, in the trial by jury, that body exercise an entire discretion in all actions of assault and battery, &c. and graduate the penalty to the offence, according to the circumstances of each case. It is also in accordance with the mild character of the criminal codes of most of the States composing this Union, in which a scale of punishments is graduated according to the degree of the offence. The committee know that where the law can be defined with propriety, the discretion of no tribunal whatever ought to be as much relied on as proper legal definitions. They have stated the difficulties which presented themselves, and which they find of such a character as to induce them to consider a change unadvisable. The committee also state, that it would be with much reluctance they would relinquish their confidence in courts martial, composed of those officers whose conduct has so justly merited the confidence of their country.

The committee are aware, that, in examining the conduct of the courts martial referred to them, the path of their duty led over delicate ground. They know that no law which they could recommend would operate otherwise than prospectively; and, also, that they have no power to reverse or unsettle the decisions; but these proceedings having been referred to them, as connected with the subject of the inquiry, that inquiry having in fact grown out of them, they have thought it right to express the opinion they have done. Indeed, the body to which the committee belongs, and who have charged them with the inquiry, constitute the grand inquest of the nation, whose duty it is, on proper occasions, to inquire into the conduct of the highest officers in the Government.

The committee, then, taking into consideration all the circumstances of the cases referred to them, trusting that the officers of the navy, to whom are confided the important duties entrusted to courts martial, with a due regard to the laws of their country, ever to be held sacred by those entrusted with their execution, and constituting the only criterion between free and despotic Governments, will exert themselves to heal the wounds with which the discipline of the navy has been at least threatened—a discipline so admirable in itself, and which was not known to exist till its effects were witnessed by the world, and which once lost, the navy itself would be a useless burden on the community; the committee trusting that these highly important considerations will have their due and proper weight, conclude by recommending to the House the adoption of the following resolution:

*Resolved*, That the committee be discharged from further consideration of the several subjects referred to them.

After the foregoing report was read, Mr. JOHNSON, of Virginia, moved to recommit it to the Committee on Naval Affairs, with instructions "so to amend the act, entitled 'An act for the better government of the navy of the United States,' (approved April 23, 1800,) as to subject the superior officer who shall strike, or draw, or offer to draw or raise, any weapon against his inferior officer, to a forfeiture of his commission, and dismissal from the service."

The said report and amendment were then ordered to lie on the table.

15th CONGRESS.]

No. 161.

[1st Session.]

# TRIAL OF FRANKLIN WHARTON, LIEUTENANT COLONEL OF MARINES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 6, 1818.

NAVY DEPARTMENT, April 4, 1818.

SIR:

In obedience to a resolution of the House of Representatives, passed on the 26th day of March, 1818, I have the honor to transmit to you, herewith, a copy of the proceedings of the court martial held for the trial of Franklin Wharton, Lieutenant Colonel of marines.

I have the honor to be, with the highest respect, sir, your most obedient servant,

B. W. CROWNINSHIELD.

The Hon. the SPEAKER of the House of Representatives.

*Proceedings of a general court martial held at the City of Washington by virtue of the following order.*

ADJUTANT AND INSPECTOR GENERAL'S OFFICE, *August 27, 1817.*

GENERAL ORDER.

A general court martial will assemble at Davis's Hotel in the city of Washington, on Wednesday the 10th September next, for the trial of such prisoners as may be brought before it.  
The court will be composed as follows:

*Members.*

Col. WILLIAM KING, 4th infantry, *President.*

Col. GEORGE E. MITCHELL, Corps of artillery.

Lt. Col. J. V. BALL, 1st infantry.

Lt. Col. WM. LAWRENCE, 8th infantry.

Lt. Col. W. K. ARMISTEAD, Engineer.

Lt. Col. G. ARMISTEAD, Corps of artillery.

Lt. Col. R. JONES, Corps of artillery.

*Supernumeraries.*

Major JOHN M. DAVIS, staff,

Major WM. McDONALD, staff.

A Judge Advocate will be appointed, and further instructions will be given through the President of the court in after orders.

By order,

D. PARKER, *Adjutant and Inspector General.*

ADJUTANT AND INSPECTOR GENERAL'S OFFICE, *September 3, 1817.*

GENERAL ORDERS.

Samuel Wilcox, Esq. is appointed Special Judge Advocate of the general court martial of which Colonel William King is President, ordered to convene in this city on the 10th instant.

The Judge Advocate will arraign the prisoner for trial, will furnish charges and evidence in support of the same, and be accountable to the court for all the proper detail. Should a prosecutor and counsel appear, their wishes will be submitted to the court through the Judge Advocate; when the court has finished its proceedings, the record will be delivered to the Judge Advocate, and the President will report to this office for orders.

By order,

D. PARKER, *Adjutant and Inspector General.*

SEPTEMBER 10, 1817.

The court met pursuant to the above order. Present: Col. Wm. King, 4th infantry, *President.*

*Members.* Col. George E. Mitchell, corps of artillery, Lt. Col. J. V. Ball, 1st infantry, Lt. Col. Wm. Lawrence, 8th infantry, Lt. Col. W. K. Armistead, engineer, Lt. Col. G. Armistead, corps of artillery, Lt. Col. R. Jones, corps of artillery.

*Supernumeraries.* Major Wm. McDonald, staff, Major Davis, absent.

Samuel Wilcocks, *Special Judge Advocate.*

The Judge Advocate read the orders, and called over the names of the members of the court, when the court adjourned to meet the next day at ten o'clock, the Judge Advocate stating that he was not ready to proceed.

SEPTEMBER 11, 1817.

The court met pursuant to adjournment. Present: Col. W. King, 4th infantry, *President.*

*Members.* Col. G. E. Mitchell, corps artillery, Lt. Col. J. V. Ball, 1st infantry, Lt. Col. W. Lawrence, 8th infantry, Lt. Col. W. K. Armistead, engineer, Lt. Col. G. Armistead, corps artillery, Lt. Col. R. Jones, corps artillery.

*Supernumeraries.* Major John M. Davis, staff, Major Wm. McDonald, staff.

Samuel Wilcocks, *Special Judge Advocate.*

The Judge Advocate stated to the court that he was prepared to take up the case of Lieutenant Colonel Franklin Wharton of the marine corps.

A doubt being suggested whether a court composed exclusively of army officers was competent to the trial of a member of the marine corps, the court was cleared for deliberation. The Judge Advocate gave it as his opinion that the court had competent jurisdiction in the case, but the question being considered of importance, and the members not being satisfied, it was finally determined that the Judge Advocate should, through the War Department, solicit the opinion of the Attorney General on the points at issue. And the court adjourned to meet the next day at ten o'clock.

SEPTEMBER 12, 1817.

The court met pursuant to adjournment. Present: Col. Wm. King, 4th infantry, *President.*

*Members.* Col. George Mitchell, corps of artillery, Lt. Col. J. V. Ball, 1st infantry, Lt. Col. W. Lawrence, 8th infantry, Lt. Col. W. K. Armistead, engineer, Lt. Col. G. Armistead, artillery, Lt. Col. R. Jones, artillery.

*Supernumeraries.* Major John M. Davis, staff, Major McDonald, staff.

Samuel Wilcocks, *Special Judge Advocate.*

WASHINGTON, *September 12, 1817.*

The Judge Advocate laid before the court the following correspondence with the War Department, hereunto annexed.

The court being cleared, after due deliberation determined that they had no jurisdiction of the case. The Judge Advocate stating that he had no further business for the court the court adjourned *sine die.*

WM. KING, *Col. 4th infantry, President.*

SAMUEL WILCOCKS, *Special Judge Advocate.*

WASHINGTON, *September 11, 1817.*

SIR:

A doubt has arisen with the general court martial of which Col. William King is President, whether that court is competent to try Lieutenant Colonel Wharton of the marine corps, inasmuch as the court martial is not a mixed court, composed of army officers, associated with officers of the marine corps, as appears to them necessary by the sixty-eighth article of war. The court is desirous to have the opinion of the Attorney General on this point.

I am, with respect, your obedient servant,

SAMUEL WILCOCKS, *Special Judge Advocate.*

GEORGE GRAHAM, Esq. *Acting Secretary of War.*



DEPARTMENT OF WAR, September 11, 1817.

SIR:

On the receipt of your letter of this date, I immediately submitted the question therein stated to the Attorney General, and have now the honor to enclose you his opinion.

With great respect, your obedient servant,

GEO. GRAHAM, *Secretary of War.*SAMUEL WILCOCKS, Esq. *Special Judge Advocate.*

SEPTEMBER 11, 1817.

I am of opinion that, under the sixty-eighth article of war, it rests with the sound discretion of the proper department of the Government, whether to summon officers of the marines in the constitution of a court martial for the trial of the lieutenant colonel of the marine corps, or wholly to pass them by; nor do I know of any act of Congress, or other law, authorizing a different construction of it.

RICHARD RUSH, *Attorney General.*

SEPTEMBER 19, 1817.

The proceedings of the court martial lately ordered for the trial of Lieutenant Colonel Wharton, having been submitted to the President, he is of opinion that, by the organization of the corps of marines, any officer of that corps may be tried by officers belonging to the military establishment of the United States, and therefore disapproves the decision of the court; nevertheless, inasmuch as officers of that corps may, by law, be members of the court, and it is presumed that some may be found to whom no insurmountable objection is applicable, and as he is willing not to press a question on the existing court against the opinion it has given, especially as it may be avoided without the establishment of a precedent in favor of such opinion, he directs that some officers of the marine corps, as well as others of the army, be added to the court for the trial of the said officer.

JAMES MONROE.

*Further proceedings of the general court martial of which Colonel W. King is President.*

## GENERAL ORDER.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE, September 19, 1817.

Colonel T. J. Jessup, of the 3d infantry, Major Richard Smith of the marine corps, Major J. M. Davis, of the general staff, and Captain Robert Wainwright, of the marine corps, are detailed as members of the general court martial of which Colonel King is President, directed to convene in this city by general order of the 21st August last. Major W. McDonald is relieved as a supernumerary of the court, and will report at this office.

The court will convene, organize, and proceed to business accordingly, at Davis's Hotel to-morrow morning at 10 o'clock.

By order,

D. PARKER, *Adjutant and Inspector General.*

SEPTEMBER 20, 1817.

The court met pursuant to the above order. Present: Col. Wm. King, 4th infantry, *President.*

*Members.* Col. G. E. Mitchell, corps of artillery, Lt. Col. W. K. Armistead, engineer, Lt. Col. G. Armistead, corps of artillery, Lt. Col. R. Jones, corps of artillery, Major J. M. Davis, staff, Col. T. J. Jessup, 3d infantry, Lt. Col. J. V. Ball, 1st infantry, Lt. Col. W. Lawrence, 8th infantry, Major R. Smith, marines, Captain R. Wainwright, marines.

Samuel Wilcocks, *Special Judge Advocate.*

The Judge Advocate read the order of the 19th instant, and the remarks of the Executive on the former proceedings of the court.

Lt. Col. F. Wharton of the marine corps being in court and called to the bar by the Judge Advocate, tendered his sword to the President of the court, which, by the direction of the court, was received by the Judge Advocate.

The prisoner was then asked by the Judge Advocate whether he had any objection or challenge to make to any of the members of the court, to which he replied in the negative.

Captain Wainwright requested to withdraw from the court, as he was a witness on the part of the prosecution, and felt a delicacy in sitting.

The court being cleared for deliberation, determined that he should not be permitted to withdraw.

The Judge Advocate then administered the oath to the court, and was afterwards himself qualified by the President.

The prisoner being asked whether he was ready for his trial, replied that he was, and asked the court to grant him the aid of counsel to assist him in his defence; to which the court assented.

The prisoner was then arraigned by the Judge Advocate, on the following charges:

*Charges and specifications of charges preferred against Lieutenant Colonel Franklin Wharton, commandant of the marine corps, by Brevet Major Archibald Henderson, of the same corps.*

CHARGE 1st. *Neglect of duty.*

*Specification 1st.* In that he never has, within the last two years, or at any former period, taken command of any parade of the marine corps.

*Specification 2d.* In that he never has, within the last two years, or at any former period, taken command in the field of any part of the marine corps.

*Specification 3d.* In that he never has, within the last two years, or at any former period, in the uniform of the corps, reviewed or inspected any part of the marine corps, either at the head quarters of the corps, or at any of the navy yards where guards of the marine corps were stationed.

*Specification 4th.* In that he has neglected, notwithstanding repeated applications from Captain Robert D. Wainwright, to give such an order as would justify that officer in carrying into execution the sentences of a court martial, convened (by order of Lieutenant Colonel Wharton, of the date of the 26th of October, 1816,) at the marine barracks, Charlestown, Massachusetts, on the 11th November, 1816, whereby two private soldiers, Peter Hull and John Cordwell, have been unjustly and oppressively kept in confinement beyond the period of their sentences by the court martial, and whereby those sentences remained unexecuted on the 8th June, 1817.

*Specification 5th.* In that Peter Moore, a private soldier in the marine corps, has been unnecessarily and oppressively kept in confinement at the marine barracks, Charlestown, Massachusetts, in consequence of no notice having been taken by Lieutenant Colonel Wharton of a report made by Captain Wainwright, on the 18th March, 1817, of the voluntary surrender of the said Peter Moore, on the third of that month, as a deserter; and, in consequence of which, the said Peter Moore still remained in confinement on the 8th June, 1817.

CHARGE 2d. *Conduct unbecoming an officer and a gentleman.*

*Specification 1st.* In that, notwithstanding it was communicated to him that his military character had been assailed in its tenderest point, in consequence of the course he pursued at the time of the capture of the city of Washington by the enemy, he did decline, and has ever since declined, (the communications have been made to him to the same effect, of late date,) to take any effectual measures to put a stop to reports so highly injurious to his own character, and of such great disadvantage to the corps under his command.

*Specification 2d.* In that, on or about the 14th of April last, he did use harsh and ungentlemanlike language towards John Hall, Esquire, at that time a major in the marine corps, in these words: that he was a liar.

*Specification 3d.* In that he did, subsequently, refuse to make satisfactory reparation to the said John Hall, Esq., for having used towards him such harsh and ungentlemanlike language.

ARCH. HENDERSON, *Brevet Major Marines.*

WASHINGTON, August 27, 1817.

The prisoner was then asked by the Judge Advocate whether he was guilty of the matter of accusation; to which he replied, that he was not guilty. The prisoner objected to the first and third specifications of the second charge, as being too loose and general, but did not object to any amendment being made, in this stage of the business, by the Judge Advocate or the prosecutor; who declined making any amendment.

The court, on deliberation, determined that no evidence should be given under the first and third specifications of the second charge, because they were too general. A motion was made by the court to exclude all the evidence under the second specification of the second charge, which was overruled; but they determined to receive no evidence of any occurrence that did not take place within two years before the order for convening this court. The prisoner regretted the decision of the court on this point, as he did not object to any evidence as to occurrences that took place beyond two years from the date of the order for convening this court.

Major SAMUEL MILLER, of the marine corps, a witness for the prosecutor, being sworn, says, to my knowledge, Colonel Wharton has never taken command of any parade of the marine corps within two years. To the second specification of the first charge, he says that Colonel Wharton never has taken command in the field of any part of the marine corps.

To the third specification, I can only answer as to head quarters; and, to my knowledge, he never has.

Question by the prosecutor. Are you not in the staff of the corps? and have you not, therefore, had an opportunity of judging correctly and distinctly on the point.

Answer. I am in the staff of the corps, and have been for eight years.

Question by the prisoner. What has been generally the average number of men for parade at head quarters, including the guards of the navy yard and magazine, after leaving at each of those places sentinels sufficient to protect the public property.

Answer. Since the period of the 15th May, 1809, there has never been more than one hundred men efficiently for duty, unless in particular instances, when a small number may have arrived at head quarters, which were immediately detached again; the average may possibly have been from seventy-five to eighty men.

Question by the prisoner. When the guards, in cases of emergency, were withdrawn, were not the men on post frequently four hours, and sometimes six?

Answer. From two to six.

Question by the prisoner. Have you not seen me frequently present at parades, reviews, and inspections, at head quarters and elsewhere?

Answer. The colonel has often been on the parade ground not in full uniform, and has frequently commented on the errors, and applauded the good conduct of the troops. He has generally been on the parade ground when the troops were exercised.

Question by the prisoner. Have the marines stationed at head quarters been ordered out to perform any field duty since the year 1814?

Answer. As it respects the exercise of the battalion, very frequently; as it respects detached duty, never.

Question by the prisoner. Have there not always been captains stationed at head quarters to take command of the troops? and has there ever been a battalion of marines at head quarters while you have been in the staff?

Answer. Since 1809, the rank of the immediate commanding officer in garrison has been that of first lieutenant, captain, and brevet major, and the last four years, generally the rank of captain.

Question by the court. Is there any regulation or order in existence requiring the commanding officer of the marine corps to attend parades, to command the corps in the field, or to inspect or review it?

Answer. As it applies to the lieutenant colonel commandant, none.

Major R. SMITH, of the marine corps, being sworn, says, as to head quarters, I was not stationed there. Colonel Wharton has visited my station at New York twice; when there, he inquired into the discipline of the corps generally, and gave his instructions accordingly. In consequence of my not having a sufficient number of men, there was no review or inspection. I had not sufficient men to turn out a guard to receive Colonel Wharton.

Question by the prisoner. Was I, to your knowledge, ever at New York without visiting your quarters, while you were stationed there, and did I not sometimes stay with you a day or two?

Answer. Whenever Colonel Wharton was at New York, he visited me, and, when he visited me, he used to give me instructions, and remained with me sometimes a day or two.

Captain R. WAINWRIGHT, of the marine corps, a witness for the prosecution, being sworn, says, as to the fourth specification of the first charge, after the adjournment of the court of which Major Henderson was president, I received at the marine depot, Charlestown, Massachusetts, from Major Henderson, at Portsmouth, an order from the commandant of the corps (Colonel Wharton) to carry the sentences of the court into effect, but did not receive the sentences. I applied to the Judge Advocate; he could give me no official documents, as they had been sent to head quarters. I then wrote to Colonel Wharton, on the 18th December, 1816, stating my inability to carry the sentences into effect, and my application to the Judge Advocate for the sentences, and his reply. On the 29th of December, I received from the adjutant's office the sentences, with the original orders hereto annexed, (A.) which order directs the sentences to be carried into effect on the 10th of December. Not deeming myself authorized to act on that order, as the time had passed, I communicated that to the colonel on the 30th December, 1816, and sent a duplicate on the 20th of January, 1817, and, under cover of January 29th, I received from Colonel Wharton an exact copy of the sentences I had received before. (A.) On the 8th February, I stated to him that the same difficulty existed that there was on the 24th December, 1816, and requested a specific order. On the 13th of March, I forwarded a duplicate of the letter written on the 8th February; and, on the 18th March, I mentioned to Colonel Wharton that the time of Peter Hull's service had expired. On the 4th of April, I again communicated that they were still in confinement, and expressed fears to Colonel Wharton that my letters had not reached him. On the 15th June, 1817, I stated to Colonel Wharton that the term of service of Hull had expired, and that Hull and Cordwell remained in confinement without having their sentences carried into effect.

Under date of the 4th December, 1816, I received from the adjutant and inspector's office, with a letter (B.) dated June 20, 1817, an order, (C.) dated December 4, 1816, hereto annexed.

Question by prosecutor. Has it not been the practice in our corps that sentences of the courts martial should accompany the order for their execution?

Answer. It has.

Question by the prisoner. Did you or did you not receive a letter from Brevet Major Miller, dated 4th December, 1816?



Answer. As far as I recollect, I did not; but I am satisfied no communication relating to the subject before the court.

Question by the prisoner. What was the date of the first letter ordering you to carry the sentences of Cordwell and Hull into effect?

Answer. December 24, 1816, was the first letter I received with the sentences and order.

Question by the prisoner. Do you not know the proceedings, with an order for their execution, were transmitted to Major Henderson, as president of the court?

Answer. I received the original order from Major Henderson, but with no sentences or proceedings annexed. I know not what Major Henderson received.

Question by the prisoner. What was the date of the order, and when did you receive it?

Answer. The date of the order was December 4; received between the 12th and 18th.

Question by the prisoner. Who took the packages from the post office in Boston containing the orders for executing the sentences, and how were they disposed of?

Answer. There were several letters and packages sent to Major Henderson, at Portsmouth, by me, at Boston. I do not know the contents.

Question by the prisoner. How long did the packages remain in your hands, or at the post office, before you transmitted them to Major Henderson at Portsmouth?

Answer. There was no delay in returning them to the office with the proper change in the direction.

Question by the prisoner. Did you ever hear Major Henderson assign any reason for leaving Boston before the dissolution of the court martial, other than his own will?

Answer. I do not recollect any reason having been assigned.

Question by the prisoner. Did you ever receive the letter alluded to in Major Henderson's communication to you of the 12th December, 1816, which he presumed gave directions about the prisoners under sentence?

Answer. Yes, it was an order for military mourning for Major Carmack of the marines.

Question by the prisoner. Not having received the letters relating to the prisoners did you write to Major Henderson thereupon to inquire of him what was the sentence of the court martial?

Answer. I did under date of December 18th, 1816, and received no reply.

Question by the prosecutor. Was not Portsmouth my station at the time, and how far was it from Boston?

Answer. It was; the distance I do not exactly recollect.

As to the fifth specification of the first charge, Peter Moore was reported to Colonel Wharton, on the 18th March, as having surrendered himself as a deserter on the 3d of March; no order was received from Colonel Wharton, and he was released, by order of the President of the United States, between the 4th and 12th July, 1817.

Question by the prosecutor. Has any part of the letter, in which you made your report of the 18th, been noticed by Colonel Wharton?

Answer. In part, but not relating to Peter Moore.

Question by the prisoner. Did you ever communicate the fact of Peter Moore's confinement to me subsequent to March 18th, 1817?

Answer. Yes, on the 15th June, 1817, he was again reported.

On reconsidering the motion in relation to the second specification of the second charge, it was determined that inasmuch as the specification contained no military offence, the court would receive no evidence in support of it. The court adjourned to meet the next day, at nine o'clock, A. M.

SEPTEMBER 21, 1817.

The court met pursuant to adjournment. Present: Col. W. King, 4th infantry, *President*.

*Members*.—Colonel Mitchell, artillery, Lt. Col. Armistead, engineer, Lt. Col. Armistead, artillery, Lt. Col. Jones, artillery, Major J. M. Davis, staff, Colonel Jessup, 3d infantry, Lt. Col. Ball, 1st infantry, Lt. Col. Lawrence, 8th infantry, Major R. Smith, marines, Captain Wainwright, marines.

Samuel Wilcocks, *Special Judge Advocate*.

The evidence on the part of the prosecution being closed, Brevet Major Miller, who had been previously sworn, was called on the part of the prisoner.

Question by the prisoner. What has been my practice in acting upon the proceedings of courts martial in ordering the execution of sentences, or directing the release of persons belonging to the corps who may have been tried and acquitted. Have I generally done it promptly, and without delay?

Answer. Always promptly when the nature of the service gave you authority to do so.

Question by the prisoner. Have you ever known any one to have been treated with cruelty or oppression through my neglect, or to have suffered unjustly when it was in my power to redress their grievances?

Answer. Never; on the contrary your character as commandant of the corps has been marked for promptness and humanity.

Question by the prisoner. Am I attentive or neglectful, as far as you are enabled to judge, of the general duties of my command?

Answer. Yes; you are attentive in every instance that has come within my knowledge.

Question by the court. Whence does Lieutenant Colonel Wharton derive authority to order general courts martial, and to decide on their sentences?

Answer. By a rule and article of war, as construed and issued in public orders by the honorable the Secretary of the Navy, Robert Smith.

Question by the court. Has the public service sustained injury from the failure of Colonel Wharton to command parades in person, and to review and inspect the troops?

Answer. In no instance.

The evidence on the part of the prisoner being closed, the prisoner requested the indulgence of the court until the next day, at one o'clock, to prepare his defence.

The court intimating that it would be more convenient to them if the prisoner could be prepared with his defence by twelve o'clock, the prisoner stated that he would endeavor to be ready by that hour, when the court adjourned to meet the next day at twelve o'clock.

SEPTEMBER 22, 1817.

The court met pursuant to adjournment. Present: Colonel W. King, 4th infantry, *President*.

*Members*.—Colonel Mitchell, artillery, Lt. Col. Armistead, engineer, Lt. Col. Armistead, artillery, Lt. Col. Jones, artillery, Major J. M. Davis, staff, Colonel Jessup, 3d infantry, Lt. Col. Ball, 1st infantry, Lt. Col. Lawrence, 8th infantry, Major Smith, marines, Captain Wainwright, marines.

Samuel Wilcocks, *Special Judge Advocate*.

The prisoner being asked if he was ready to proceed, made the defence hereunto annexed.

The court being cleared, after mature deliberation, find the prisoner not guilty of the first charge and the five specifications under that charge. The court therefore honorably acquit the prisoner, Lieutenant Colonel Wharton.

WILL KING, Col. 4th infantry, *President*.

SAMUEL WILCOCKS, *Special Judge Advocate*.

The court adjourned *sine die*.

SAMUEL WILCOCKS, *Special Judge Advocate*.

WASHINGTON, September 22, 1817.

Approved:

JAMES MONROE.

*Extracts from the proceedings of a General Court Martial, held at the marine barracks, navy yard, Charlestown, Massachusetts; of which Major Archibald Henderson was President, and William C. Alwyn, Esq. Judge Advocate.*

## A.

The prisoner was ordered to be withdrawn, and the court having fully considered the evidence adduced, did adjudge him, the said John Cordwell, the prisoner, guilty of the charge exhibited against him; and, thereupon, sentence him to suffer twenty days solitary confinement on bread and water, and to be afterwards employed at hard labor, with a ball and chain, for the term of six months; and that he undergo such monthly stoppage of his pay as shall reimburse the United States for the expenses of his apprehension. But, in consideration of the short time that the prisoner had been in the corps, when he deserted, the court do recommend him to the mercy of the commandant of the corps, for a mitigation of that part of the aforesaid sentence which relates to the employment of the prisoner at hard labor.

WM. C. ALWYN, *Judge Advocate.*

ARCH. HENDERSON, *Major and President.*

All the evidence being thus closed, the prisoner was directed to proceed on his defence; but, having nothing to offer, the court was cleared; and after deliberation upon the evidence adduced, did adjudge the said Peter Hull, the prisoner, guilty of the charge exhibited against him; and did, thereupon, sentence him to be confined in the cells for the space of ten days on bread and water, and be thereafter employed during the term of four months at hard labor with a ball and chain. But, in consequence of the severity of duty at this station, and the time of the commission of the offence, the court do recommend the prisoner to the clemency of the commandant of the corps for a remission of the latter part of said sentence.

ARCH. HENDERSON, *Major and President.*  
SAMUEL E. WATSON, *Lieutenant and member.*  
THOS. W. LEGG, *Ditto.*  
JOHN S. PAGE, *Ditto.*  
HENRY E. DIX, *Ditto.*

WM. C. ALWYN, *Judge Advocate.*

The court was then cleared, and after considering the evidence, the court did find the said Andrew Smith, the prisoner, guilty of the first charge exhibited against him; and being convicted, on his own confession, of the second charge, they did, therefore, sentence him to be employed at hard labor with a chain and ball, for the term of four months.

ARCH. HENDERSON, *Major and President.*  
SAMUEL E. WATSON, *Lieutenant and member.*  
THOS. W. LEGG, *Ditto.*  
HENRY E. DIX, *Ditto.*

WM. C. ALWYN, *Judge Advocate.*

The prisoner was then withdrawn, and the court did, thereupon, sentence the said Michael Hall, the prisoner, to be employed at hard labor with chain and ball, for the term of four months. But, in consequence of the circumstances urged by the prisoner, in mitigation of his offence, they do recommend him to the mercy of the commandant of the corps.

ARCH. HENDERSON, *Major and President.*  
SAMUEL E. WATSON, *Lieutenant and member.*  
THOS. W. LEGG, *Ditto.*  
HENRY E. DIX, *Ditto.*

WM. C. ALWYN, *Judge Advocate.*

## ORDERS.

Proceedings of the general court martial, assembled at Charlestown, Massachusetts, on the 11th ultimo, and by adjournment continued to the 26th of the same, approved; and it is directed, that the several sentences on privates Cordwell, Hull, Smith, and Hall, be carried into execution at the marine barracks, at the place aforesaid, on the 10th instant; excepting hard labor in the case of Hull, Hall, and Cordwell, which is hereby remitted through the recommendation of the court; Hall will, consequently, be ordered to duty.

The court of which Major Archibald Henderson is president, is now dissolved.

FRANKLIN WHARTON, *Lt. Col. Com. of Marines.*

HEAD QUARTERS OF MARINES, WASHINGTON, December 4, 1816.

I certify the foregoing to be a correct copy from the original.

By order of commandant:

LIEUT. R. M. DESHA,  
*Acting Adjutant of Marines.*

HEAD QUARTERS OF MARINES, WASHINGTON, December 24, 1816.

## B.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE, WASHINGTON, June 20, 1817.

SIR:

Enclosed are discharges for privates Samuel Gibson, John T. Kipp, Thomas Warnock, Richard Vanican, and Peter Hull.

I again enclose the discharges for sergeants William Bishop and John Leslie.

The order for the approval and the execution of the several sentences of those prisoners tried in November, 1816, was regularly transmitted from this Department.

I again enclose the order of the commandant in the case of John Cordwell.

Very respectfully, your obedient,

SAMUEL MILLER, *Adjutant and Inspector.*

Captain R. D. WAINWRIGHT, *commanding Marines, Boston.*



## C.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE, WASHINGTON, December 4, 1816.

SIR:

At a general court martial, of which Major Henderson was president, which sat at the navy yard near Boston, under date of the 15th November, 1816, John Cordwell, a private marine, was tried for desertion, found guilty, and sentenced by the court to solitary confinement and hard labor, and to pay all expenses; but the court, in consideration of the short period he was in service, recommended the remission of his sentence to hard labor. The sentence is approved; and that part of the sentence recommended by the court is remitted.

By order of lieutenant colonel commandant:

SAMUEL MILLER, *Adjutant and Inspector.*Captain WAINWRIGHT, of *Marines, Boston.**Mr. President and gentlemen of the Court:*

In the course of the investigation which has been made of the charges preferred against me, so few have been the points presented for your consideration, and so clear and explicit the testimony that has been adduced, that I am under the necessity of offering you an apology for trespassing on your time, with a few observations in my defence. An intelligent and impartial tribunal is the best counsel of the accused; but some indulgence will, I hope, be extended to the expression of those feelings which will arise in the breast of every officer standing in my situation.

When I was informed by the Navy Department of my arrest, it afforded me some consolation to find, that, in the discharge of the duties of my station, a station of considerable responsibility, I was not charged with any breach of trust, with the crime of converting my office to the pursuit of private emolument, or of acting unjustly or partially towards the officers under my command; on these points, my character is well known to be unimpeachable. But, after the many honorable testimonials of fidelity and good conduct which I have invariably received from the Navy Department, while I have served in this corps, I must confess I was not a little surprised at being arrested on a charge of neglect of duty, when it could not be inferred from the three first specifications, that the service had suffered from the imputed neglect; and when it could not be presumed that, in the instances recited in the two last specifications, I was actuated by any intentional negligence, or positive malice towards these deserters. Nor did I expect that I should ever have been arrested for conduct unbecoming an officer and gentleman, when the first specification, informal as it is, related to transactions that occurred under the immediate eye of the Department, and to a course of conduct that was never deemed worthy of notice; when, also, the second and third specifications of the same charge, as exhibited to the Navy Department in the first edition of these charges, were not only illegal, but evidently manufactured by my accuser for the purposes of accusation.

Frivolous, however, as these charges were, I met them without reluctance or complaint. It would be a sufficient answer to them to lay before you the letters of my accuser, dated on the 27th September, 13th and 30th December, 1816; and in now presenting them to your consideration, I will leave it to you to decide what credit is due to an accusation made by an individual who, at those periods, did not hesitate to tender me assurances of his respect and esteem, and who, as late as February last, was a willing guest at my table. We must search, therefore, for the motive of these charges, to something beyond a sense of justice or a zeal for the service.

But these charges are as unsupported by evidence as they are destitute of the merit of unexceptionable origin. With respect to the three first specifications of the first charge, it is remarkable, that at this late period I should be accused of not appearing in uniform on parades, reviews, and inspections. Was there any reason of policy or practice why I should, on such occasions, take the command? Did the service suffer by the course I pursued? Did any military regulation or usage require a lieutenant colonel to appear in uniform at the head of a captain's command? The answer given by the witnesses to these questions is in the negative; and, it has also been proved that I generally attended parades, reviews, and inspections, gave all necessary instructions, and saw that the duty was properly performed.

As to the fourth specification it is evident from the written, as well as verbal testimony, that the delay in the execution of the sentences of the court martial on Cordwell and Hull assembled at Boston arose from misunderstanding or mistake, and that no blame is justly chargeable to me on that account. It will be remembered, that these sentences were signed on the 26th November, 1816, and transmitted about that period to this place. On the 4th December, my orders directed these sentences to be executed on the 10th of the same month, allowing five days for the passage of my letter. The letter of the adjutant of the corps bears the same date; a letter which does not appear to have reached Captain Wainwright. If, therefore, Brevet Major Henderson had remained at Boston, where his duty required him to continue until the court was dissolved, no difficulty could have arisen in this case; he might have informed Captain Wainwright of the sentences, and delivered my orders on the 9th of December. The original cause, therefore, of this imputed oppression is attributable to himself, and let me ask why did he permit the request of Captain Wainwright for information as to the sentences to pass without a reply? My duty simply confined me to act at an early period on the sentences, to dissolve the court when their proceedings were approved of, and to direct the sentences to be carried into execution. This duty was strictly performed; and the omission to transmit a copy of the sentences with the order of the 4th December, was certainly not my fault.

But why did not the Judge Advocate at Boston furnish Captain Wainwright with a copy of the sentences? It was his duty to have kept minutes of all the proceedings; and a certified statement of the sentences from him would have been ample justification to Captain Wainwright to have carried them into execution, in pursuance of my orders. It is not easy to account for Mr. Aylwin's answer to Captain Wainwright's application, that he would send him the sentences, though he could not vouch for their correctness.

On the 18th December, Captain Wainwright, by his letter of that date, informed me that he could not procure a copy of these sentences, but he was then furnished by Major Henderson with my orders of the 4th December, and by reference to his letter of the 18th, it will be found that he was not aware that any difficulty could arise (when a copy of the sentences should be furnished) in the execution of the order of the 4th December, in consequence of the time therein mentioned for their execution having elapsed. How then could I be aware that such a difficulty might arise? I therefore complied with his request by sending him a copy of the sentences on the 24th December, and again repeated my orders to have them carried into execution. It was not until I received Captain Wainwright's letter of the 30th December, that I was apprised of his hesitation to execute the sentences, in consequence of the 10th December having elapsed. The question, therefore, for your consideration, gentlemen, reduces itself to this point: whether, on hearing this objection, I was bound to revoke my former order by sending a second order, or whether Captain Wainwright might not justifiably have proceeded to execute the sentences on receiving my letter of the 24th December. It is evident from the sentences, that it was perfectly immaterial when the period of the prisoners' solitary confinement commenced; and I presume that it is strictly military that an order shall, as far as possible, be complied with, when received, although, from accidental causes, the lapse of time, or some unforeseen circumstance, it cannot, in every point, be strictly executed. When an officer is directed to march forward against the enemy, it is certainly no reason why the order should be neglected because a forest or a ravine obstructs the march of the troops in a mathematical straight line.

As to the last specification, which relates to the case of Peter Moore, it will be remembered that he surrendered himself as an acknowledged deserter. For not having called a court martial immediately upon him for the purpose of pronouncing a sentence, I shall only allege, in my justification, that the convenience of the service would not have permitted it. There were not officers enough under my command in the vicinity of Boston to compose a court martial, and great expense would have been incurred by detaching officers from a distance for that purpose. If a court martial was assembled on the first report of the commission of every offence, the time of the officers that would be employed, the expense that would be incurred, and the neglect of duty at the several posts that would

attend it, would render such a procedure extremely detrimental to the public service. But there is a general answer to this as well as the former specification, that the prisoners were unknown to me; that I could have no improper motive for the delay of the trial, or the continuance of the confinement, and that mere *nonfeasance* cannot constitute a crime, unless it is grossly culpable, and without excuse.

On the last charge, of conduct unbecoming an officer and a gentleman, it has become unnecessary for me to make any observation. I appeal to those who know me, and who have investigated my military conduct, whether I have ever shrunk from inquiry; whether I have ever been guilty of a mean or dishonorable act; whether the feelings of the officers who have served with me in the marine corps have ever been wounded by my example.

Gentlemen, I shall trouble you no longer. To the judgment of a court so honorable as the present, I readily commit my character and conduct.

FRANKLIN WHARTON,  
*Lieutenant Colonel Commandant of Marines.*

15th CONGRESS.]

No. 162.

[1st Session.]

## RULES, REGULATIONS, AND INSTRUCTIONS, FOR THE NAVAL SERVICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 20, 1818.

WASHINGTON, *April 20, 1818.*

*To the Senate of the United States:*

I transmit to the Senate a copy of the rules, regulations, and instructions, for the naval service of the United States, prepared by the Board of Navy Commissioners, in obedience to an "act of Congress, passed February 7, 1815, entitled an act to alter and amend the several acts for establishing a Navy Department, by adding thereto a board of commissioners."

JAMES MONROE.

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### REGULATIONS FOR THE GOVERNMENT OF THE UNITED STATES NAVY YARDS.

1. To every navy yard there shall belong a receiving ship, to accommodate the officers and crews of vessels wanting repairs, where they shall be removed when necessary, after the ships, intended for repair, have been hauled into the dock or wharf, and their provisions, stores, ballast, and water casks, removed.

2. When the crew of a ship shall be removed, the ship is to be delivered over to the commandant of the yard, who will commence her repairs, as reported necessary by officers appointed for that purpose, or as instructed by the Board of Navy Commissioners.

3. If, in the course of her repairs, it should be necessary to call for the aid of her officers and crew, the commandant of the yard will signify the same to the commanding officer of the ship, who will, on his requisition, from time to time, furnish the necessary number of officers and men for the service required, who are to be victualled from the stores of the ship, and are to be returned on board the receiving ship after working-hours.

4. The commandant of the yard will, in all cases, act in strict conformity to the instructions of the Board of Navy Commissioners, or to the report of officers of survey; and no additional repairs, or alterations of any moment, are to be made, without instructions from the Navy Department to that effect.

5. When a ship shall be delivered to the commandant of a yard for repairs, and her crew removed, she will be under the sole direction of the commandant, who will report to the Board of Commissioners the time he received her, and will be held accountable for any unnecessary delay in her equipment; he will also report the time he delivered her to her commander.

6. While a ship is undergoing repairs, and under the control of the commandant of the yard, the authority of the captain over her shall cease; yet it will be his duty to point out to the commandant of the yard defects which may have escaped his notice.

7. While the crew remains on board the receiving ship, they shall be under the charge and command of the officers of the ship to which they belong; but, when detailed for duty, on requisition, either in the yard or on the ship repairing, they shall be under the sole direction of the commandant, and subject to the regulations of the yard.



8. Should the commanding officer of the ship have duties to perform, which are not embraced in the report of the officers who surveyed the ship before going into dock, he will make a requisition on the commandant of the yard for a suitable place to execute them in; and, if the duties of the yard will admit of his so doing, he will allot a convenient place, where the commander of the ship may, with his own crew, and in his own manner, perform the service required; provided he does not interfere with the regulations of the yard.

9. If sales, rigging, boats, or other matters, required alteration or repairs, not included in the report of survey, the commandant of the yard may permit such alterations or repairs to be made in the yard by the crew of the ship to which they belong, under the direction and superintendence of the commanding officer of the ship; but he shall not be bound to cause such repairs or alterations to be done, unless particularly instructed to that effect by the Board of Navy Commissioners, or by the commanding officer of the station, he being a senior officer; and, in the latter case, a survey must be immediately held, and the report forwarded to the Board of Commissioners, that their sanction may be obtained.

10. The commandant of the yard, although bound to obey the written orders of the senior officer of the station, as regards certain duties in the yard, is accountable only to the Navy Department, with which he will keep up a constant correspondence. He will cause to be reported *weekly* the duties performed and performing in the yard; *monthly*, a return of expenditures; and *quarterly*, a general return of receipts and expenditures, and stores remaining on hand, designating those fit for service, and those unfit, or requiring a survey; all of which reports are to be conformable to the forms A, B, C.

11. The commandant of the yard will inspect all returns made to the Navy Commissioners, by surveying officers belonging to the yard, all of which he will sign, and will be held accountable for all mistakes.

12. The commandant of the yard will attend all weekly musters, and be particularly careful that none but able bodied and effective men are employed. He will use every exertion to obtain them on the most reasonable terms, and will see that not more men are employed than shall be necessary for the performance of the work on hand.

13. The commandant of the yard will draw up such rules and regulations as may be calculated to secure discipline, and forward the public interest; and shall transmit a copy of such rules and regulations to the Board of Navy Commissioners for their approbation.

14. The guard of marines detached for the protection of the yard shall, while doing duty in the yard, be subject to the orders of the commandant, and receive from him their instructions as to the duties they are to perform therein; and all persons enlisted into the service of the United States, and doing duty under the orders of the commandant of the yard, shall, for every offence, be subject to the act for the better government of the navy of the United States, and punished in the same manner as if the offence had been committed at sea.

15. The commandant of a yard is to be as independent in his yard as a captain on board his ship; nothing is to be done therein without his knowledge and approbation, except by virtue of the written order or orders of a superior officer, having command of the station to which the yard belongs.

16. The commandant of a yard will, on the requisition of commanders of ships, approved by the senior officer afloat, furnish from the public stores all supplies, comporting with the established rules of the service; and no orders are to be given to an agent for the purchase of articles required for particular ships, unless such orders are accompanied by a certificate from the commandant of the yard, setting forth that they cannot be supplied from the public stores.

17. All requisitions for supplies for ships must be made on the commandant of the yard, who, if necessary, shall make a requisition on the agent; but, in all cases, these requisitions must bear the signatures of the senior officer afloat.

18. Commandants of yards will always keep on hand a number of muster papers, pay papers, and other established forms, together with the several rules and regulations for the different branches of the service; and, on the requisitions of commanders of ships, properly countersigned, will furnish them with the necessary number of each.

19. Commandants of yards will monthly transmit to the Board of Navy Commissioners a complete muster-roll containing the names of all persons employed in the yards, respectively, with their circumstances, &c. agreeably to forms D and E.

20. On receiving a ship at the yard for repairs, the commandant will open an account against said ship, charging her for the work done and supplies furnished according to the then existing rates and current prices; as to which he will make inquiries of the agent; and, on stating the account of the ship, he will forward a copy of it to the Board of Navy Commissioners, signed by himself and the principal officers of the yard, and countersigned by the commander of the ship for which the work was done and supplies furnished.

21. Men in ordinary shall be victualled from the yard to which they belong; and if, from any unavoidable circumstance, they should be victualled on board any United States ship of war, where duty may have made their presence necessary, the commandant shall direct the purser of the yard to pay, in kind, to the purser of the ship the quantity of provisions issued from the said ship to the men of the yard; and the same rule must be observed in regard to men belonging to ships victualled in the yard.

22. On the delivery of the sheer hulk, or receiving ship, to a commander of a ship at the yard, for the accommodation of his officers and crew, the commandant will take especial care that she is clean and in good order, and will require the commander of the ship to give particular directions that no damage be done to such sheer hulk or receiving ship, nor to any of the store-rooms or cabins; and it shall be the duty of the commander of such ship to see that the said receiving ship be kept as clean as circumstances will admit, and pumped out when necessary during the continuance of his crew on board of her; and, on quitting her, that she be delivered up clean, and, as far as may depend on him, in good order, to the proper officer of the yard, or the commander of such ship as may be directed subsequently to take possession of her.

23. When a ship is to be laid up in ordinary, the commandant of the yard will take a particular account of the articles delivered into store, and, having first been properly tallied, he will deposit them where they will be secure from the weather. They must be tallied and landed under charge of the officers of the ship, the officers of the yard not being accountable for them until delivered at the store; sails and rigging, when wet, shall not be received; nor shall powder be received any where but at the magazine.

The commandant will endeavor to keep the stores of the different ships separate and ready for delivery; and upon receipt of them, he will give to each of the officers of the different departments receipts specifying the different articles received, duplicates of which must be sent to the Board of Navy Commissioners, before they can be paid off.

24. When a ship intended for ordinary is cleared of her provisions, stores, sails, and rigging, and the yards and spars are properly disposed of, (all of which must be done by her officers and crew,) the commandant of the yard shall, when the crew are removed or paid off, take charge of, and secure her at proper moorings, placing on board the necessary number of men to attend to her preservation; and, if particularly instructed to that effect by the Board of Navy Commissioners, and not otherwise, he will cause awnings to be spread, or sheds to be erected, over her.

He will see that all ships in ordinary are wet at proper times, and pumped out as often as occasion may require.

25. When a ship intended for repairing shall haul into the yard, the commandant shall point out the place she is to occupy, and he shall direct the master of the yard to attend to the placing of her anchors where he may think proper. On her removal from the yard, he shall in like manner direct the master of the yard to lift them, calling on the ship's commanding officers for such assistance as may be necessary. He will have hoys, lighters, boats, and purchases for these purposes, in sufficient number and of a proper kind to answer the exigencies of the service, as also water tanks, and other conveniences, when necessary to water them; all of which he is particularly enjoined to keep in good order.

26. The head of one department shall have no control over the other departments in the yard. Each is accountable to the commandant of the yard for the duties performed within his department.

27. No slaves or negroes are to be employed in the navy yards of the United States, without the express orders of the Secretary of the Navy or of the Board of Navy Commissioners.

## THE MASTER OF THE YARD.

1. The master of the yard shall have charge of the sheer-hulk vessels and boats belonging to the yards, and see that they are always in a condition for immediate service. He shall inspect all stores received for the use of his department, and report for survey all such as may appear unserviceable. He shall keep daily records of all labor done, and materials used in his department, specifying for what vessel, or service, he received his stores from the storekeepers, and account for them in the manner hereafter specified.

2. He shall attend the mooring and unmooring of all vessels, see that the tackle and purchases of the yard are kept in good order, discharge and store all articles received by the storekeeper for the use of the yard, storing all timber and spars agreeably to the wishes of the master shipwrights.

## THE MASTER SHIPWRIGHT.

1. The master shipwrights shall attend to the selection and conversion of all timber, inspect the stores received into the yard for the use of his department, and report for survey such as may be unfit for service. He shall keep daily records of the labor performed, and of the materials used under his directions, on the vessels in the yard, and examine and certify as to the fitness of candidates for work, before they are employed in his department.

2. He shall be present at all surveys and conversions of stores belonging to this department. He will be held responsible for the preservation and storage of all masts, spars, timber, &c. and he shall have the immediate control of all the artificers of his department.

## THE NAVY STOREKEEPER.

1. Shall take charge of all stores, provisions, and munitions of war, delivered at the yard for service, and all store-houses and timber sheds shall be under his charge.

2. Articles of stores used in the yard shall be delivered by him to the heads of the different departments, on requisition approved by the commandant of the yard, for which he shall take their receipts, and hold them accountable. He shall give them credit for all surplus stores they may have required for a particular service and returned.

3. He shall deliver stores to vessels conformably to the rules of the service, on requisitions countersigned as before directed, and approved by the commandant of the yard, and the commander of the vessel for which the stores are required shall be bound to exhibit his account of stores on hand, whenever doubts arise whether the quantity demanded does not exceed the quantum allowed to vessels of her rate.

4. He shall notify the commandant of the yard whenever there may be a deficiency of stores on hand.

5. He shall have the immediate control over the watchmen and laborers employed in his department.

6. He shall not receive into store, unless by written order from the Secretary of the Navy, or the Board of Navy Commissioners, or the commandant of the yard, articles purchased for the service, until he, the master, and the master of the department to which the stores belong, shall have examined them, and certified that they were furnished agreeably to contract, and on that certificate, which he shall preserve, the order to receive them shall be given by the commandant. When stores are rejected for want of such certificate, he shall immediately inform the commandant thereof; and if it be necessary to receive them, he and the other examining officers shall fix their value.

7. His requisitions for stores shall be made on the agent, approved by the commandant of the yard.

8. All issues of stores, provisions, or munitions, shall be approved by the commandant of the yard, before the delivery of the articles.

9. It shall be his duty to examine and receipt all accounts rendered for purchases, on being satisfied of their accuracy, which receipt, written on the account, with the commandant's approval, shall be the agent's authority for paying it.

10. He shall issue all stores, conformably to the rules and regulations of the service, and have the charge of their transportation from one district yard or dock to another.

11. All articles whatsoever, whether for building or repairs, are to be regularly entered by the storekeepers on their receipt into the yard, keeping those for gradual increase of the navy, or building, as distinct as possible from those for repairs, after which they are not to be applied to any other use than that for which they were intended or procured, except under circumstances of the most urgent necessity; and even then, they are not to be so applied without the sanction of the Secretary of the Navy, or that of the Board of Navy Commissioners.

12. Every storekeeper shall transmit to the Board of Navy Commissioners quarterly, to wit: on the 1st day of January, 1st day of April, 1st day of July, and 1st day of October, of each and every year, a return of all the stores received and issued agreeably to such forms, and under such regulations, as shall be prescribed for that purpose.

13. There shall be once every year, to wit: on the 1st day of December, in each and every year, a general survey, by officers to be appointed for that purpose by the Board of Navy Commissioners, of all stores in the possession or charge of navy storekeepers; and such surveys shall show the precise quantity of each and every article on hand, and its state and condition. The officers charged with such surveys are to transmit them, signed, to the Navy Commissioners.

## THE PURSER OF THE YARD.

1. Shall have charge of the victualling and paying of the officers and men belonging to the yard, and of the paying of all mechanics and laborers employed in the yard and on board of vessels in repair; and shall make to the office of the Fourth Auditor a monthly return of moneys expended.

2. He shall have the charge of issuing provisions and slops, agreeably to the established rules of the service.

The superintendent of the rope-walk, the master of ordnance or gunner, the boatswain, carpenter, cooper, blacksmith, boatbuilder, blockmaker, mastmaker, painter, and plumber, and all others not named or embraced in the foregoing rules and regulations, shall be governed by the general rules and regulations for navy yards, and instructions for the service, and by the particular instructions, orders, and regulations, which may be issued and established by the commandant of the yard.

*Regulations and Instructions relative to the United States' Naval Service.*

## OFFICERS IN GENERAL.

1. Every officer is to repair to the fleet, squadron, ship or station, to which he shall be appointed, without delay, after receiving orders.

2. Every officer, from the time of his joining the squadron, ship, or station to which he shall be appointed, to the time of his removal, is to be constant in his attention to his duty, never absenting himself, except on public service, without the consent of his commander; nor shall he remain out of the ship during the night, nor after the setting of the watch, without having obtained express permission to that effect; neither shall he absent himself from the ship for more than twenty-four hours at a time, without permission of the senior officer present.

3. Every officer is directed to wear his uniform at all times while on public service; and it will be the duty of commanders and others to prevent any changes whatever from being made in that which now is, or hereafter may be, established for the navy.

4. Every officer is to conduct himself with perfect respect to his superiors, and to show every respect and attention to those under his orders, having a due regard to their situation, and invariably to demean himself in every situation, so as to be an example of morality, regularity, and good order, to all persons attached to the naval service. He will observe attentively the conduct of all under his command, encouraging and commending the meritorious, and censuring, punishing, or reporting to his superiors, the misconduct of those who may deserve it.



5. If any inferior shall be oppressed by his superior, or observe any misconduct in him, he is not to fail in his respect towards him; but he is to represent such oppression or misconduct to the captain of the ship, or to the commander of the fleet or squadron in which he serves, or to the Secretary of the Navy, in writing.

6. Every officer is strictly enjoined to avoid all unnecessary expenditure of money or stores belonging to the public, and, as far as may depend on him, to prevent the same in others.

7. Every officer is strictly enjoined to report to his commander, or to the Secretary of the Navy, as circumstances may require, any neglect, collusion, or fraud, discovered by him in contractors, agents, or other persons employed in the supplying of ships with provisions or stores, or in executing any work in the naval department, either on ship board or on shore, whether or not such provisions or stores are under his own charge, or such work under his own inspection or that of any other officer. But in making such representations, he will be held accountable for all vexatious and groundless charges exhibited by him in manner aforesaid.

8. Every officer is strictly forbidden to have any concern or interest in the purchasing of, or contracting for, supplies of provisions or stores of any kind for the navy, or in any works for or appertaining to it; neither shall he receive any emolument or gratuity of any kind, either directly or indirectly, on account of such purchases, contracts, or works, from any person or persons whatever.

9. Every commander of a fleet, squadron, or single ship, before he leave his command, is to sign all books, accounts, and certificates, which may be necessary to enable officers to pass their respective accounts, or to receive their pay; provided he be satisfied that such books, accounts, and certificates are correct, as he will be held accountable to the Secretary of the Navy for all errors and improprieties appearing in papers bearing his signature.

10. If any officer shall receive an order from his superior, contrary to the general instructions of the Secretary of the Navy, or to any particular order he may have received from the said Secretary of the Navy, or any other superior, he shall represent, in writing, such contrariety to the superior from whom he shall have received said order; and if, after such representation, the superior shall still insist upon the execution of his order, the officer is to obey him, and to report the circumstances to the commander of the ship, to the commander of the fleet or squadron, or to the Secretary of the Navy, as may be proper.

11. The pay of every officer shall be held answerable for any loss, embezzlement, or damage, occurring through neglect of the public stores, and for all unnecessary expense.

#### COMMANDERS OF FLEETS OR SQUADRONS.

1. Every officer appointed to the command of a fleet or squadron shall obtain, as soon as possible, the most correct information of the state, quantity, and number of the ships and crews under his command, the order and discipline observed in them, the quantity and quality of provisions and stores on hand, and their fitness for the service intended. He shall acquaint himself, also, with the skill, capacity, and information, of the commanders and other officers, that he may be enabled to select for particular services those best qualified by their peculiar abilities and sound knowledge to perform them. He shall use every exertion to equip expeditiously the fleet or squadron, and report to the Board of Navy Commissioners any defects he may discover in the ships or their supplies, which may unfit them for the service intended.

2. He shall not exercise any authority in a dock or navy yard, nor order any supplies of stores beyond the established quantity, nor any repairs to be undertaken in any ship; but he shall represent whatever he may think necessary to the commandant of the dock or yard, or, should the case require it, to the Secretary of the Navy or the Navy Commissioners.

3. He shall keep the fleet or squadron in the most perfect condition for service that circumstances will admit of, and make their repairs, as far as may be in his power, by the artificers and others belonging to the ships under his command.

4. He shall take every favorable opportunity to exercise the ships under his command in performing all such evolutions, as may be necessary in the presence of an enemy; and on all occasions he is to be careful that a proper example of alertness and attention is shown to the fleet or squadron by the ship which carries his flag.

5. He shall be attentive in battle to the conduct of every ship or officer under his command, in order that he may be enabled to correct their errors, and prevent any bad effects from misconduct, and to make a true statement to the end that they may be rewarded or punished as their conduct may really deserve.

6. He shall direct the crews of the respective ships under his command to be frequently mustered, and cause inquiries to be made into the qualities of the men and their fitness for the stations in which they may be rated.

7. He shall inspect into the state of every ship under his command, and the order, discipline, and attention to cleanliness, and the modes adopted for the preservation of health, and the degree of attention paid to the regulations and instructions of the navy.

8. He shall not order any commander to take on board passengers, or to have supernumeraries, unless there should be strong reasons for so doing; and, in such case, he shall state his reasons in his order for that purpose.

9. He shall inform the Secretary of the Navy of all his proceedings relative to the service upon which he may be employed.

10. He shall correspond regularly with the Secretary of the Navy, as well as with the Board of Navy Commissioners, informing them of all orders given by him relating to the duties respectively connected with his command; and it shall be his duty to point out such naval improvements as his observations may enable him to suggest, and such defects and neglects as may come under his notice.

11. When it shall become absolutely necessary to suspend from employment an officer having charge of stores, he may appoint another to act in his stead, until the pleasure of the Secretary of the Navy be known. He shall report, by the first opportunity, an account of the circumstances which may have caused the suspension, and order a survey to be held, and an inventory of the stores to be taken; one copy of which he shall forward to the Navy Department, and another he shall deliver to the officer taking charge of the stores, who will open accounts of the receipts, returns, conversions, and issues, from the period of closing the survey.

12. He may, in like manner, and for good reasons, suspend from their stations the captains or other officers under his command, and on a foreign station appoint others to act in their places, until the pleasure of the Secretary of the Navy shall be known; but in these cases he shall immediately transmit an account thereof to the Secretary of the Navy, specifying his reasons for so doing, and furnish the captain or other officer with a duplicate of the same.

13. He shall not, without good and sufficient reasons, to be immediately communicated to the Secretary of the Navy, alter the appointments assigned to officers at the period of fitting out.

14. He shall preserve the instructions and orders received by him, and all other papers and correspondence relating to the service upon which he may be ordered, in the most intelligible form; and, at the end of every cruise, he shall send to the Secretary of the Navy a narrative of his proceedings, accompanied by a fair copy of such official correspondence as may have any connexion with the facts therein stated.

15. He shall conform to the standing rules of the navy, in such directions as he shall give to established agents, and incur no expense that the public service does not render absolutely necessary.

16. He shall have no private interest in the procurement of stores or provisions for the public service, nor in any way interfere with the purchase of them, where there are proper officers for that purpose, except when an absolute necessity arises for making use of his credit or authority to obtain them.

17. He shall not make any alterations in the arrangements or emoluments of established agents; nor alter the pay or allowance of artificers or others employed in any department, nor order any additional number to be employed, except when the urgency of some particular service shall require it; nor direct any additional works or repairs, alterations, or improvements, to be undertaken in the docks, hospitals, or other places on shore. But he may suggest to the Secretary of the Navy, or to the Board of Navy Commissioners, the necessity for such works, repairs, &c. or direct the proper officer to make the requisite report and estimate of expense; and, in such case, he shall certify as to the correctness of said estimate and report.

18. He shall obey all orders received from the Secretary of the Navy, and the Board of Commissioners of the Navy, and exact a strict attention to them from all persons under his command.

19. In the purchase of provisions or stores at places where no regular agent is established, he may appoint one for the purpose of obtaining the necessary supply; and he may himself contract for the whole quantity required, or direct each captain to purchase what the ship under his command may require: but, in either case, the amount of the bills drawn will be charged to his account, until satisfactory vouchers are received to show that the articles were of a suitable quality, and purchased at the lowest rates.

20. He shall, as far as may be practicable, wherever no regular agent shall be established, have the public works which it may be necessary to have done on contract, executed at the lowest rates, and on the most reasonable terms; giving public notice, that tenders may be received from those disposed to contract; copies of which contracts shall be by him to the Secretary of the Navy and the Board of Navy Commissioners.

21. Should the duties of the dock or yard require more men than those usually employed in them, the commander of the fleet or squadron shall, on the requisition of the commandant of the yard, whenever the duties of the fleet or squadron shall admit of it, order as many officers and men as may be required from the ships for that service; but he will take especial care that no more are sent than may be absolutely necessary and useful.

22. Each of the petty officers thus sent from the ships shall receive eighteen cents, and the men twelve cents per diem, in addition to their pay and rations.

23. No boats or vessels shall be hired for the use of the fleet or squadron without the consent of the commander, and he will be careful that such consent is not given except when the service required cannot be performed by the boats of the ship under his command.

24. Foreign agents are to be paid by bills drawn on the Secretary of the Navy, at the regular rate of exchange, unless otherwise instructed by the Secretary of the Navy; or bills may be disposed of, and the proceeds applied towards reimbursing them: but, in either case, the certificates of three respectable merchants, and the approval of the commander of the fleet or squadron, must be forwarded with the letter of advice. These bills shall in all cases be drawn by the pursers of the respective ships for the amount of the provisions or stores received, and approved by the commander of the fleet or squadron, or by the captain of the ship when acting separately.

25. The commander of a fleet or squadron shall direct frequent examinations to be made into the hospital establishments and sick quarters under his command, and cause every attention to be paid to the comfort of the sick. He shall cause the examining officers to make to him a written report of their state and condition.

26. Should the commander of a fleet or squadron be killed or disabled in battle, his flag shall continue flying while the enemy remain in sight; and the officer next in command shall be informed thereof, and take command of the fleet.

27. On the death of the commander of the fleet or squadron, the officer who succeeds him shall enjoy all the pay and emoluments of commander, in the same manner as his predecessor, until the pleasure of the Secretary of the Navy be known; but he is not to assume any badge of distinction, or hoist any flag, which his rank does not entitle him to.

28. The commander of a fleet or squadron shall not resign his command, or quit his station, unless the bad state of his health shall render a change of climate or situation absolutely necessary; and, in such case, he shall not weaken the fleet or squadron by taking from it a ship or vessel, the service of which may be necessary.

29. When the commander of a fleet or squadron shall resign his command, he shall deliver to his successor the originals of all secret instructions, orders, and signals, and authenticated copies of all other unexecuted instructions and orders, together with such information as may be in his possession relative to the service to be performed.

30. In the absence of a commander of a fleet or squadron, the senior officer shall be governed by the aforesaid instructions, and shall superintend the various duties to be performed; for the due execution of which he will be held responsible.

#### RANK AND COMMAND.

1. The commission officers of the navy of the United States are divided into the following ranks and denominations:

Commodores, commanding squadrons;  
Captains, commanding frigates and vessels of twenty guns;  
Masters commandant, commanding sloops;  
Lieutenants.

2. Commodores are to wear their broad pendants at all times on board the ship they command.

3. Captains, masters commandant, and lieutenants shall take precedence and command in their respective ranks agreeably to the dates of their commissions, or, if their commissions are of the same date, according to their number. No captain or commander shall assume the broad pendant of a commodore, except under the circumstances specified in the twenty-sixth article of the regulations relative to commanders of fleets or squadrons.

4. The order in which officers shall take precedence and command in the ship to which they belong is as follows:

Captain, or commander;  
Lieutenants, agreeably to date or number of their commissions;  
Master;  
Master's mate;  
Boatswain;  
Gunner;  
Carpenter;  
Midshipmen.

5. If an officer in command of a fleet, squadron, or single ship, shall meet with a superior officer, he shall wait on him, and show him his instructions, except such as he shall have been ordered to keep secret, and report to him the condition of his fleet or ship, and, if the public service shall require, such senior officer may take him, his fleet, squadron, or ship under his command; but a senior meeting a junior officer shall not, except under the most absolute necessity, require him to show any secret orders, nor divert him from the execution of the orders he may have received, nor take him under his command. But if, in consequence of the public service requiring it, he should find it necessary to do so, he shall resign the command to him again, and allow him to execute the service on which he was employed, as soon as the necessity for keeping him under his orders shall cease; and he shall, as early as possible, explain to the Secretary of the Navy, and to the officer from whom the junior received his orders, the cause of his so diverting or detaining him under his command.

6. In ports where the regulations admit of guns being fired, the commander of a fleet or squadron will, after beating the tattoo, and setting the watch at night, fire one gun, and the sentinels of the other ships shall fire their muskets. At the relieving of the watch in the morning he will do the same, and the sentinels of the other ships will in like manner fire their muskets; after which, the reveille will be beaten in every ship.

7. Single ships, commanded by captains or commanders, are, at the setting and relieving of the watch, to fire muskets only.

8. From the 25th of March to the 21st of September the watch shall be set at nine o'clock, and from the 21st of September to the 25th of March at eight o'clock in the evening; and it shall always be relieved at four o'clock in summer, and at five o'clock in winter, in the morning.

#### SALUTES.

1. Commodores, when acting on separate service, by order of the Secretary of the Navy, and not otherwise, shall receive the salute of thirteen guns.

2. The salute of a commodore, when not on separate service by order of the Secretary of the Navy, shall be nine guns.



3. Officers of the same rank are to return the salutes of each other with the same number of guns.
4. The salute of a captain is to be returned with seven guns. The salute of officers of superior rank to that of captain is to be returned with the number of guns to which their rank entitles them.
5. When more than one ship salutes the commander of a fleet or squadron, he will not return it until all the ships shall have ceased firing, and he will then fire the salute of an officer of his rank.
6. The commander only of a fleet or squadron is to be saluted.
7. When two squadrons meet, the officers only who command them are to salute.
8. An officer appointed to command in chief shall be saluted, on hoisting his flag, by all the ships under his command, unless an officer senior to him be present; in which case, they are to salute him as soon as he shall be separated from such senior officer.
9. Commanders are not to be saluted by such officers as have not been separated from them six calendar months.
10. When the President shall visit a ship of the United States' navy, he is to be saluted with twenty-one guns. The Vice President shall be saluted with nineteen guns.
11. The Secretary of the Navy, and the other heads of Departments, Governors of States or Territories, and foreign ministers, are to be saluted with seventeen guns.
12. Major generals are to be saluted with fifteen guns; brigadier generals with thirteen guns.
13. When a public character, high in rank, shall embark on board of any of the United States' ships of war, he may be saluted with thirteen guns.
14. When a commanding officer anchors in any foreign port, he is to inform himself what salutes have been usually given or received by officers of his rank of other nations, and he is to insist on receiving the same mark of respect. Captains may salute foreign ports with such a number of guns as may have been customary, on receiving an assurance that an equal number shall be returned; but, without such assurance, they are never to salute.
15. Foreigners of distinction, on visiting the United States' ships of war, are to be saluted with such a number of guns as may suit their rank and quality.
16. The anniversaries of the independence of the United States, and of the birth of General George Washington, are to be celebrated by salutes of seventeen guns from every vessel in port of the rate of a sloop of war, and upwards.
17. Forts or castles in the United States are not to be saluted by the United States' ships of war.
18. United States' ships of war are not to strike their topsails, nor take in their flags, in any part of the world, to any foreign ship or ships, unless such foreign ship or ships shall have first struck, or shall at the same time strike their flags and topsails to ships of the United States; nor are they, within the limits and jurisdiction of the United States, to salute any foreign ships whatever.
19. Captains are not to salute; they are, however, to return the salutes of foreign ships with an equal number of guns.
20. If a commander of a squadron shall die when on actual service, his colors shall be lowered half-mast, and continue so until he is buried; minute guns, to the number his rank entitles him to, shall be fired from each of the ships present, beginning at the putting of the corpse into the sea, or when it is put off from the ship for the shore.
21. If a captain shall die, the ship he commanded shall wear her colors half-mast, and a salute of nine minute guns shall be fired from the ship, commencing as in the preceding article.
22. If a lieutenant shall die, three volleys of musketry shall be fired at his funeral.

#### MILITARY HONORS AND CEREMONIES.

1. A commodore shall be received by a lieutenant's guard, the salute of officers, and two ruffles.
2. A captain shall be received by a sergeant's guard, without the salute of officers or beat of drum.
3. The Secretaries of the War and of the Navy Departments having, with the approbation of the President of the United States, established the relative rank between officers of the army and navy, the Navy Commissioners have taken their regulations on the subject as a guide, which are as follow:  
Commodores shall rank with brigadier generals.  
Captains in the navy shall rank with colonels.  
Masters commandant shall rank with majors.  
Lieutenants in the navy shall rank with captains in the army.
4. The rank and precedence of sea and land officers, as above stated, will take place according to the seniority of their respective commissions.
5. This arrangement shall not give any pretence to land officers to command any part of the naval force of the United States; nor shall it give to sea officers any right to command any part of the army of the United States; nor shall either have a right to demand the compliments due to their respective ranks unless on actual service.

#### *Regulations and instructions for commanders of squadrons, or division of ships, of the United States navy.*

1. Officers, having command of squadrons of the fleet, will superintend with great attention their respective squadrons, will see that the crews are properly disciplined, that all orders and regulations are strictly attended to and obeyed, and the crews exercised; that the provisions, stores, and water are kept complete, and in good order; that the ships and crews are kept in every respect fit for service, and that every precaution is taken for the preservation of health on board.
2. They will be held responsible to the commanding officer, to whom they will make reports of the state and condition of their squadrons, and all applications for supplies and repairs, as well as of all other matters relating to them.
3. When squadrons shall be divided, the commander of a division shall be equally accountable to the commander of a squadron.
4. The commander of one squadron or division may correct by signal, or otherwise, the mistake or negligence of a ship in another squadron or division, whenever it is probable that, from their relative situations, that ship cannot be seen distinctly by the flag officer commanding the squadron or division to which it belongs; or whenever, being in the presence of an enemy, the officer commanding that squadron or division, whatever may be his situation, does not himself immediately correct such negligence or mistake.
5. Commanders of squadrons or divisions will, after battle, call on their captains for reports, and will afterwards report to their commander the conduct of those under their command, and if, during battle, they should perceive any ship, of any squadron or division, evidently avoiding battle, or not doing her duty, they are to send an officer to suspend the captain of that ship, and to take command of her. If the ship does not belong to the division of the commander who makes these observations, he is to give the earliest information to the commander of the squadron or division, to which such ship may belong.
6. A commander of a squadron having under his command six ships of a rate not below that of a frigate, and acting under separate orders from the Secretary of the Navy, shall be entitled to an officer of the rank of captain to assist him in regulating the details of his squadron.
7. A commodore, or commander of a division, having under his command four ships, of a rate not below that of a frigate, shall be entitled to an officer of the rank of master commandant, who shall, while performing this service, receive the pay and emoluments of a captain of a frigate of the second class.
8. All orders and instructions issued by the captains or masters commandant, aforesaid, shall be given as orders of the commander of the fleet, squadron, or division, and shall be obeyed by those to whom they are addressed, in like manner as those issued by the commander himself in his own name. But they shall never issue an order, or make any change or arrangement whatever, without directions from the commander, unless some very urgent necessity shall require it.

9. Returns, applications, and reports, relating to the ships of the fleet, squadron, or division, are to be delivered to each of the captains, or masters commandant, aforesaid, to be by him laid before the commander.

10. All orders and instructions relative to the duties of the commander of the fleet, squadron, or division, will equally apply to the aforesaid captain, or master commandant, whose duty it shall be to attend to and enforce in the fleet, squadron, or division, to which he may be attached, every rule and regulation of the navy of the United States.

#### OF APPOINTMENTS.

1. No commander of a fleet, squadron, division, or single ship, while in the United States, shall order any commission or warrant officer to any ship under his command without being authorized by the Secretary of the Navy; nor shall he give acting appointments, or make any changes whatever in the arrangement and distribution of the officers of the navy, without the approbation of the Secretary of the Navy.

2. On foreign stations a commander may, when absolutely necessary, give acting appointments to fill the vacancies which may be occasioned by death or other circumstances; but, in such cases, he shall take the earliest opportunity to make the circumstances known to the Secretary of the Navy, and state his reasons for making such acting appointments.

3. A master commandant must serve in active employ as such one year before he can be promoted to a captain.

4. A lieutenant must serve in active employ, as such, two years and six months, before he can be promoted to a master commandant.

5. A midshipman, before being promoted to the rank of a lieutenant, must be eighteen years of age; have served at sea two years; be acquainted with the manner of rigging and stowing a ship; the management of artillery at sea; arithmetic, geometry, trigonometry, and navigation. He must also know how to make astronomical calculations for nautical purposes, and pass an examination on all those points before a Board of navy officers, to be appointed by the Secretary of the Navy for that purpose, by whom the morals and general character of candidates will be inquired into.

6. Candidates for examination and promotion are to send in their applications to the Secretary of the Navy, on the first day of October, and on the first day of March, every year; and they will be informed of the place or places where examinations are to be held, either by letter, or through the medium of the public prints.

7. If any person shall produce false certificates of age, term of service, or character, such person shall, whenever it may be discovered, and whatever may be his rank, be dismissed from the navy of the United States, and be ever after rendered incapable of obtaining an appointment in it.

8. No person shall be appointed master until he shall have passed an examination on all points of seamanship, and nautical astronomy, and rendered to the examiners the most satisfactory proofs of his morality, and of his capacity to perform the duties which may devolve upon him.

9. Masters of extraordinary merit, and for extraordinary services, may be promoted to lieutenants.

10. No warrant as boatswain, or gunner of a ship of the United States' navy, shall be given to any person who shall not have acted one year in such capacity, and produced satisfactory certificates of his good conduct and qualifications.

11. On foreign stations an officer, commanding a fleet, or squadron, may give orders for the examination of candidates for promotion, where they may appear entitled to it by their abilities and services; and, in these cases, he shall employ three captains on this service, whose certificates shall, without delay, be transmitted to the Secretary of the Navy, after the candidates, who have passed an examination, have been furnished with duplicates thereof.

12. When acting appointments become necessary they shall be conferred upon those who have passed their examination, if any such there be.

13. If an inferior officer, whatever may be his rank, succeeds to the command of a ship, in consequence of the death or captivity of the captain and others, he may make temporary appointments to supply the places vacant; and until he can bring the ship into port, or deliver her up to a senior officer of the navy of the United States, or receive the instructions of the Secretary of the Navy, he shall receive the pay of captain, and those acting under his appointments shall receive the pay of the officers, whose ranks they have respectively filled.

14. No captain, whose date of commission is less than three years standing, except under extraordinary circumstances, or cases of necessity, shall command a frigate of the first class.

15. No captain, whatever may be the date of his commission, shall command a frigate, unless he shall have previously commanded a sloop of war, in active service, for six months.

16. Slaves are not to be borne on the books of the vessels of the United States; nor shall any person compose part of the crew of any vessel of the United States, who has not voluntarily entered the service.

#### OF STORES AND PROVISIONS.

1. The signature of the captain shall be affixed to all papers having a reference to the expenses of the ship.

2. On taking command, he shall demand of his predecessor, or the navy storekeeper, an inventory of all the articles furnished to the different departments of the ship from the navy stores, and if he command the ship until she is paid off, he shall send such inventory with his accounts to the Treasury Department.

3. He shall cause a careful examination to be made of all articles received on board for the use of the ship, and if he fail to do so, will be alone accountable for any evils resulting from defects or deficiencies in them: provided such defects or deficiencies were passed over at the receipt of the articles, from want of a due examination thereof.

4. He shall not, any time, stop any vessel, lighter, or boat, going with provisions, water, or stores to another ship, nor take such provisions, water, or stores, for the ship under his command, except there be a most urgent and absolute necessity for so doing; and of this he shall, without delay, inform the commanding officer present, and the captain of the ship to which such provisions, stores, or water, were going.

5. When the duties of the ship will admit of it, he shall permit the purser to use the boats for the purpose of conveying on board provisions, stores, and other necessities for the use of the ship.

6. A captain when serving abroad and not under a superior officer, will transmit to the Board of Navy Commissioners timely notice of such stores and provisions as the ship which he commands may require, accompanied by a survey of those on hand; and he is not to purchase any except under absolute necessity.

7. He shall not permit his stores to be applied to private uses, wasted, or, without absolute necessity, converted to other purposes than those for which they were intended; and whenever he shall think it necessary to order any extraordinary expenditure or conversion of stores or provisions, his order for that purpose shall be given in writing, stating the reason or reasons for such extraordinary expenditure or conversion, which order shall be preserved and produced by the officer having charge of the stores so expended or converted, at the settlement of his accounts.

8. If any stores or provisions shall be lost, destroyed, or embezzled, the circumstances shall be noted in the log book of the ship; and if, through neglect or design, they should be totally lost, they shall be charged to the offender, and he be brought to punishment.

9. He is to use the utmost economy in every thing, which relates to the expenses of his ship, and the public service confided to him; using every article for the purpose for which it was originally intended, and making his supplies and means last as long as possible. He is not to use sails for covering boats, nor for awnings, nor to convert canvass into sails not allowed for the service, nor to any other purpose than that for which they were supplied, unless they shall have first been surveyed, and reported unfit for their proper use; nor shall he make any alterations in the ship under his command without the permission of the Board of Navy Commissioners.

10. He will examine the weekly returns of expenditures, and, with the master, sign those made monthly, which, when so signed, are to be delivered to the officers having charge of stores, to be presented by them at the settlement of their accounts.



11. He may grant to private ships of the United States, and to foreign ships, when absolutely necessary, such supplies of provisions and stores as they stand in need of, giving the officer having charge of them written orders to that effect, and taking from the master or commander of the vessel so supplied, three receipts and three bills of exchange drawn in favor of the Secretary of the Navy on his owner, or those concerned in the ship, for the real amount of the articles furnished; which bills, and two of the receipts, shall be transmitted to the Secretary of the Navy, and the circumstances noted on the accounts and log-book of the ship.

12. When it becomes necessary to purchase stores, they shall be delivered to the proper officers of the ship, who shall sign receipts for them, and they are to be charged at their cost, by the purser of the ship against such officers in their accounts, and such charge or charges shall be transmitted to the Fourth Auditor of the Treasury, to stand against their pay until accounted for.

13. Stores received from navy yards or other establishments, having navy storekeepers or other proper officers to attend to the issuing and valuation of them, are in like manner to be charged at their real value, to the respective accounts of the officers having charge of them, and these charges, as in the preceding article, are to be transmitted to the Fourth Auditor of the Treasury, to stand against their pay, until such stores shall be satisfactorily accounted for.

14. On the death of an officer having charge of stores, his public papers shall be separated from those of a private nature, the former to be forwarded, by a safe conveyance, to the Fourth Auditor of the Treasury, and the latter, together with his private effects, to be put in charge of such officer as the captain of the ship may appoint for that purpose, to be preserved for the benefit of the legal representative of the deceased: unless, from some particular circumstances, the captain should deem it advisable to dispose of them at public sale, in which case, a duplicate of the inventory, with an account of the disposal or sale, shall be transmitted to the Fourth Auditor of the Treasury.

15. If an officer, having charge of stores, should, from any accidental circumstance, be separated from his ship, the captain shall proceed to survey and ascertain the state of the stores, as though such officer were actually dead or discharged, and he shall, as in a like case, appoint another officer to act in his place, giving the earliest intelligence of his proceedings to the Fourth Auditor of the Treasury.

16. He shall carry to sea with him the established number of boats and stores, and not depart from this rule without the consent of the Secretary of the Navy, or of the Board of the Navy Commissioners.

17. When a ship cuts, slips, or parts her cable, the captain shall, as soon as circumstances will admit, endeavor to recover the anchor or cable lost; and, should it appear that no exertion for that purpose was made by him, the value of the articles will be charged against his pay. If the ship puts to sea without recovering them, the senior officer present shall endeavor to recover them; but no vessels are to be hired for the purpose if the boats and crews of the squadron are able to effect it. If neither of them, however, have an opportunity of recovering them, the captain of the ship whose cable was thus cut, slipped, or parted, shall, without delay, give an account to the Board of Navy Commissioners, to the commander-in-chief, or to the commandant of the nearest yard, taking care to state particularly the bearings and distances of the most suitable places to mark the spot where the anchor lies, to the end that means may be immediately adopted for recovering it.

18. While in port it shall be his duty to prevent embezzlement of stores from the ship under his command, from ships in ordinary, and from the dock and navy yards, as well as all other practices of a fraudulent nature, tending to affect the interests of the United States.

19. He shall attend with all the officers of his ship, when the crew is paid off, and examine carefully to discover if any articles are concealed with a view to embezzlement, and report to the Secretary of the Navy and the Board of Navy Commissioners the character of each officer serving under him, particularly as to his sobriety, diligence, activity, and abilities, leaving a copy of that part of his report relating to the conduct of such of the officers as are to remain with the ship in the hands of the commandant of the yard.

#### OF FITTING AND RE-FITTING A SHIP.

##### *The Captain.*

1. When a captain is appointed to a ship in dock or ordinary, he shall visit her throughout, in company with the officers of the yard, ascertaining her qualities, trim, and condition, and shall receive from the commandant of the yard communications as to the orders he may have received from the Board of Navy Commissioners relative to the repairs, or alterations necessary to be made.

2. He will give every aid in forwarding the work of the ship, informing the Board of Navy Commissioners of any neglects he may observe, and make to them a weekly report of the progress of the equipment.

3. A captain, when not under the immediate command of a superior, shall be held responsible for all accidents, arising from negligence during his absence from the ship he commands, when his presence might have prevented such accidents, unless he be absent on public duty, or by permission of the Secretary of the Navy. He shall also be held responsible for all accidents arising from the absence of the officers and crew of the ship he commands, unless they be absent on public duty, or by permission of the Secretary of the Navy.

4. When the ship goes into port to refit, he is to order a minute and careful survey of all stores, &c. and call upon the warrant officers to prepare lists of all such as are damaged, or require to be replaced. He is to inform himself of the regulations of the dock-yard, and conform thereto: he will give to the officers of the yard previous notice of his intention to receive or return stores; and when the orders he is under require the attendance of the storekeeper and clerks, out of their usual working-hours, he will give them due notice of the same.

#### REGULATIONS FOR THE PROMOTION OF DISCIPLINE, CLEANLINESS, &c.

1. The captain is to allow every officer to possess the cabin allotted to him by the Board of Navy Commissioners, and not to order more cabins to be made, nor to alter those already put up, without their consent, or the consent of his commanding officer.

2. He is to order sentinels to be posted at the entrance into the magazine and store-rooms, and at such other places as may be necessary. That no lights be taken below where danger may be apprehended, unless in good lanterns; and he is to be careful in the adoption of every precaution to guard against fire.

3. He is not to suffer any, except the most careful of the officers and men, to have berths, or to sleep in the orlop, or cable tiers, in which lights are never to be used without his express permission, and then in good lanterns; nor is he to allow any person to smoke tobacco in any part of the ship, except the galley. He is strictly to forbid the sticking of candles against the beams, the sides, or any other part of the ship; to enjoin it upon the officers never to read in bed, by the light either of lamps or candles; not to have any lights in their cabins without some person to attend them; to cause the funnel hole to be well secured by lead or otherwise, and the funnels to be cleaned every morning before the fires are lighted; to cause all fires to be extinguished, and lights to be put out, at the setting of the watch by the master-at-arms and ship's corporal, except such as he shall permit to be kept burning, and to give the most positive orders, and most rigidly to enforce them, that no lighted candle be carried into the spirit room on any pretext whatever while drawing or pumping of spirituous liquors, which duty shall be performed only by day, except on great emergencies occurring in the night.

4. He is not to suffer any person whatever to settle on board, nor to sell any kind of beer, wines, or spirituous liquors on board the ship's company; he is not to allow the men to sell, exchange, or in any manner dispose of the slop clothes, or bedding with which they are supplied; and, as far as possible, to prevent any traffic among them that would induce them to draw from the purser tobacco, sugar, tea, slop clothes, or any other articles in larger quantities than are usually supplied.

5. He is to be particularly attentive to the comfort and cleanliness of the men; directing them to wash themselves frequently, and to change their linen at least twice every week; he is never to suffer them to sleep in wet clothes, or

wet beds, if it can possibly be avoided; and to cause them frequently, particularly after bad weather, to shake their clothes and bedding in the air, and to expose them to the sun and wind.

6. As cleanliness, dryness, and pure air, essentially conduce to health, he is to exert his utmost endeavors to ensure these to the ship's company in the most extensive degree; he is to cause the upper decks to be washed every morning, and the lower decks as often as may be necessary, when the weather will admit of their being properly aired and dried; to be swept every meal, and the dirt to be thrown overboard; he is to cause the hammocks to be carried on deck, and the ports to be opened as often as the weather will permit, and no more chests or bags to be kept on the lower gun-deck than may be necessary for the comfort of the men: so that as few interruptions as possible may be opposed to a free circulation of air; he is to cause the wind sails and ventilations to be kept in continual operation; the ship to be pumped out daily; and, when necessary, fires to be kindled in stoves for the purpose of removing the dampness of the lower guns.

7. When a ship is first put in commission, and before the crew, provisions, and stores, are received on board of her, she is to be perfectly cleansed, and fires to be kindled for several successive days in the hold and on the berth deck, for the purpose of dissipating moisture. The beams, sides, and carlings of the berth-deck and the hold are then to be whitewashed, and well dried before use; and this practice of whitewashing is to be continued afterwards as often as may be necessary and proper.

8. The lower decks of a ship are always to be dry rubbed with sand in preference to washing, and scrapers are never to be used when the use of them can be avoided; but, should the occasional use of water become necessary, the decks are, after washing, to be well swabbed, and dried with stoves, before the men are permitted to go below.

9. In summer, or in tropical climates, bathing should be encouraged three times every week, and with this view bathing tubs should be placed on the forecask, or in the chains.

10. The clothing issued to the men is to be suitable to the seasons; but the wearing of flannel shirts is to be encouraged and permitted at all seasons and in all climates.

11. When men are employed in washing the decks they are to be barefooted, and their trousers rolled up.

12. In rivers the men are not to be permitted to drink the water along side the ship, but casks are to be filled with the water if fresh, and the mud and other impurities allowed to settle before it is used.

13. Before casks are filled with water for sea service, they are to be properly soaked and cleansed, and the water with which they are filled must be of the best quality that can be procured, and free from all impurities.

14. When a ship anchors in the vicinity of marshes, in a hot climate, the men should never be turned to duty before the rising, and never continued thereat after the setting of the sun, if it can possibly be avoided without any serious injury to the service. In such situations, and on wooding and watering parties, they should never be allowed to leave the ship when there is a probability of their being on shore all day, without taking with them their rations of food and liquor; and, as soon as they return on board, they are to be compelled to put on dry clothes.

15. The practice of detaining boats on shore for officers, after night has set in, is strictly prohibited.

16. On cruises of unusual duration, and particularly in hot climates, ships are to be supplied with lemon acid, which is to be administered twice a week to the crew, in such quantities as the surgeon may deem proper.

17. On receiving newly recruited men, the captain will cause an examination into the state of their persons and clothing, and use every measure to guard against the introduction of filth and contagion on board the ship.

18. As soon as possible after the ship's company is received on board, he will, with the assistance of the senior lieutenant, master, and boatswain, (and of the gunner and carpenter for their crews,) proceed to examine and rate them according to their abilities, which he is to do without partiality or favor; he is to rate as petty officers those only who shall be found qualified for such stations, and to take special care that every person in the ship, without exception, does actually perform the duties of the station in which he is rated; he shall rate none as ordinary seamen who have not been previously at sea twelve months, and are able to go aloft and perform some of the duties of seamen; nor shall he rate any as able seamen who have not been previously at sea three years, and are capable of performing most of the duties of a seaman.

19. He is, without loss of time, to make arrangements for quartering the officers and men, distributing them to the guns, musketry, rigging, &c.; to divide them into watches; make out his quarter, station, and watch bills, with bills of the names of men stationed at every gun; to muster and exercise them frequently at the great guns, small arms, bending and unbending, loosing, reefing, and furling sails; sending up and down topgallant masts and yards; rowing in boats, and every other duty which it may be necessary for seamen to perform, both at sea and in port.

20. As occasions may frequently occur on which it may be necessary, and of great importance, that seamen should be skilful in the use of muskets, the captain is to order a number of sailors to be exercised and trained up to the use of small arms. The following shows the number to be thus trained on board of the respective rates of vessels:

A seventy-four gun ship,	-	-	-	-	-	200 sailors.
A forty-four gun ship,	-	-	-	-	-	120
A thirty-six gun ship,	-	-	-	-	-	100
A thirty-two gun ship,	-	-	-	-	-	90
Sloops,	-	-	-	-	-	65
Brigs,	-	-	-	-	-	35
Schooners and cutters, each	-	-	-	-	-	30

The junior lieutenant, aided by the master-at-arms and ship's corporal, is to have the charge of this duty, and they are to be particularly instructed to teach them only the most simple motions of loading, firing, and forming lines, endeavoring, at the same time, as much as possible, to render the exercise pleasing to the men, and to do away that prejudice which sailors always feel against the discharge of any portion of what they conceive to be the duty of a soldier. They are also to be taught the use of the cutlass and spike, and to be exercised in the various modes of boarding a ship.

21. To make men perfect in the use of the great guns and small arms, an expense of powder and ball is indispensable; and therefore there will be allowed for exercise every month for six months, after receiving the crew and guns on board, as many round shot, and as many cartridges, for the great guns, as will amount to a full broadside; and as many ball cartridges for the muskets as will furnish each man training with twelve, and as many blank cartridges as will furnish them with twenty-four; but after the first six months only half the quantity is to be furnished.

22. The words of command for the exercise of the great guns shall be as follows:

Silence.	Fire.
Cast loose your guns.	Slop your vents.
Level your guns.	Sponge your guns.
Middle your breechings.	Return sponge.
Take out your tompons.	Load with cartridge.
Take off your apron.	Wad to cartridge and ram home.
Prick and prime.	Shot your guns.
Lay on your aprons.	Wad to shot and ram home.
Handle crows and handspikes.	Return rammer.
Point your guns at the object.	Put on your aprons.
Level your guns at the object.	Man your side tackles.
Blow your match.	Run out your guns.

It is to be observed that when training tackles are used instead of crows and handspikes, the words are to suit the case; the same will apply when locks are used instead of matches.

23. The ship's company is to be divided (exclusive of marines) into as many divisions (as there are lieutenants and masters allowed to the ship, and the divisions are to be as nearly equal in number as circumstances will admit.



A lieutenant or master is to command each division, and to have under his orders as many masters, mates, and midshipmen, as the number on board, when quartered, will admit. He is again to subdivide his division into as many subdivisions as there are mates and midshipmen fit to command them under his orders, and to give to each of them the command of a subdivision; but he is to attend to and be responsible for every thing relating to the conduct of the men who constitute the division under his command; to be present at all their exercises; to examine into the state of their clothes and bedding; to see that they keep themselves as neat and clean as the duty of the ship will admit; to prevent swearing, drunkenness and every other immoral practice; to use every exertion to procure for them such comforts as the nature of the service, and the duty they are employed in, will admit; to see that the masters, mates, and midshipmen give every aid in the performance of their duties, and to report to the captain such of the men as they may find ignorant, idle, dirty, and profligate; to the end that they may be instructed, exercised, or punished, as circumstances may require. The marines are also to be divided into equal divisions, and each division is to be commanded by a subaltern, under the direction of the captain of marines, if there be one on board, which subaltern is to attend to and be responsible for the conduct of the division under his command, and for the good condition of their arms, which he is very frequently to inspect.

24. No captain shall carry any woman to sea without an order from the Secretary of the Navy, or from the commander of the fleet or squadron to which he belongs.

25. Every captain is required to make himself acquainted with every coast and harbor he may visit, and, if practicable, to make charts and drawings of them, provided it can be done without giving offence; all of which he is to forward to the Board of Navy Commissioners, accompanied with a journal containing such remarks, descriptions and information as he may think necessary to give. He is to endeavor to ascertain correctly the latitude and longitude of places little known, the prevalent winds and currents, the soundings, &c., as well as every other information that may be of importance to those who visit the place after him. He will also encourage, and offer every facility to such of his officers as are desirous of entering into similar occupations and pursuits, and if any such journals or charts contain observations or remarks which may contribute to the improvement of geography, by ascertaining the latitude and longitude, fixing or rectifying the position of places, the heights and views of land, charts, plans, or descriptions of any port, anchorage, ground, coasts, islands, or danger little known, remarks relative to the direction and effects of currents, tides, or winds, the officers, or persons appointed to examine them, will make extracts of whatever may appear to merit preservation; and after these extracts have been communicated to the officer or author of the journal from which they have been taken, and that he has certified in writing to the fidelity of his journal, as well as of the charts, plans, and views which he has joined to it, the same shall be signed by the officers and examiners, and transmitted with their opinion thereon, to be preserved in the depot of charts, journals, and plans.

26. Whenever he is to sail from port to port in time of war, or appearance thereof, he is to give notice to merchant vessels bound his way, and take them under his care, if they are ready; but not to make unnecessary stay, or deviate from his orders on that account.

27. He is, by all opportunities, to send an account of his proceedings to the Secretary of the Navy, and he is to keep up a punctual correspondence with all public officers in whatsoever concerns them.

28. He is not to go into any port, but such as are directed by his orders, unless by absolute necessity, and then not to make any unnecessary stay. If employed in cruising, he is to keep the sea the time required by his orders, or give reasons for acting to the contrary to the Secretary of the Navy.

29. Upon all occasions of anchoring, he is to take great care in the choice of a good birth, and to examine the quality of the ground for anchoring where he is a stranger, sounding at least three cables length around the ship.

30. Upon his own removal into another ship he is to show the originals of all such orders as have been sent to him, and remain unexecuted to his successor, and leave with him attested copies of the same.

31. He is to leave with his successor a complete muster book, and send all other books and accounts to the officers to whom they respectively relate.

32. In case of shipwreck, or other disaster, whereby the ship may perish, the officers and men are to stay with the wreck as long as possible, and save all they can.

33. When any men borne for wages are discharged from one ship to another, the captain of the ship, from which they be so discharged, is immediately to send pay lists of such men to the Fourth Auditor of the Treasury; and the purser of the ship, from which they are so discharged, is also to supply the purser of the ship to which they are transferred a pay list, stating the balances respectively due them.

34. He is responsible for the whole conduct and good government of the ship, and for the due execution of all regulations which concern the several duties of the officers and company of the ship, who are to obey him in all things which he shall direct for the service of the United States.

35. He is answerable for the faults of his clerk, nor can he receive his wages without the proper certificates, and must make good all damages sustained by his neglect or irregularity.

36. The quarter-deck must never be left without one commission officer at least, and the other necessary officers which the captain may deem proper to attend to the duty of the ship.

37. Commanding officers are to discourage seamen from selling their wages, and not to attest letters of attorney, if the same appear to have been granted in consideration of money given for the purchase thereof.

38. On ships of the United States being visited by custom-house officers, the captain will offer them every facility in the performance of their duties; and if there should be a suspicion of any person having articles on board subject to the payment of duties which such person is desirous of smuggling, he is to give them every possible assistance in discovering such articles, if they are really on board. If he should discover any officer in the act of smuggling, or attempting to smuggle, he is immediately to arrest such officer, and report the matter to the Secretary of the Navy, in order that such directions may be given as conduct so injurious to the public, and so disgraceful to an officer, shall require.

39. He is not, under pretence of lightness, or neatness, or on any other account, to make any alteration in the manner of fitting the standing rigging, on which the safety of the masts so entirely depends; but he is to keep the shrouds and stays as they are fitted in the dock and navy yards; and if he should have occasion to fit others, he is to do it in the same manner, nor is he to suffer any alteration to be made in the established manner of rigging ships, or any experiment to be made, or expedient to be practised, by which the shrouds, stays, or other rigging, may be endangered, or exposed to unnecessary chafing or wearing.

40. He is to favor the masts as much as possible, never hazarding them in carrying too much sail, except in chase, or on other necessary occasions. He is to be attentive in observing that the shrouds and stays are properly set up, especially when new and apt to stretch; but, in doing this, he is to be particularly careful in preventing the masts from being so much stayed, as to risk their being crippled or sprung.

41. He is to direct the carpenter and caulkers to make such repairs in the ship and boats as the stores on board will permit, that, on his arrival in port, as little time and as little assistance from the dock-yard as possible may be required to refit her.

42. While in port or roadstead, he is to follow the motions of the senior officer present, by striking or getting up the yards and topmasts, loosing or furling sails, and doing any other duties contemporaneously with the ship which the senior commands, unless such senior officer shall dispense with his so doing.

43. If a foreign ship shall visit a port of the United States, the senior officer of a United States' vessel of war (there being no flag officer present) is to send a lieutenant to the officer commanding, and to offer him any assistance he may stand in need of; and he, and all other officers of the United States' navy, are to show to the officers of such foreign ship, during their stay in port, such attention and respect as their rank and situation may require, and to afford such assistance to the ship, if wanted, as circumstances will admit, and as a Power in amity with the United States may reasonably expect.

44. He is to pay every attention to the comfort of the sick and wounded, causing a comfortable place to be provided for them in any part of the ship where they will be the least incommoded, and he is to direct to be furnished,

berths, cradles, cots, buckets with covers, and every other convenience they may require; and, on the appearance of any contagious disease, he is to cause the persons infected to be separated from the rest of the ship's company, and consult with the surgeon as to the best means of preventing the spreading of such contagious disease.

45. He is required to keep copies of all official correspondence.

46. He is to see that on all occasions strict justice be done to the officers and men under his command, that they have their proper allowance of provisions, that no improper charges are made against their wages, and that no cruelties or oppressions are practised. He alone is to order punishment to be inflicted, which is never to be done without sufficient cause, nor with greater severity than the offence shall deserve, nor in any case beyond what is authorized by the "Act for the better government of the navy of the United States," passed April 23, 1800. All the officers and ship's company are to be present at the infliction of every punishment, and the captain himself is to attend to see it properly executed. Not more than one dozen lashes shall be given on any account at one punishment, nor shall men be subjected to long confinement, except for trial by court martial, nor be deprived for more than a week at a time of their grog, nor punished by a reduction of their allowance of provisions, nor exposed for punishment to any uncommon hard work or services, to exposures that may endanger their health, or to any kind of torture, for any offence committed. They are, when necessary, to be brought to the gangway, or, if the offence deserves a severer punishment, they are to be tried by court martial.

47. The captain of a ship carrying a broad pennant is, on all occasions of duty, to consult his commander, and a respect due to him requires that he should not inflict any punishment without his knowledge.

48. When the captain is removed from the command of the ship, he is to be governed by the twenty-ninth article of the regulations and instructions for the commanders of fleets and squadrons, and when removed from one ship to another, (if it can be done without any inconvenience to the service,) he will be allowed to take the following number of men, not, however, without express orders to that effect from the Secretary of the Navy; or his commanding officer.

If removed from a	74	may take	50	of whom may be	petty officers	10
Do.	44	do.	40	do.		8
Do.	36	do.	32	do.		6
Do.	sloop	do.	20	do.		4
Do.	brig	do.	15	do.		3
Do.	schooner or cutter	do.	10	do.		2

which men are to be in addition to his clerk, coxswain, steward, servant, or cook, whom he may remove without an order. But the men he may take with him are to be replaced from the ship he shall take command-of, with an equal number of the same rate, and of the same quality, as those whom he may take with him.

49. He is to give to his successor a particular account of the qualities of the ship according to the annexed form, together with such further information, on any subject relating to her, as his experience and observation may enable him to give, and as he may deem of service to any captain commanding her. This account is to be signed by himself, the first lieutenant, master, boatswain, and carpenter, and a duplicate thereof is to be sent to the office of the Navy Commissioners. This account must be given in the following form:

*Observations on the qualities of the United States' ship the ———*

- 1st. Her best trim for sailing.
- 2d. Her draught of water, forward and aft, when victualled for six months, and stored for foreign service.
- 3d. The quantity of iron and shingle ballast on board.
- 4th. How she sails close hauled.  
in a topgallant gale,  
in a topsail gale,  
under reefed topsails,  
under her courses.
- 5th. How she steers, and how she wears and stays,  
Under her topgallant sails,  
topsails,  
reef topsails,  
courses.
- 6th. How she lays to in a gale, and under what sail she behaves best.
- 7th. How she sails and steers with the wind abeam,  
Under her royals,  
topgallant sails,  
topsails,  
courses.
- 8th. How she sails with the wind on the quarter:  
Under all sail,  
staysails,  
royals,  
topgallant sails,  
topsails,  
courses.
- 9th. How she sails and rolls before the wind, and the effect on her masts:  
Under all sail,  
royals,  
topgallant sails,  
topsails,  
scudding in a gale.
- 10th. How she rides at anchor in a heavy gale and sea.
- 11th. How she stands under her sails.
- 12th. How she stows her provisions and water, and what quantity of the latter she carries, when victualled for four and six months; and the quantity of ballast that may be dispensed with in the room of six months' provisions.
- 13th. The number of tons of provisions taken on board when stored for the above time.
- 14th. General remarks as to her sailing, under all circumstances, with other ships; showing the proportion she gathers to windward on fore reaches; her proportion of leeway in general, and any other circumstances worthy of note.
50. If a United States' vessel of war should be wrecked, the captain is to use every possible exertion to save the lives of the crew, and to preserve the stores, provisions, and furniture of the ship. He is also to endeavor to save the ship's papers, particularly the muster and slop books; and to take special care to preserve or destroy all signals, secret orders, and instructions, to prevent their falling into improper hands. He is to dispose of the crew in a manner most conducive to their comfort, and the public interest, and to be very particular in keeping up a regular and perfect discipline among them, carefully preventing the commission of any irregularity which may give offence to the inhabitants of the country they are in.
51. He is to lose no time in getting the crew to the United States, to effect which he is authorized to dispose of, on the best terms, the property saved from the wreck, or to draw on the Secretary of the Navy for the necessary moneys.
52. Whenever any commander of a public ship or vessel of the United States shall find himself placed in such circumstances as shall compel him to strike his flag to an enemy, he is to take special care to destroy all his secret



instructions, signal books, and private signals, and, for this purpose, they should be always kept fastened to a weight, so heavy as to sink them, immediately on being thrown overboard; and on inquiring into the loss of the ship, he will produce evidence of his having done so.

53. The ship, and every person on board, being placed under the command of the captain, he will be held responsible for every thing done on board. From him will be expected an example of respect and obedience to his superiors, of unremitting attention to his duty, and a cheerful alertness in the execution of it, in all situations, and under all circumstances. He will be expected to observe himself, and strongly to enforce in others, the most rigid economy in the expenditure of public stores, and to show by every means in his power, a steady determination to serve his country with the utmost zeal and fidelity; and although particular duties are hereafter assigned, and various instructions given to every officer in the navy, yet the captain will be expected to see that all these instructions are obeyed, and all these duties performed by the officers to whom they are respectively assigned.

From him it will be expected, that all those, whether officers or others, shall be corrected, or their conduct properly represented, who are disobedient or disrespectful to their superiors, neglectful of their duty, wasteful of the public stores, or who, by their conduct or conversation, shall endeavor to render any officer or other person dissatisfied with his situation, or with the service on which he is employed.

He is to observe with particular attention the conduct of every officer, and of every other person under his command; that, being acquainted with their respective merits, he may assign them such stations as they may be qualified to fill, and for arduous and dangerous enterprises may select those whose ability and courage may afford the best hopes of success. He is to be extremely attentive to every thing done by his clerk, who, being appointed for the sole purpose of assisting him, will be considered as always acting by his orders. He will, therefore, be held responsible for every thing done by the clerk, and be made accountable for every error he may commit in the discharge of his duty.

#### CABIN FURNITURE.

1. The commander of a squadron shall be allowed on fitting out, to equip the cabin of a ship of the line in lieu of every expense for moveable furniture, the sum of seven hundred and fifty dollars.

2. There shall be allowed on fitting out, to equip the cabin of a captain, in lieu of every expense for moveable furniture, five hundred dollars.

3. There shall be allowed on fitting out, to equip the cabin of a master and commander, in lieu of every expense for moveable furniture, four hundred dollars.

4. There shall be allowed on fitting out, to equip the cabin of a lieutenant commanding a brig, below the rate of a sloop, in lieu of every expense for moveable furniture, two hundred dollars.

5. There shall be allowed on fitting out, to equip the cabin of an officer commanding a schooner or cutter mounting twelve guns, in lieu of every expense for moveable furniture, one hundred dollars.

6. There shall be allowed on fitting out, to equip the cabin of an officer commanding a vessel mounting less than twelve guns, in lieu of every expense for moveable furniture, fifty dollars.

7. The articles of furniture for cabins shall be purchased by the purser of the ship, agreeably to such instructions as the commander may give him, the amount of which he is to charge to the commander's account.

8. On the removal of the commander to another ship he will deliver over to his successor the articles so charged to him, taking his receipt for the same; this is to be certified by the purser, who will also charge the new commander with the amount of the articles so transferred; and the commander by whom the articles shall be delivered, will transmit to the Fourth Auditor of the Treasury the receipt so taken as aforesaid, together with the purser's certificate; otherwise, the amount of the articles furnished will be charged against his pay on the settlement of his accounts with the Treasury Department.

9. Should the ship be laid up in ordinary, the receipt of the commandant of the yard, and the certificate of the purser will be sufficient vouchers to entitle him to receive his pay.

10. Articles unfit for service must be surveyed by an order from the Navy Commissioners, or, in the event of a ship being on a foreign station, by an order from the commander of the station, on the application of the commander of the ship; and no new articles are to be furnished until the old shall be condemned, which must be certified by the officers holding the survey, and the certificate forwarded to the Navy Commissioners.

11. Articles of cabin furniture broken or lost at sea shall be replaced by the commander of the ship, at his own expense, unless he shall make it appear, by the certificate of two commissioned officers, that such loss or breaking was occasioned by unavoidable casualties, or accidents beyond his control.

12. No articles of silver plate for the use of the cabin are to be furnished at the expense of the United States.

#### OF THE LIEUTENANT.

1. A lieutenant is to be constantly attentive to his duty, and diligently and punctually to execute all orders for the public service which he may receive from the captain, or any senior officer. When he has the watch, he is to be constantly on deck, until relieved by the officer who is to succeed him. He is to see that the men are alert and attentive to their duty; that every precaution is taken to prevent accidents from squalls, or sudden gusts of wind, and that the ship is as perfectly prepared for battle as circumstances shall admit. He is to be particularly careful that the ship be properly steered, and that a correct account be kept of her way by the log being duly hove, and the leeway for each hour marked on the log board.

2. He is to see that the master's mates and midshipmen of the watch are constantly upon deck, and attentive to their duty; and he is to order the men of the watch to be frequently mustered, and to report to the captain such as he shall find absent from their duty.

3. He is to be extremely attentive to keep the ship in her station, in any squadron he may belong to; and he is to inform the captain whenever he apprehends that he shall not be able to do so.

4. He is to inform the captain of all strange sails that are seen; all signals that are made; all changes of sail made by the commander; all shiftings of the wind; and, in general, of all circumstances which may derange the order in which the fleet is sailing, or prevent the ship from continuing on the course directed to be steered.

5. He is to be very particular in delivering to the lieutenant, who relieves him on the watch, all orders received by him from the captain, or the lieutenant he relieved, remaining unexecuted; and he is to inform him of all signals made by the commander-in-chief, which still remain to be obeyed. He is to point out to him, more especially in the night, the situation of the commander-in-chief, and to inform him what sail his ship was carrying when it could last be ascertained, and whether the ship was coming up with, or dropping astern of him; and he is to give in general whatever other information may be necessary to enable him to keep the ship in her station, if the fleet be formed in order of sailing, or to keep well up with it if it be not so formed.

6. He is to keep men at the mast heads during the day, and in proper stations during the night, to look out. He is frequently to remind them of their duty, if necessary, and to relieve them, more or less frequently, according to the state of the weather, and the degree of their attention.

7. On a strange sail being seen in the night, during war, he is to send a midshipman to inform the captain, and is himself to make arrangements for getting the ship ready for action. He is to keep out of gunshot until every thing is ready; but in doing this, he is to be careful not to remove to such distance as to risk losing sight of her.

8. He is never to carry so much sail as to endanger the springing of any mast or yard, unless some particular service should require it; and when he does so, that all the men in the watch are at their stations, ready to shorten sail the moment any increase of wind, or other circumstances, shall make it necessary.

9. In the night, he is to take care that the master-at-arms and corporals, in their respective watches, are very particular in going the rounds, and that they visit all parts of the ship every half hour, to see that there is no disturbance among the men, and that no candles or lamps are burning, except such as are expressly allowed.

10. He is to direct the carpenter to sound the well himself, or direct one of his mates to do it, twice at least in every watch, and to see that the ports are well barred; and the gunner, or one of his mates, to examine, once at least in each watch, the state of the lashings of the guns, and to report to him when they have done so.

11. In the morning he is to direct the boatswain to examine the state of the rigging, and the carpenter that of the masts and yards. He is to receive their reports, and to inform the captain of every defect they may discover.

12. He is never to change the course of the ship without direction from the captain, unless it be necessary to avoid some danger.

13. If the ship belongs to, or is in company with, any fleet or squadron, he is to direct some careful officer to observe the signals made by the commanding officer, but he is never to answer any signal, whether general, or addressed particularly to the ship to which he belongs, until he is certain that he sees it distinctly, and understands for what purpose it is made; and he is every evening, before dark, to see that lanterns, with candles, and every thing necessary for making signals in the night, are ready, and in good order, and that the number of guns which may be directed, not shotted, are ready for being fired, and to be particularly attentive in preventing any other lights being shown in the ship when signal lights are hoisted; and when at sea, that no lights may be seen from the cabins, or any part of the ship.

14. During a fog, he is to be particularly attentive to the guns fired by the commander-in-chief; that by observing any alteration that may take place, either in the direction or strength of the report, he may take such steps as may be deemed necessary to prevent the ship being separated from the fleet. He is to be very careful to order the drum to be beat, and the bell to be sounded, according to the tack the ship may be on, for the information of ships that may be near.

15. He is to see that every occurrence, worthy of notice, during the watch, be properly entered on the log board, and that all signals made in the fleet are correctly minuted, in such a manner as the captain shall direct; and at the end of his watch, he is to sign the log board, and the report of signals, with the initials of his name; and, in like manner, when the occurrences of the day and the report of the signals have been entered in the log-book, he is to sign that with his name at the end of each watch he kept.

16. He is constantly to ascertain the latitude, by observation, at noon, or by double altitudes, as circumstances may require, and to keep an account of the ship's way, specifying the course steered, and the distance run, for each twenty-four hours, with the latitude and longitude she is in, and the bearings and distance of some headland from which she sailed, or towards which she may be going, with other particulars, and in any form that the captain shall direct; which account he is to deliver to the captain every day, as soon after noon as the other duties of the ship will allow.

17. He is not to make any signals by day or night, except such as may be necessary to warn ships of any danger to which they might be exposed, without the directions of the captain.

18. In time of action, he is to see that all the men under his command are at their quarters, and that they do their duty with spirit and alacrity. He is to be particularly attentive to prevent them from loading the guns improperly, from firing them before they are well pointed, and from wetting them after they have been fired; and he is to be very careful to prevent their making an improper accumulation of powder in any part of his quarters.

19. He is to be attentive to the conduct of all the ship's company; to prevent all profane swearing and abusive language; all disturbance, noise, and confusion; to enforce strict obedience to orders, a proper respect to all superiors, and an observance of discipline and good order; and he is to report to the captain all those whose misconduct he shall think deserving of reprehension or punishment.

20. No boat is to be allowed to come alongside, or to go from the ship, without direction from the lieutenant of the watch. When vessels or boats come alongside with provisions, stores, water, &c., he is to see that they are cleared without delay, and that the articles are taken into the ship with the utmost care, to prevent their suffering any damage; and when any provisions, stores, empty casks, &c., are to be sent from the ship, he is to be equally attentive in causing them to be put into the vessels or boats appointed to receive them.

21. When a lieutenant is called by signal on board of a commodore's ship, he is to carry with him an order book, in which he is to enter any orders that may require it, whether given him verbally or in writing.

22. In the absence of the captain, the senior lieutenant on board the ship is to be responsible for every thing done on board. He is to see every part of the duty as punctually performed as if the captain were present. He may put under arrest any officer whose conduct he shall think so reprehensible as to require it, and he may confine such men as he may think deserving of punishment; but neither he, nor any other lieutenant, who may become commanding officer, is to release an officer from his arrest, nor to release or punish any man who has been confined: for this is to be done by the captain only, unless he be absent from the ship, with leave from the Secretary of the Navy, or from his commanding officer, in which case it is to be done only by the senior lieutenant commanding the ship in the captain's absence.

#### OF THE MASTER.

1. A master, when attached to a ship, is to be constantly attentive to his duty, and diligently and punctually to execute all orders he may receive from the captain, or any of the lieutenants of the ship, for the public service.

2. If the ship be newly commissioned, he is to obtain the most correct information he can of the manner in which her hold was stowed when last in commission, and what were then her qualities, that her stowage may be altered, if there be reason to suppose it may be done with advantage. If the ship shall not have been at sea, the master is to consult the master shipwright on what may be the best manner of stowing her; but if he find the hold already stowed, he is to inform himself how it has been done; and he is attentively to examine her qualities at sea, that he may suggest such alterations in her stowage as he may think likely to improve them.

3. He is to be present himself at the stowing of the hold, to see that the ship has the proper quantity of iron and shingle ballast; and he is to stow her in a manner best qualified to preserve her trim, to make room in the hold to admit of the stowage of the water and provisions, without risk of damage to the casks. He is to stow away as much wood in the hold as possible; and if it should appear to him that the quantity of wood and coals will not be sufficient for the time for which the ship is victualled, he is to report it to the captain.

4. He is to be present when stores or provisions are received on board, to see them carefully and expeditiously hoisted in to prevent their being damaged; and if any of them should appear to him to be in any respect defective, he is to report it to the captain, or the commanding officer on board, that they may be surveyed as soon as the service will admit, and then disposed of in conformity to the report of survey.

5. If any provisions are pointed out to him as being older than the rest, he is to stow them in such a way as to admit of their being first hoisted up; and on receiving any subsequent supplies, he is, whenever circumstances will admit, to put the new provisions under the old, that they may be the last expended.

6. When the stowage of the ship shall be completed, he is to enter into the log-book a particular account of the manner in which it was done, specifying the quantity of iron and shingle ballast in each hold, with a draught of the same, and the manner in which they are arranged, with the size and number of the casks in each tier, and showing the manner in which they are disposed of.

7. He is to be particularly careful in observing that the cables are securely clinched; that they are properly spliced and coiled in the tiers; that the rounding is well put on, and carried far enough to secure the cable from being chafed when across the cut-water.

8. He is to keep the keys of the after-hold and spirit room, which, when wanted, he is to deliver to one of the master's mates only, strictly charging him not to suffer light to be carried into the spirit rooms; to attend himself, without quitting on any account the spirit room or after-hold, while open; to see it properly secured when the service for which it was opened shall be executed, and to return the keys to him as soon as he has done so.

9. He is to see that the sails are properly fitted with points, robands, earrings, &c., ready for being brought to the yards; and that the boatswain has always a sufficient number of spare points, robands, gaskets, mats, plats, nipers, &c., ready for any purpose for which they may be wanted.



10. He is to be attentive in regarding the quantity of every species of provisions hoisted up from the hold, that if the quantity should appear to be more than is necessary for the ship's company, he may inform the captain. He is to attend also to the quantity of wood and coals hoisted up, that he may prevent any improper expenditure of them.

11. He is to be particularly careful to prevent any waste or improper expense of water, and never to allow of its being started or pumped out in the hold without particular directions from the captain; nor is he to suffer more to be hoisted up in a day than the quantity allowed.

12. He is every day to report to the captain the quantity of water expended during the last twenty-four hours, and the quantity remaining on board.

13. He is, with the first lieutenant, to visit the store-rooms of the warrant officers, to see that they are kept as clean and as well ventilated as circumstances will admit; that no other than the stores of the ship are put into them, and that the stores are arranged with such regularity as to admit of any of them being found when wanted.

14. He is frequently to visit the cable tiers to see that they are kept clean, and that no injury is done to the cables; and he is to direct the master's mate to be very careful to prevent any accumulation of dirt in the hold, and to take every opportunity of collecting and throwing overboard any filth that may be found there.

15. He is frequently to inspect the sail rooms to see that they are dry, and the rooms in good order. He is to give orders for the repairing of sails immediately on discovering that they require it; and if he should find them, or any of the stores, at any time, likely to be damaged by dampness, or by any other cause, he is immediately to represent it to the captain.

16. He is to be extremely attentive in preventing any unnecessary expense of casks, or any damage being done to them by improper violence in stowing them, or getting them into or out of the ship; he is never to allow them to be shaken, without an express order in writing from the captain for that purpose.

17. Whenever it shall be necessary to break up or clear the hold, and to start the water, he is to see that the bungs are carefully taken out of the casks and the water started upon deck from the bung holes, and that the empty casks are carefully lowered into the vessels appointed to receive them, as the expense attending the repairs of, or any considerable damage done to, the casks, by breaking in the heads or staves, or by throwing them over the gun-wales, &c., will be charged against his pay.

18. When there is a probability of the ship's being anchored, he is to see that the anchors and cables are perfectly clear for running, that the stoppers and ring ropes are in good order, and that every thing is ready for bringing her up properly; especially when she is to anchor in high winds and in strong currents.

19. When the ship is at single anchor, he is to keep the anchor clear, and prevent the cables from being chafed, and when she is moored, he is to keep the hawse clear, and should it at any time become foul beyond a cross, he is to represent the same to the captain, or commanding officer, that it may be immediately cleared. He is to see that the rounding is in good order, and that the ship is not girt by being moored too tight.

20. He is frequently to examine into the state of the rigging, to see that the standing rigging is always kept well set up, to attend himself when it is set up, to examine frequently the running rigging, and to inform the captain when any part of it appears to be no longer serviceable.

21. At the end of every week, he is to examine the boatswain's and the carpenter's accounts of stores expended, and at the end of every month he is, with the first lieutenant, to sign their expense books, which he is to examine with very great attention before he signs them, to prevent the insertion of expenditures which have not been made, or an improper account of those which have.

22. He is to see that the compasses, the hour and other glasses, are properly taken care of, to try them and compare them with each other frequently, to ascertain and prevent the bad effects of any error which may be in them, to see the log-lines and lead-lines correctly marked, and at hand whenever they may be wanted.

23. The charts, nautical books, and instruments belonging to the ship, are to be delivered to and charged to the account of the master, and on his removal he is to deliver them over to his successor, or the storekeeper of a yard, taking his receipt for the same, which receipt, when approved by the captain, is to relieve him from all further responsibility respecting them.

24. He is, under the command of the captain, to have the charge of navigating the ship. He is to represent to the captain every possible danger in or near the ship's course, and the way to avoid it and if it be immediate, to the lieutenant of the watch. Whenever the ship shall be approaching the land or any shoals, he is to be upon deck and keep a good look out, always sounding to inform himself of the situation of the ship.

25. He is every day at noon to deliver to the captain an account of the situation of the ship, the latitude and longitude she is in, the variation of the compass, the bearing and distance of the places sailed from, or of that to which the ship is bound, and every other particular which the captain shall direct.

26. He is to see that a sufficient number of master's mates and midshipmen attend every day to observe the meridian altitude of the sun, or to take double altitudes, if the obtaining of a meridian one be doubtful; and he is to direct such as he shall think proper to assist him in making any other observations or calculations which he may think necessary.

27. When the ship shall be in pilot water, although there may be a pilot on board to take charge of her, the master is to be always attentive to the manner in which she is conducted, he is to see the lead carefully hove, &c. if the pilot should not require it, and is to have every thing prepared for anchoring at the shortest notice; and if he perceive the ship standing towards danger, or if he have reason to think the pilot not properly qualified to conduct her, he is immediately to inform the captain.

28. He is to endeavor to ascertain, with every possible degree of accuracy, the latitude and longitude, and the variation of the compass at every place he visits, and of every remarkable headland which he passes.

He is also to ascertain the setting and velocity of the currents, the time of high water, at the full and change of the moon, the direction of the tides, with the extent of their rise and fall. He is to observe, and describe as particularly as he can, the appearances of coasts, pointing out remarkable objects by which one part may be distinguished from another. He is to apply to the captain, whenever he may think the service will admit of it, for boats to survey any coasts or harbors which may be near and he is to enter all the observations he may make, and all the information he may obtain, in a book, according to a prescribed form, the columns of which he is to fill up with all possible correctness. He is frequently to deliver this book to the captain for examination, and at the end of every six calendar months he is to deliver to him a correct copy, containing all the observations made, and information obtained, during the last six months, accompanied by the charts of all surveys taken, and the views which have been drawn of the coasts within that period; which book the captain is to transmit, by the first safe opportunity, to the Secretary of the Navy; and at the end of the voyage, or before he leaves the ship at any time, he is to deliver to the captain, to be by him transmitted to the Navy Commissioners, a copy of such book, containing the observations, &c. and a set of charts containing the surveys, views, &c. during the whole time he may have been master of the ship.

29. He is carefully to examine the charts of every coast, on which the ship may be employed, and at the end of the book of observations, he is to insert a list of the charts by him examined, specifying by whom, and at what time they were published, with such opinions as he may have been enabled to form of their correctness, or inaccuracy, distinctly pointing out every error he may discover, and which was either not known or imperfectly known before, carefully describing its bearings and distances from some remarkable point or points, with its size, the depth of water on it at different times of tide, the soundings near it, and any other circumstances relating to it, which may be worthy of notice; all which he is to insert in the ship's log-books, at the time the discoveries and observations shall be made.

30. He is to have charge of the ship's log-book, which is to be written by the master's mates, under his immediate inspection. He is to compare it every day with the log board, to see that every circumstance which has occurred is properly entered in it, and he is to send it immediately to the lieutenants, that they may sign their names at the end of their respective watches, while that which happened in them is still fresh in their memories. In the-log book he is to enter, with very minute exactness, each of the following circumstances, viz:



1st. The state of the weather, the directions of the wind, the courses steered, and the distances run, with every occurrence relating to the navigating of the ship, the setting and velocity of currents, and the result of all astronomical observations made to ascertain the situation of the ship, the variations of the compass, &c.

2d. The loss of yards, masts, boats, &c. the splitting of sails, the blowing away of flags or colors, and all other accidents, with the quantity of each article lost and saved.

3d. Every circumstance relating to the supply, receipt, loss, survey and returns of slop clothes, provisions, casks and water, specifying from whom they were received, and to whom they were supplied or returned, and by whose order, if any order was given, with the number of casks and packages written in words at length.

4th. An account of the quantity of every species of stores purchased for the ship, or received from, or supplied to any other United States ships, or to merchant ships, or to any foreign ship or arsenal.

5th. Every alteration made in the allowance of provisions, specifying by whose order such allowance was made.

6th. The marks and numbers of every cask of provisions, bale of slops opened for the use of the ship's company, with the quantity it is said to have contained, and the difference, if any.

7th. The time when any hired vessel is employed, and the time she is discharged, the name of the vessel, of the master and of the person from whom she was hired, her burthen in tons, and the number of men employed in her, by whose order, and for what purpose she was hired, and the cause which makes it necessary to hire her, rather than employ the boats of the ship or squadron.

8th. An account of the number of any men employed on board, who are to be paid for the service they perform, whether hired for that service or lent from other ships, mentioning the day on which they began and on which they ceased working, and the number mustered every day. Every entry of the receipt, expenditure, loss, &c. of stores or provisions, is to be carefully examined by the officer who has the charge of them, who is to signify that the account is correct, by signing his name at the bottom of it. After the log book has been signed by the lieutenants, no alteration, however trifling, is to be made in it, without the approbation of the captain, and the perfect recollection of the lieutenant of the watch that such alteration is proper.

31. At the end of every six calendar months, he is to deliver a copy of the log-book for those six months, signed by himself, to the captain, to be transmitted by the first safe opportunity to the Secretary of the Navy; and at the end of every twelve months he is to deliver the original log-book, signed by himself, to the captain, to be kept by him until the ship is paid off, and then to be sent to the Secretary of the Navy. If the master be superseded he is to sign the original log-book, then in his possession, and to deliver it to his successor, who is to give him a receipt for it.

32. Whenever he shall be ordered to survey stores or provisions reported to be decayed or unserviceable, he is to examine the state of each article with the most scrupulous attention, never trusting to any representation or opinion of others, but making his report so conscientiously, that when called upon to confirm it upon oath, which may frequently happen, he may be perfectly ready to do so. He is, as far as his judgment may enable him to determine, to point out the cause to which the defective state of such stores or provisions is to be attributed, particularly mentioning every appearance of neglect or inattention in those who had the charge of them.

If he finds any articles no longer fit for the service for which they were intended, he is to mention in his report any other service for which he may think them fit.

33. Whenever he shall be ordered to survey the stores remaining in a ship, whether they are to remain in the charge of the same officer, or to be transferred to another, he is to examine them with such attention as to be able, when required, to make oath of the truth of his report, as well to their quality as to their quantity, never allowing any article to be inserted in the report without being satisfied that it is on board the ship.

34. He is to examine with particular attention all muster-books, tickets, vouchers for stores, and other papers and accounts before he signs them, as he will be made responsible not only for such as he shall be found to have signed, knowing them to be false, but also for all mistakes in such books, accounts, &c. by which, through his neglecting to correct them, the public shall suffer any loss.

35. He is to inform the captain whenever it is probable that rope of any description may be wanted in the ship, and when the boatswain or rope-makers are ordered to make it, he is to attend frequently to see that they are diligent, that the rope is well made, and that there is no waste of yarns; he is to receive from them every day an account of the rope they have made, which is to be entered in the log-book, and he is to see that the boatswain charges himself properly with the whole of the quantity made.

#### REGULATIONS RELATIVE TO NAVAL SURGEONS AND THEIR ASSISTANTS.

1. Every naval surgeon, on being ordered to a vessel of war in the service of the United States, shall without delay report himself to the commanding officer, and take into his charge all the medicines, instruments, hospital stores, utensils, and all other articles ordered for the use of the sick, agreeably to the estimate F, for which he shall give duplicate receipts to the medical purveyor by whom they were supplied. He shall personally examine the articles before he passes his receipts, as he will be held strictly accountable for the expenditure thereof.

2. He shall keep, or cause to be kept, a regular account of the receipt and expenditure of the said articles of medicine, according to form G, and of the hospital stores as per form H; and, at the expiration of every month, the amount of the respective columns of hospital stores shall be carried to the credit side of a book, as per form I. These books he is carefully to preserve, and at the end of every year to deliver them to the medical purveyor of the depot where he may have arrived.

3. He shall, at the expiration of every cruise, report the quantities of medicine and all other articles received, expended, and remaining on hand, to the medical purveyor of the depot where he may have arrived; which return shall be certified as just and true, and that the articles expended were, to the best of his knowledge and belief, used solely for the sick and invalids on board the ship to which he is attached.—(See form G.) He shall, if the ship is to be laid up, deposit all the articles remaining in his possession with the medical purveyor, and in case there should be no medical purveyor, to the surgeon of the yard or hospital where the ship is laid up, and give a written account of all losses, if returned in bad order, the cause or causes thereof. The purveyor, on receiving the balances of medicines, hospital stores, instruments, and utensils, shall give a receipt for the same, and also a certificate of the condition of the instruments, specifying all losses, or, if returned in bad order, in consequence of neglect; which certificates shall be forwarded to the office of the Fourth Auditor of the Treasury Department, stating the amount of losses and repairs required, that the same may be charged to the naval surgeon. All losses in the surgeon's department, which cannot be reasonably accounted for, shall be deducted from the pay of himself and assistants.

4. When a surgeon is ordered to be transferred, he shall apply to the commanding officer of the ship, and request that two or more surgeons, or other commissioned officers, may be ordered to superintend the survey of all articles in his possession, in the presence of his successor, noting the quantity and quality of each article; which, when signed by the surveying officers, shall be receipted for by the surgeon who succeeds him; a duplicate of which shall be forwarded without delay to the medical purveyor, in order that the complement of all articles may be provided, should the vessel be destined on a long cruise. It is, however, distinctly to be understood, that the first supply shall be considered sufficient for one year, unless there shall have been an unusual prevalence of disease among the crew. This circumstance, moreover, shall be certified, and the certificate forwarded to the medical purveyor, as a voucher for deviating from the established rules of the service.

5. Should a fresh supply of medicines, or other articles in the hospital department, be required on a foreign station, in consequence of any extraordinary number of sick, or by any injury sustained in a gale of wind, or in an action, he shall make out a requisition for such articles as he may think absolutely necessary for the remainder of the cruise, or until he shall arrive in the United States; which requisition, when signed by the commander, shall be forwarded to the navy agent or consul of the port whereat the vessel may be, who will direct the supply thereof. The surgeon shall examine and approve the account of all articles thus supplied, before they are received on board.



6. No condemnation of any articles of medicine or hospital stores shall take place, unless a survey shall have been had on the same, by order of the commander, at the request of the surgeon. A lieutenant, one surgeon, and mate, shall be appointed for this duty; and their certificate shall be necessary to exonerate the naval surgeon from the responsibility which the regulations impose on him.

7. He shall prescribe for *casual cases* on the gun-deck every morning at nine of the clock, due notice having been previously given by his loblolly boy, by the ringing of a bell. He shall visit those who are confined to the sick berth twice a day, or oftener if necessary, and prescribe such medicines and diet as he may think proper. He shall likewise direct the stoppage of the rations of every man on the sick list, and excused from duty, when he shall issue hospital stores in lieu thereof. The amount of the rations stopped shall be accounted for by the purser of the ship at the end of every cruise, and be paid to the naval hospital and asylum fund.

8. He shall cause the patients under his care to be removed to the sick berth whenever he shall judge it expedient. He is to request the commander to order as many men as may be requisite to attend their companions, day and night, as nurses; and, whilst engaged in this duty, they shall be subject to the orders of the surgeon, unless when mustered or called to quarters. Should they neglect to perform the duties required, or not use tenderness and humanity in the performance of them, the surgeon shall make a proper representation thereof to the captain. The sick berth shall be supplied with a sufficient number of buckets with covers for the use of the sick, which shall be emptied frequently and cleansed, and charcoal and water put in them. The berth shall be whitewashed with lime whenever an opportunity offers, and the deck sprinkled with vinegar.

9. He shall be extremely attentive to the personal cleanliness of the patient under his care, and see that the beds and bedding are properly attended to; also, that the sick are supplied with such medicines, drinks, and nourishments, as their situation may require.

10. He shall report *daily*, to the commander, the number, names, quality, and state of the sick under his care, their diseases, and the probable cause of the increase of the sick; also the result of his treatment, agreeably to form K. He shall likewise deposit in the binnacle an alphabetical list of those who are, or ought to be, excused from duty in consequence of wounds, disease, or other injuries.

11. The day previous to the discharge of a man from the sick report, *who had been subsisted by him*, he shall inform the purser, in writing, in order that his steward may include him in his mess in serving out the rations.

12. He shall at all times be prepared with every thing necessary for the relief of wounded men; and, when the ship is cleared for action, he shall repair to the cockpit, with his assistants and attendants, or to such part of the ship as the surgeon, with the consent of the commander, may consider most proper for their reception, the situation having been previously arranged.

13. A variety of cases may occur where, for the preservation of the lives of the sick, as well as for the safety of those who are well, it may be considered necessary to remove part of the sick on the gun-deck. It is, therefore, deemed proper that he should recommend their removal whenever circumstances may make it necessary.

14. Every patient, on being sent to the sick berth, shall, if practicable, be washed with soap and warm water; and, when there is any suspicion of infection, they shall be furnished with a clean shirt and bedding; the blankets and clothes which they had used should be immersed in boiling water in which potash has been dissolved, from whence they are to be taken, washed, and dried, before they are returned to the men's chests or bags. The mattresses should be cleansed, and frequently exposed to the sun and air.

15. He shall keep, or cause to be kept, a journal, according to form L, of the state of the weather, number, names, age, rank, disease, and treatment, when placed on the sick list, discharged therefrom, or death, noting, likewise, the number of days that the patient was victualled from the medical department; also such remarks on the probable origin of the disease prevailing on board, with a topographical account of the vicinity of anchorages, and such other professional observations as may have a tendency to benefit the public service. This journal he shall forward to the Navy Department, inspected by such of the surgeons of the navy as the Secretary of the Navy Department may direct, at the end of every cruise, or whenever he shall be transferred to another vessel.

16. When sick or wounded men shall be sent to any of the naval hospitals of the United States, they shall be accompanied by an officer and an assistant surgeon, to see that they are conveyed with all the care and comfort that circumstances will admit of.

17. Each man sent to the hospital shall be furnished with a sick ticket, agreeably to form M, and also an inventory of his effects, agreeably to form N.

18. Whenever very important or difficult cases occur, he shall, if practicable, consult with the surgeons of the fleet.

19. He shall instruct his assistants, and all others stationed with him, in the use of the tourniquet, and such other persons as the commander may appoint. A number of tourniquets shall be distributed to the different quarters, also two or three to each top, that the wounded men may suffer as little as possible from loss of blood before their removal to the cockpit.

20. He shall occasionally inspect the crew, and take every precaution to prevent the origin or progress of contagion; on the appearance of which he should, without delay, report the case to the commander, in order that a timely separation may be made of the sick from the well, and adopt such measures as may have a tendency to arrest the progress of the disease.

21. He shall frequently inspect the provisions and liquors which may be served out, and report the same to the commander when unsound; he shall, likewise, direct his mates to examine the cook's coppers, to see that he keeps them clean; and likewise report every thing respecting diet, dress, and want of personal cleanliness; in short, every thing which may come within the sphere of his knowledge, tending to promote the comfort and health of the crew.

22. He shall take care that the medicines, and all other articles with which he is supplied, are faithfully administered for the relief of the sick and wounded, and that no part of them be wasted or embezzled, or applied to any other purpose than that for which they were intended.

23. To enable the surgeon and his assistants to take proper care of the articles belonging to the medical department, a store room shall be allotted for their reception, which shall be solely under the charge of the surgeon, or, during his absence, of his first assistant.

24. When a ship comes to anchor at any port, he shall make out a requisition for a supply of fresh provisions and vegetables, fruit, including lemons, limes, or oranges, or such other articles as the place may afford, which he may deem proper for the use of the sick and convalescent; which requisition, being approved by the commander, shall be purchased by the purser, and the amount charged to the medical department.

25. Whenever the surgeon shall consider that a supply of fresh provisions, vegetables, or lemons, is necessary for the crew generally, he is to signify the same to the commanding officer.

26. The surgeon shall be allowed a faithful attendant to issue, under his direction, all supplies of provisions and hospital stores, and to attend to the preparation of the nourishment for the sick.

27. The purser shall, from time to time, supply, on the requisition of the surgeon, approved by the captain or commander, such articles of provisions as he may require for the use of the sick or convalescent; which articles shall be charged to the medical department, or against the rations of the sick which may have been stopped.

28. At the expiration of every cruise, the surgeon shall report to the Secretary of the Navy Department the conduct of his mates, whether they have performed their duties with ability, zeal, and industry. Surgical instruments are to be delivered to the surgeon, and charged to his account; and, on his removal from the ship, he is to take a receipt from his successor, the medical purveyor, or the surgeon of the hospital, when the ship may be laid up; which receipt, when approved by the captain, shall acquit him from further responsibility respecting them.

#### RELATIVE TO SURGEONS' ASSISTANTS OR MATES.

1. They shall be subject to the orders of the surgeon. They shall weigh or measure every article of medicine and hospital stores issued; they shall keep a journal of the diseases and treatment of all cases, an abstract

of which shall be given to the surgeon, that he may be enabled to report thereupon to the Secretary of the Navy Department at the expiration of every cruise.

2. They shall be careful to see that the medicines prescribed are administered as directed, and that the sick are supplied with proper nourishment. They shall be particularly careful in directing the loblolly boy to keep the cockpit clean, and every article therein belonging to the medical department. They shall, under direction of the surgeon, personally apply dressings to wounds and ulcers, perform the operation of blood-letting, and, in all important cases, they are personally to administer the medicines prescribed, or see them given, and do all other duties pertaining to their profession which the surgeon may direct.

3. They must direct the orderlies to wash all bandages and compresses daily in hot water, with soap or pot ash, and see that they are returned clean and dry to the cockpit.

4. In the absence of the surgeon, the assistant oldest in commission shall act as surgeon. They shall likewise aid in preparing the necessary reports required by the rules and regulations of the navy.

#### RELATIVE TO PURSERS.

The purser being the officer appointed to receive and distribute the victualling stores and slops of the ship, having entered into bonds to the United States, as prescribed by law, is to abide by the following regulations and instructions, and he is not to expect that any irregularity in, or omission of, any part thereof, or of the forms referred to therein, for keeping his accounts, will pass unnoticed:

1. Every purser attached to a vessel of war shall make to the Secretary of the Navy Department a statement of his accounts every three months, and settle his accounts at the Treasury Department every twelve months; nor shall he permit a greater length of time to elapse without offering his accounts for settlement, if the vessel to which he belongs be in the United States; and, in the event of his failing to do so, his pay and emoluments shall cease from the time of the expiration of the twelve months, commencing at the time of his joining the vessel, or at the date of the last settlement.

2. Every purser of a yard shall settle his accounts at the Treasury Department every twelve months; nor shall he permit a greater length of time to elapse without offering his accounts for settlement; and, in the event of his so doing, his pay and emoluments shall cease from the time of the expiration of the twelve months, commencing at the time of joining the station, or at the date of the last settlement.

3. No purser can be employed, or removed from one ship or station to another, until he shall have settled up his accounts for the ship or station to which he shall have last belonged, unless especially exempted from doing so by the Secretary of the Navy Department.

4. Before a purser can receive orders to join a ship or station, or to be removed from one ship or station to another, he must produce a certificate from the Fourth Auditor of the Treasury, or other satisfactory evidence, that he has settled up his accounts for the last ship or station to which he belonged, and that the balance against him does not exceed one thousand dollars.

5. When a purser joins a ship or station, he shall see that it is provided with the necessary articles belonging to his department, take care that the provisions, victualling stores, and slops, are of a good quality, and demand a survey on those which may appear damaged or otherwise unfit for the service.

6. Tobacco will be purchased by the United States, and delivered and charged to the purser at cost and charges, and he will, on the settlement of his accounts, be allowed fifty per cent. on the amount of all tobacco issued, which per centage is to be added to the cost and charges on the article when issued to the crew.

7. On fitting out, there will be furnished of tobacco a supply equal to the time for which the ship may be victualled; and there will be allowed for each man on board at the rate per annum of twenty-four pounds of tobacco.

8. When tobacco shall be received from the navy stores, and there shall be a difficulty in ascertaining precisely the first cost, and the charges to which it shall have been subjected, it shall be charged to the men at the current retail price per pound, *avoids*, which is to be certified by the commanding officer present and the agent.

9. Every purser, on closing his accounts, shall take care to have the quantities of tobacco remaining inserted in the surveys, in like manner with the other victualling stores. He is also to prepare and to deliver in to the Fourth Auditor of the Treasury accounts of the issues corresponding with the different victuallings of the ship, accompanied by certificates of the captain of the quantities issued and remaining.

10. The purser is to be charged with the tobacco with which he shall be supplied according to the actual weight at the time he received it; and he will be charged with all deficiencies at the rate at which it may be delivered to the men. If, however, it shall be made appear that, from any extraordinary circumstances, an unavoidable diminution of weight should have been occasioned, a reasonable allowance will be made on the settlement of his accounts.

11. All slop clothing will be charged to the purser at the cost and charges, and he is to be held accountable for the expenditure.

12. In no case will the purser be credited, even for any alleged loss by damage in slops, unless he shows, by regular surveys, signed by three officers, one, at least, of whom to be commissioned, that the loss has been unavoidably sustained by *damage*, and not by any neglect or inattention on his part.

13. And, as a compensation for the risk and responsibility, the purser shall be authorized to dispose of the slops to the crew at a profit of ten per cent.; but he must, at the end of every cruise, render a regular and particular slop account, showing, by appropriate columns, the quantities of each several kinds of articles received or purchased, and the prices and amount, and from whom, when, and where; and he shall show the quantities disposed of, and to whom, and at what prices; so that his slop account may show the articles, prices, and amounts, received and disposed of.

14. In issues of slop clothing, the purser shall in no instance exceed the quantity per man annually, as stated in the following table, unless he shall be particularly instructed to do so by the captain or commander; in which case, he is to obtain his written order, explaining the necessity of departing from this rule:

Table showing the quantity and kind of slops allowed to be issued for the first year per man; for the second year, two-thirds of the amount of the list prescribed for the first year's issue; to be furnished in such articles of slops as the commander may direct. All articles of wearing apparel, or materials of which wearing apparel is made, to be charged as slops; nor shall any deviation from the articles enumerated in the list be issued to the crew, except on extraordinary occasions, and then only by written permission from the Secretary of the Navy Department, or, when serving on a foreign station, by the commander; which document shall be presented before the accounts of the purser shall be passed.

1 Pea jacket, (to serve two years,)	2 Do. trowsers,
2 Blue cloth jackets,	1 Do. banyans,
2 Do. trowsers,	4 Pairs of shoes,
2 White flannel shirts,	1 Mattress,
2 Do. drawers,	2 Blankets,
2 Pair yarn stockings,	1 Hammock,
2 Black handkerchiefs,	1 Red cloth vest,
2 Duck frocks,	2 Hats,

15. When, on foreign stations, there shall be a necessity for purchasing slops, they are to be procured agreeably to the established uniform of the navy, which in winter shall consist of blue jacket and trowsers, and red vest, (the buttons of which shall be yellow,) and black hats. In summer, the dress shall be white duck jackets, trowsers, and vests; and on the home station they will be supplied from the navy stores on requisition, in the same manner as other stores are supplied.



16. The purser will be allowed to sell to the crew, under regulations and restrictions, the articles specified in the subjoined list, to wit:

Soap, tin pots, spoons, bottles of mustard, pepper, knives, combs, brushes, riband, needles, thread.

17. They shall not be allowed to issue more per man annually than the quantities and number specified in the following table, nor shall there be charged on them a profit exceeding twenty-five per cent. on the first cost and charges:

Table specifying the quantity and number of each article allowed to be sold annually to each man:

Twenty-five pounds of soap, three tin pots, three spoons, two bottles of mustard, half a pound of pepper, four knives, four combs, three brushes, three yards of riband, and needles and thread in reasonable quantities.

On the settlement of his accounts at the Treasury Department, he must produce the certificate of the cost and charges of the articles above mentioned, approved by the commander; and unless that document is produced, and the most satisfactory evidence given of the charges against the men for these articles, he is not to receive any per centage on the issues of slops and tobacco; and, in the event of any fraud or imposition being practised against any of the men, it shall be the duty of the commander to bring him to trial for the same, without any avoidable delay.

18. Seamen destitute of necessaries may be supplied with slops by an order from the captain, after the vessel has commenced her voyage.

19. None are to receive a second supply until they have served full two months, and then not exceeding in amount half their pay.

20. Slops are to be issued out publicly, and in the presence of an officer who is to be appointed by the captain to see the articles delivered to the seamen and others, and the receipts given for the same, which he is also to certify. The captain is not to suffer any one to be supplied with slops except when absolutely necessary, and he is to oblige those who are ragged or in want of apparel or bedding to receive such of these articles as they shall be in need of.

21. Whenever it shall be found necessary to lend slop clothes from one United States vessel to another, an order shall previously be obtained from the commanding officer, a duplicate of which, and the receipt of the purser who receives them, stating the quantity and price of every particular kind, must be forwarded to the Board of Navy Commissioners by the first safe opportunity, and the original order preserved by the purser, to be produced at the settlement of his accounts, without which he will not be allowed credit for such loan.

22. When any one dies on board, his clothes and other effects may be sold at auction, and the amount, after being charged to the buyer, shall be carried to the credit of the deceased, for the benefit of his legal representatives.

23. The purser shall be allowed a commission of five per cent., to be deducted from the amount of the sale of such clothes.

24. Seamen are not to be allowed to bid for deceased officer's clothes that are above their wear, nor suffered to bid for any effects beyond their real value, nor to purchase more than the wages due them can answer for.

25. No purser shall pay over any balance of wages to an administrator or executor, without first obtaining an order from the Secretary of the Navy.

26. No purser shall draw moneys at any time or place, without the approval and signature of his commanding officer.

27. At the end of the cruise, and before the payment of the ship, the purser shall return into store such of the slops and bedding as remain unissued, and forthwith render a just account of all slops and bedding that have, from time to time, been committed to his charge. He shall not be allowed credit for slop clothes or bedding returned as unserviceable, unless he produce condemnation of them by survey, together with an affidavit that the whole of the said returns are the same received from the United States' navy stores or ships, or on account of the United States; and that there was no neglect on his part in not having timely issued those which may appear condemned as unserviceable; nor shall he be allowed credit for any unserviceable slops or beds thrown overboard, but he shall cause them to be carefully packed up and preserved, that they may be returned into store; and he is not to receive his wages nor commissions on tobacco, without a certificate from the storekeeper of slops that he has delivered into the slop store the same condemned slops and beds.

28. There shall be allowed every person serving on board the vessels of war of the United States, a daily proportion of provisions, as specified in the following table.

DAYS OF THE WEEK.	LBS.	OZ.	POUNDS OF			OUNCES OF				HALF PINTS OF				
	Suet.	Cheese.	Beef.	Pork.	Flour.	Bread.	Butter.	Sugar.	Tea.	Peas.	Rice.	Molasses.	Vinegar.	Spirit.
Sunday, -	1	-	1 1/2	-	1/2	14	-	1	-	-	-	-	-	1
Monday, -	-	-	-	1	-	14	-	1	-	1	-	-	-	1
Tuesday, -	-	2	1	-	-	14	-	1	-	-	-	-	-	1
Wednesday, -	-	-	-	1	-	14	-	1	-	-	1	-	-	1
Thursday, -	1	-	1 1/2	-	1/2	14	-	1	-	-	-	-	-	1
Friday, -	-	4	-	-	-	14	2	1	-	-	1	1	-	1
Saturday, -	-	-	-	1	-	14	-	1	4 oz. per week,	1	-	-	1	1
	1/2	6	3 1/2	3	1	98	2	7	4	2	2	1	1	7

Suet,	half pound,	at	12 1/2	-	-	-	-	-	-	-	-	-	-	\$0 6 1/2
Cheese,	six ounces,	"	16	-	-	-	-	-	-	-	-	-	-	0 6 1/2
Beef,	3 1/2 pounds,	"	8 1/2	-	-	-	-	-	-	-	-	-	-	0 29
Pork,	three pounds,	"	9 1/2	-	-	-	-	-	-	-	-	-	-	0 28 1/2
Flour,	one pound,	"	4	-	-	-	-	-	-	-	-	-	-	0 4
Bread,	ninety-eight ounces,	"	5	-	-	-	-	-	-	-	-	-	-	0 30 1/2
Butter,	two ounces,	"	24	-	-	-	-	-	-	-	-	-	-	0 3
Sugar,	seven ounces,	"	1	-	-	-	-	-	-	-	-	-	-	0 7
Tea,	four ounces,	"	3	-	-	-	-	-	-	-	-	-	-	0 12
Peas,	two half pints of,	"	1 1/2	-	-	-	-	-	-	-	-	-	-	0 3
Rice,	two do.	"	2 1/2	-	-	-	-	-	-	-	-	-	-	0 5
Molasses,	one do.	"	3	-	-	-	-	-	-	-	-	-	-	0 3
Vinegar,	one do.	"	2	-	-	-	-	-	-	-	-	-	-	0 2
Spirit,	seven do.	"	5	-	-	-	-	-	-	-	-	-	-	0 35

\$1 75

29. The purser being held accountable for the expenditure, he shall, as far as may be practicable, examine and inspect all provisions offered to the vessel, and none shall be received that are objected to by him, unless they are examined and approved of by at least two commissioned officers of the vessel.

30. In all cases where it may appear to the purser that provisions are damaged or spoiling, it will be his duty to apply to the commanding officer, who will direct a survey by at least three officers, one of whom to be commission.

31. If, upon a settlement of the purser's provision accounts, there shall appear a loss or deficiency of more than seven and a half per cent. upon the amount of the provisions received, he will be charged with, and held accountable for such loss or deficiency, exceeding the seven and a half per cent., unless he shows, by regular surveys, that the loss has been unavoidably sustained by damage or otherwise.

32. Captains or commanders may shorten the daily allowance of provisions, when necessity shall require it, taking due care that each man has credit for his deficiency, that he may be paid for the same.

33. No officer is to have whole allowance while the ship's company is at short.

34. Beef, for the use of the navy, is to be cut into ten pound pieces, pork into eight pound, and every cask must have the contents thereof marked on the head, and the person's name by whom it was furnished, agreeable to article forty-two.

35. If there be a want of pork, the captain may order beef to be issued in the proportion established.

36. If any provisions slip out of the slings, or are damaged through carelessness, the value of them is to be charged against the wages of the offender.

37. When in port, if it can be done conveniently, at a reasonable rate, the crew shall be supplied two days in each week with fresh meat, one day in lieu of salt beef, and the other in lieu of salt pork, and it is to be observed that one pound and a half fresh meat is considered equal to a pound of salt beef, or three quarters of a pound of salt pork, and the amount of the vegetables, greens, and thickening for the soup is to be equal to the amount of the articles which may, on the day of issue, be stopped in consequence of the serving out of fresh meat.

38. As all are to be equal in point of victualling, no officer, or other person, is, on any account, to select provisions for his own use, either on shore, in store, or on board ship. Nor are they to be paid in kind for any savings of provisions, or to draw more of any one article than is allowed by the established ration. The ship's provisions are calculated and intended for daily subsistence, and must be issued agreeably to this intention.

39. Provisions and stores purchased by agents are to be surveyed when received on board, and if it should appear, by the report of the surveying officers, that they are unfit for the public service, they are to be returned to the agent, and, on settlement, the captain is to refuse to admit them into the agent's account against the ship, and is to transmit to the Board of Navy Commissioners a duplicate of the report of survey, with such remarks as the case may make necessary.

40. Provisions and stores unfit for service are, after survey, if in a port of the United States, to be returned into the navy stores, or to the navy agent, to be disposed of at public sale to the best advantage. If in a foreign port, they are, by order of the commander or captain, to be sold by the purser, or such other person as the commander or captain may appoint. And if at sea, or in a situation where they cannot be otherwise disposed of, they are to be thrown overboard. But, in either case, the purser or officer having charge of the stores is to preserve a copy of the survey, with a certificate of the manner in which the articles were disposed of; or such purser, or other person, will not be allowed credit for the amount thereof.

41. Provisions and stores, especially on foreign voyages, are to be often examined by order of the captain, and every necessary measure adopted for their preservation.

42. Every cask and package of provisions, wet or dry, bread excepted, sent on board the United States' ships of war, is to have the contents thereof, as to quantity and kind, distinctly marked on it, together with a number, and the time when, place where, and by whom purchased or furnished. The casks are to be marked on the head, and the packages on some proper or conspicuous part of them.

43. The casks for spirits are to be stowed in the spirit room; to be surveyed by a sworn gauger; and the quantity they will contain in gallons (wine measure) is to be marked plainly on each near the bung. Casks, in which liquor of any kind is brought on board, are also, in like manner, to be gauged, and the contents marked on them.

44. In all cases when fresh meat is received on board, the commander is to see that it is good and wholesome; that it is fairly and equally distributed among the officers and crew; that no particular pieces are reserved for the officers or others; that a lieutenant, master's mate, or midshipman, attend the distribution in some convenient and public part of the ship, where it shall be picked for in the customary manner.

#### FULL AND HALF PAY AND RATIONS.

1. The full pay and full rations of all commissioned and warrant officers, shall commence with the date of their acknowledgment of the receipt of their orders for service, unless there appears to have been unnecessary delay in their executing said orders, in which case the Secretary of the Navy Department will direct their pay to commence at the time of their joining the command ship, or station, to which they have been ordered.

2. The full pay and full rations of all commissioned and warrant officers shall cease, when they shall be notified by the Secretary of the Navy Department that their active services are no longer required.

3. Officers thrown out of active employment, by order of the Secretary of the Navy Department, shall be entitled to only half their pay and half their rations.

4. The resignation of a half-pay officer when called into active service will be considered a disobedience of orders.

5. A lieutenant succeeding to the command of a ship by the death of the captain, and any officer, properly qualified, who shall be appointed on any foreign station by the senior officer present to act in a station vacated by the death of the officer who held it, shall receive the pay allotted to that station until another officer supersedes him.

6. The pay of an officer who quits the ship he belonged to on any foreign station, whatever may be his reasons, shall cease from the time he quits her, unless the Secretary of the Navy Department shall be satisfied that his removal was absolutely necessary for the recovery of his health.

7. The half-pay of officers, who leave the United States on furlough for more than twelve months, shall cease after that period; nor shall they again be entitled to it but by order of the Secretary of the Navy Department; and no officer will, whatever may be his reasons, be considered as belonging to the service, unless he reports himself to the Secretary of the Navy Department once a year, if practicable for him to do so.

#### MARINES SERVING ON BOARD THE SHIPS OF THE UNITED STATES.

1. The marine detachments appointed to serve on board of the ships of the United States are to be entered upon their books as part of the complement for victuals; and, with regard to provisions and short allowance money, they are to be in all respects upon the same footing with the seamen.

2. When marines are wanted on board any ship or vessel, the commanding sea officer at the port where such ship or vessel shall be is to give as early notice as possible of the number wanted to the commanding marine officer on shore.

3. The commission and non-commission officers are to go on board with the men, and reside there constantly at their duty.

4. All marine officers are to obey the orders of the captain or commanding officer of the ship, and also of the commanding officer of the watch. The marine officers are, upon all occasions, to be treated, as well by the captain of the ship as by all other officers and people belonging to her, with the respect, decency, and regard due to the commissions they bear. They are to possess the cabins or berths erected for them.



5. The marines are to be exercised by the marine officers in the use of their arms as often as possible, that they may become expert in the use thereof; they are to be employed as sentinels, and upon all other duties and service on board the ship which they may be capable of, and therein to be subject to the directions of the officers of the ship; but they are not to be obliged to go aloft, or to be punished for not showing an inclination to do so. And the captain or commanding officer of the ship is strictly charged not to suffer them to be ill-treated, nor a sergeant or corporal to be struck, on any account, by any of the officers, petty officers, or seamen.

6. No marine serving on board of any of the United States' vessels of war is to be discharged as such, and entered as a seaman, without special authority from the Secretary of the Navy.

7. When any marines shall be sent upon duty, either on board of any other ship or on shore, they are not to be discharged from the books of the ships from which they shall be sent, while those ships continue in port, and shall not have their established number completed with other marines.

8. The commanding marine officer is to have in his possession the chests prepared for the arms and the cartridges for the use of the marines. The arms and drums are to be under his charge, and he is to be accountable for any loss or damage that may happen for want of sufficient care in him; but if any such loss or damage happen by the default of any other person, the marine officer is immediately to acquaint the captain of the ship therewith, who is to cause the value thereof to be forthwith noted against the defaulter's name, in order to its being deducted from his pay or wages.

9. The marine arms are to be kept clean and in good condition by the marines themselves, so far as they can do the same; but, if necessary, the marine officer may apply to the captain for the assistance of one or more armorer's mates to repair the arms; and the captain, in such case, will order such assistance to be afforded.

10. When marines are sent on board of any of the United States' ships, in order to serve at sea, the captain of the ship is to cause the purser to supply them, upon their coming on board, with a suit of bedding, if necessary, and from time to time with such further bedding and slop clothes, &c. as the commanding marine officer may represent them to be in want of; for all which the officer charged with paying the marines shall settle with the purser of the ship, charging the amount thereof to the accounts of the marines to whom such bedding and slop clothes, and other slops, may have been so issued.

11. The commanding marine officer on board must examine once a week, at least, into the state of the clothing and slops belonging to each marine, and if he finds any loss or abuse, must inquire how it happened; and he is to inform the captain of the ship of the circumstances, who will apply such corrective as may be necessary to prevent a recurrence of such losses or abuses.

12. When any marine belonging to the ship dies, his clothing and effects (except his uniform marine clothing) are to be sold at the mast, by auction, and the produce charged against the names of the buyers; and the marine officer will, by the first opportunity, transmit to the paymaster of the marine corps an inventory of the effects so sold, and an account of the amount for which they sold, signed by the captain and purser of the ship, in order that such amount may be paid over to the legal representative of the marine so dying.

13. A store room on board of each ship, to be in the possession of the marine officer, is to be appropriated exclusively for the spare clothing, accoutrements, and all other necessities for the use of the marines.

14. Marines sick or wounded are to be taken the same care of by the surgeon of the ship that the seamen are; and when it shall be necessary to send them out of the ship for cure, they are to be sent on shore to the hospitals, or sick quarters, and are to be in all respects under the same regulations that are established for the seamen. Sick tickets are to be sent with them, similar to those to be sent with the seamen. The captain of the ship and the commanding marine officer on board are to see that their bedding, clothes, and necessities are sent along with them, the particulars of which are to be noted at the foot of the sick tickets. The commanding marine officer will see that each man's things be securely bound together and labelled. The proper officer at the hospital or sick quarters, and the marine officer attending hospital duty, (where there shall be any,) are to take care that the same be safely deposited and preserved, till the marines are either discharged, run, or die. If discharged, they are to be delivered to their respective owners; and in the cases of desertion and death, they are to be disposed of as provided in the case of dead men's clothes on board of ship.

15. Marines sent sick on shore are to be continued upon the books of the ship from which they shall be sent, unless the proportion of marines allowed the ship be completed during his sickness; and, in the latter case, they are, when recovered, to be turned over to some other ship wanting marines, or to be sent to the nearest marine station. So soon as the number allowed the ship be completed, all marines sent sick on shore are to be discharged from the ship's books, as the ship must never be charged with more than the complement of marines allowed her.

16. When a marine is returned on shipboard from an hospital or sick quarters, the captain of the ship is to take care that there be charged against his name the value of any clothing he may have been supplied with at the hospital, which the hospital surgeon is to set off upon the ticket of discharge from the hospital.

17. The rations issued to the marines must be charged by the purser to the subsistence of the marine corps, in order that the subsistence of the navy may have credit therefor in the settlement of his accounts.

18. Marines are to be paid by the purser of the ship, while they are on board of ship, and charged the same as the ship's crew. Pay rolls, signed by the purser, and countersigned by the marine officer, are to be regularly transmitted to the Fourth Auditor of the Treasury.

#### GENERAL INSTRUCTIONS FOR WARRANT OFFICERS.

1. The warrant officers of the United States' vessels of war when in ordinary, are to examine frequently the condition of the store rooms appointed to receive their respective stores, are to inform the master shipwright of the yard of any defects in them which may require to be repaired, that they may be fit to receive the stores whenever the ship shall be put in commission; and, when any ship is commissioned, the warrant officers are to use their utmost endeavors to get their stores on board as expeditiously as the other duties, necessary to the equipment of a ship, will permit.

2. When they receive stores on board, whether at the fitting out of the ship, or on any subsequent supply, they are to be very particular in ascertaining that they are of a good quality, and that they receive the full quantity specified in the note or memorandum sent with them; and they are immediately to report to the captain any defect or deficiency which they may discover in them.

3. They are to keep an account, according to the forms delivered to them, of the receipt, expenditure, [expressed in words, and not in figures,] condemnation by survey, or supplying of stores; always specifying the place and the person from whom the stores are received, or the person to whom they are supplied.

4. No waste of stores not perishable will ever be allowed, except from unavoidable accidents, which are to be particularly mentioned in the log-book, wherein the quantity of every article is to be specified. Two of the principal officers present at such accident are to certify that it did happen; and, if the quantity of stores lost be considerable, the quantity remaining is to be ascertained by survey.

5. If stores of any description be lost or damaged through neglect, or by the misconduct of any officer or other person, the officer having the charge of such stores is to report such misconduct or neglect to the captain, that the value of the stores may be charged against the wages of the delinquent.

6. Every officer shall be responsible for the conduct of his yeoman. He is most carefully to avoid the setting down of any stores as expended which have not been used; or the stating them as having been expended for any other purposes than those to which they were actually applied.

7. Every officer shall be responsible for any errors he makes in his accounts; and he shall pay out of his wages the full value of all stores not properly accounted for, or improperly expended; unless he shall produce an order from the captain to expend them in a manner contrary to the regulations contained in these instructions, and the established practice of the service.

8. Officers are not to suffer the yeomen to take stores from the store rooms without their express order. They are frequently to examine the quantity remaining; and if they have doubts of its being as great as it ought to be, they are to apply for a survey thereon.
  9. When they are supplied with stores by other officers, whether of the same ship or of any other, they are to charge themselves with such stores, and are to mention their having done so in the receipt they give for them.
  10. One officer shall not supply another with stores, nor lend any, without an order in writing from the captain; and when he does supply or lend them, he is to demand a receipt, in which the quantity of every article is to be written in words at length, and in which is to be mentioned by whose order they were supplied; and he is also to give under his hand, to the officer supplied, a voucher of delivery, specifying the stores as particularly as in the receipt.
  11. Officers when appropriating rope, canvass, or any other article to use, are to be very attentive to conform to the established length and other dimensions of whatever it may be intended to make.
  12. When they convert stores to any other use than that for which they were originally intended, they are to enter them in their accounts, as having been so converted, and are to charge themselves with whatever they convert them into.
  13. When masts, sails, colors, or other stores are blown away or lost, they are to be very particular in the quantity they expend in that manner, as they will probably be required to make oath to the truth of that part of their accounts.
  14. When stores are damaged or worn out, the officer who has the charge of them is to apply to the captain to have them surveyed; and, after they are surveyed, he is to be careful to apply them to whatever use the surveying officers shall appoint, charging himself with those articles into which he may be directed to convert them.
  15. They are to visit their store rooms very frequently, to see that they are kept clean, that they are well aired, and that the stores are so arranged as to admit of their being easily got at when wanted.
  16. They are never to carry, nor suffer others to carry lights in their store rooms, except in good lanterns; the doors of which are never to be opened in the store rooms.
  17. They are strictly charged not to put into the magazine, the wings, or any of the store rooms, any wine or spirituous liquors; nor to keep any quantity in their cabins, except such as the captain shall expressly permit them to keep there.
  18. When the ship is to be dismantled, either for the purpose of being refitted or paid off, they are to be particularly careful in preventing their stores, rigging, &c. from being cut, or in any way damaged; they are to see that all the stores they send from the ship are tallied, and very carefully put into the boats or vessels which are to carry them; and to take every possible precaution to prevent their receiving damage on their way to the store houses.
  19. When a warrant officer is about to be removed from a ship, or when he wishes to pass his accounts, which he will be allowed to do at the expiration of every twelve calendar months, he is to apply to the captain for a survey on his stores, who will obtain from his commanding officer an order for that purpose; or if he should have no immediate commanding officer, the captain is himself to order the survey, that the quantity of stores remaining on board may be correctly ascertained.
  20. When a warrant officer dies, the captain is immediately to apply to the commanding officer present to order, or if the ship be alone, he is himself to order, a survey on the stores remaining on board; one copy of the report of such survey is to be sealed up with the papers of the deceased officer; and another copy is to be delivered to his successor to be considered as his first charge.
  21. As all warrant officers may, at times, be called to survey stores, they are strictly charged to perform that duty with the utmost attention; and to make all their reports with the strictest truth and impartiality, so that, when called on, they may be able, conscientiously, to make oath to the correctness of the report they have made.
  22. When ordered to survey stores represented as being unfit for service, they are to examine every part of them very carefully, and if they find them unfit for the service for which they were originally intended, they are to point out, in their report, any other service to which they may be appropriated.
  23. When ordered to survey stores for the purpose of ascertaining their quantity, whether to enable the officer in whose charge they are placed to pass his accounts, or to transfer them from one officer to another, they are not to take any account of them from the officer who has charge of them, but, as far as it shall be possible for them to do so, they are, themselves, to ascertain their real quantity.
- FOR THE GUNNER.**
1. The gunner, having received directions for that purpose from the captain, is to inform the officer having charge of ordnance when the ship will be ready to receive her guns; he is to attend to receive them on board, and to see that every gun is put into its proper carriage, and placed in its proper port; No. 1, being the foremost gun on the larboard side, and No. 2, the foremost gun on the starboard side on each deck.
  2. He is, whenever other duties will admit of it, to employ his mates and the men of his crew in fitting the breechings and tackles, that they may be ready for the guns when they are carried on board.
  3. He is to examine very carefully into the state of the magazine, that he may be certain of its being properly fitted, and perfectly dry, before the powder is carried on board, but if he should find any appearance of dampness, he is to report it to the captain that it may be properly dried.
  4. He is to inform the captain when the powder will be ready to be sent on board, that the fire in the galley may be put out, before the vessel which carries it is suffered to come alongside. While the powder is taking into the ship, no candles are to be kept lighted, except those in the light room; nor is any man to be allowed to smoke tobacco. As soon as the whole is stored in the magazine, the gunner is to see the doors, the light room, and the scuttle carefully secured, and is to deliver the keys to the captain, or to such other officer as he shall appoint to take care of them.
  5. He is never to go into the magazine without being ordered to go there. He is never to allow the doors of the magazine to be opened by any but himself; he is not to open them until the proper officer is in the light room; and he is to be very careful in observing that the men who go into the magazine have not about them any thing which can strike fire.
  6. He is never to keep any quantity of powder in any other part of the ship than the magazine, except that which the captain shall order to be kept in the powder boxes, or powder horns on deck; and when he delivers cartridges from the magazine, he is to be very particular that they are in cases properly shut. And whenever it may be necessary to remove powder from the ship, he is to use the utmost caution that all the passages to the magazine may be wetted, so that accidents may be prevented.
  7. He is to turn the barrels of powder once at least in every three months to prevent the separation of the nitre from the other ingredients of the powder; he is also to examine frequently the barrels, and if he finds any of them defective, he is to remove the powder into some of the barrels which have been emptied. He is frequently to examine the cartridges which are filled, that he may remove the powder from any of them which he finds defective.
  8. When powder of various qualities shall be sent on board, he is to be very attentive in using them in the order which shall be prescribed.
  9. When any extra quantities of stores or ammunition is supplied for foreign service, he is to be careful to use those first which have been the longest time on board, unless he shall receive particular directions to the contrary.
  10. He is frequently to examine into the state of the guns, their locks and carriages, that they may be immediately repaired, or exchanged if found defective; and he is frequently to examine the musketry, and all the other small arms, to see that they are kept clean and in every respect fit for service.
  11. He is to be attentive in keeping the shot racks full of shot, the powder horns and boxes of priming tubs full, and a sufficient quantity of matches primed and ready for being lighted at the shortest notice.



12. Guns received from the ordnance stores shall be sealed before they are boarded for service, and if it shall be necessary to seal them at any other time, the gunner shall represent it to the captain, who is to give him an order for that purpose, in which the cause of its being done is to be particularly specified.

13. When a ship is preparing for battle, he is to be particularly attentive to see that all the quarters are supplied with every thing necessary for the service of the guns, the boarders, firemen, &c.; he is to see all the screens thoroughly wetted, and hung round the hatchways, and from them to the magazine, before he opens the magazine doors.

14. He is, during an action, to take all opportunities of filling powder, that there may be no cessation of firing for want of ammunition; and he is to be attentive to send out cartridges, with the quantity of powder reduced or increased as the captain shall have directed.

15. After an engagement, he is to apply to the captain for a survey on the powder, shot, and other stores remain- ing under his charge, that the quantity expended in the engagement may be ascertained.

16. He is to be careful in keeping the boxes of hand grenades and grape shot in dry places, and to expose frequently the grape shot to the sun and wind, to prevent the bags from being mildewed; he is never to start the hand grenades, but is to return those which are not used in the boxes in which he received them.

17. He is never to allow any match to be burnt in the day, nor more than two lengths at the same time in the night, without being ordered to do so by the captain. When a match is burning, it is always to hang over water in tubs, and the gunner's mate of the watch is to attend to it.

18. If a detachment of seamen, or marines, shall, at any time, be sent from the ship, the gunner is to make out an inventory of the arms, ammunition, and stores, which are sent with it, which is to be signed by the officer appointed to command the detachment, and to be witnessed by the captain's clerk, who is to examine the quantity supplied; and, on the return of the detachment, the gunner, in presence of the officer who commanded it, and the captain's clerk, is to examine the arms, &c. which are brought back, and to report the deficiency, if any, in each article, to the captain, who, from the manner in which the officer shall account for such deficiency, will determine whether it be proper to allow the articles to be expended by the gunner in his accounts, or charged against the pay of the officer, or any person under him, by whose carelessness or misconduct the whole, or any part of them, was lost or destroyed.

19. When a salute is to be fired, the gunner is to be very attentive to take such precautions in drawing the guns as may ensure there not being a shot in any of them; and, if vessels of any description be so near as to risk their being damaged by the wads, he is to draw them also; and he is to lay up and point the guns, so as to prevent their doing any mischief, although a wad or shot, notwithstanding the precautions he has taken, may have been left in one of them.

20. He is to take every possible precaution to prevent any ball cartridges being given to the men among the blank cartridges issued to exercise.

21. Whenever he shall be directed to strike any guns into the hold, he is to pay them all over with a thick coat of warm tar and tallow mixed together; and, having washed the bore of the gun with fresh water, and very carefully sponged and dried the inside, he is to put a good full wad, dipped in the same mixture, about a foot within the muzzle, and to see that the tampion is well driven in, and surrounded with putty, and he is to drive a cork tight into the touch-hole, and to secure it there.

22. He is to be extremely attentive in examining all the guns; in seeing them carefully drawn and thoroughly sponged before they are returned into store; he is also to examine very carefully the magazine, to see that no loose powder remains in any part of it after the powder has been returned into store; and is also to be careful that there are not any cartridges left in the cartridge boxes when they are sent on shore.

23. He is to be very attentive to the conduct of the armorer and his mates; to see that they discharge their duty properly; that they keep the muskets, and other small arms, clean and in good order; always repairing them when they are defective, and not suffering them, through neglect, to become too bad to be repaired.

24. If, from any extraordinary circumstances, when a ship is on a foreign station, the small arms should be so damaged that they cannot be cleaned or repaired by the armorer, the gunner is to represent their condition to the captain, who is to direct a lieutenant and the master to survey them; and, if the report shall confirm the representation of the gunner, he is to apply to the commander-in-chief to give orders for their being repaired; but, if the commander-in-chief be not present, the captain is himself to get them repaired by workmen on shore, being very careful not to pay more for their repairs than the established price of the country. The gunner is to attend frequently, and the armorer constantly, to see that the work is properly done.

25. As the brass sheaves and iron pins of blocks for gun-tackles, from being much exposed to salt water, are frequently set fast with rust, he is to be particularly attentive, when this is the case, to cause the iron pins to be knocked out, and to be oiled or greased.

#### SURVEYS.

1. All applications for surveys shall be made in writing to the captain, by the officer who has charge of the provisions or stores to be surveyed, and shall be transmitted by the captain to the flag officer commanding the division of the fleet or squadron to which he belongs, who is to order the surveys applied for to be taken, except in cases which the commander-in-chief shall reserve for his particular directions; but captains, not serving in a fleet or squadron, or if serving in a fleet or squadron, not being at the time in company with the flag officer commanding the fleet or squadron, or division to which they belong, are to transmit such applications to the senior officer present.

2. The officers employed on surveys are to be, one master, and two officers of the class of him whose stores are to be surveyed; they are all, if possible, to belong to other ships than that to which the stores to be surveyed belong; but the master of that ship, and the officer who has charge of these stores, are to be present, to give what information may be required, and to prevent partiality or injustice, or to represent it to the captain, if they perceive without being able to prevent it. But if there be a necessity for an immediate survey, when there are not a sufficient number of ships present to furnish, or when the sickness of their officers prevents other ships from furnishing the number of officers required, the master of the ship may be ordered to assist at such survey; but if the ship be alone, such survey is to be taken by one of the lieutenants, the master, and one of the master's mates; but in this case, a survey shall be taken again, if other ships join company before the surveyed stores, &c. have been disposed of.

3. The report made by officers appointed to survey stores, &c. is to specify by whose order it is taken, and for what purpose; what are the articles ordered to be surveyed; the quantity and quality of those articles remaining on board, or the actual state of any which shall be particularly represented as deficient or defective; the number or quantity is always to be written in words at length; and if any stores complained of be found to be no longer fit for their proper use, the report is to specify whether they be fit for any other, and for what, or whether they be no longer fit for any purpose whatever.

4. If any appearance of neglect shall be discovered by the surveying officers, it is to be particularly noticed in their report, whether it be the officer who has charge of the stores, or any other person who may have been guilty of it; but if any appearance of fraud be discovered, the surveying officers are not only to notice it in their report, but they are also to deliver to the captain a separate report, stating their suspicions of such fraud having been committed, and their reasons for suspecting it.

5. There are to be three copies of all reports of stores, provisions, &c., which are surveyed, each signed by all the surveying officers; one of which reports, written on the back of the order for survey, is to be delivered to the officer who has charge of the stores, &c. which are surveyed; one other copy to the captain of the ship to which the stores belong, and the other copy is to be delivered, by the captain, to the officer by whose order the survey was taken. But when the stores, &c. surveyed, are to be transferred to the charge of another officer, a fourth copy, signed in the same manner, is to be delivered to the officer to whose charge the stores, &c. are to be transferred.

6. The surveying officers are not to direct any stores or provisions to be thrown overboard, except such as by their putrid state may be prejudicial to the health of the ship's company. Whatever they find in such state, they are themselves to see thrown into the sea before they leave the ship, and they are to mention their having done so in

their report. All other stores, not convertible to any use, they are to direct the officer, having charge of them, to return into store, whenever the ship shall enter a port where there is a storekeeper, or other officer authorized to receive them.

7. If any officer shall wilfully sign any false report of the quantity or condition of the stores or provisions he is ordered to survey, or shall discover any fraudulent practices in the management of such stores or provisions without making proper mention of them in his report; or if any person shall give any false account of stores or provisions, by which the surveying officers may be deceived, and be led to make out an improper report, he is to be immediately suspended, and his misconduct reported to the commander-in-chief, or to the Secretary of the Navy Department, that he may be tried by a court martial.

8. Surgeon's instruments, medicines, and necessaries for the sick, are to be surveyed by the physician of the fleet or squadron, and two surgeons, or by three surgeons, as the commander-in-chief shall direct, who are to be very particular in specifying the quantity, quality, and condition of each of them. If among the medicines they should find any not fit to be administered, they are to see them thrown overboard. If there shall be a necessity for a survey, when three surgeons cannot be obtained, the commanding officer present may order a surgeon's first assistant to attend as one of the surveying officers.

#### CONVOYS.

1. The commander of a squadron, or of a single ship, appointed to convoy the trade of the United States, must give the proper and necessary instructions, in writing, from under his own hand, to all the masters of such ships and vessels as he shall be directed to take under his protection.

2. He is to take an exact list, in due form, of all the ships and vessels under his convoy, specifying their respective names, and send a copy thereof to the Secretary of the Navy Department before he sails.

3. He is not, in time of actual war, to chase out of sight of his convoy, but on the contrary to be watchful of and defend it from attack or surprise; and in case any of the ships or vessels should be distressed, he is to afford them all necessary assistance. He is also to extend the same protection to his convoy when the United States are not engaged in war.

4. If the master of a ship shall misbehave, by delaying the convoy, abandoning or disobeying the established instructions, the commander is to report him, with a narrative of the facts, to the Secretary of the Navy Department, by the first opportunity.

5. The commander is to carry a top-light in the night to prevent the separation of the convoy, unless on particular occasions he shall deem it improper.

6. He may order his signals to be repeated by as many ships under his command as he may think fit.

7. When different convoys set sail at the same time, or join at sea, they are to keep together so long as their courses lay the same way; and when this happens, the eldest commander shall command in the first post, the next oldest in the second post, and so on, according to seniority.

8. Commanders of different convoys are to wear the lights of their respective posts, and repeat the signals in order, as is usual in such cases.

#### MASTER-AT-ARMS AND SHIP'S CORPORAL.

1. They are daily, by turns, as the captain shall direct, to exercise the ship's company.

2. To see that the fire and candles be put out in season, and according to the captain's order.

3. To visit all vessels coming to the ship, and prevent the seamen from leaving the ship without permission.

4. To acquaint the officer of the watch with all irregularities in the ship, as they shall come to his knowledge.

5. The corporal is to act in subordination to the master-at-arms, and to perform the same duty under him which he is to perform himself in cases where a master-at-arms is not allowed.

#### MIDSHIPMEN.

1. No particular duties can be assigned to this class of officers.

2. They are promptly and faithfully to execute all the orders for the public service which they shall receive from their commanding officers.

3. The commanding officers will consider the midshipmen as a class of officers meriting, in a special degree, their fostering care; they will see, therefore, that the schoolmaster performs his duty towards them, by diligently and faithfully instructing him in those sciences appertaining to their profession, and that he use his utmost care to render them proficient therein.

4. Midshipmen are to keep regular journals, and deliver them to the commanding officer, at the stated periods, in due form.

5. They are to consider it as the duty they owe to their country to employ a due portion of their time in the study of naval tactics, and in acquiring a thorough and extensive knowledge of all the various duties to be performed on board of a ship of war.

#### COOK.

1. He is to have the charge of the steep tub, and is answerable for the meat put therein.

2. He is to see the meat duly watered, and the provisions carefully and cleanly boiled, and delivered to the men according to the practice of the navy.

3. In stormy weather he is to secure the steep tub, that it may not be washed overboard; but if it should be inevitably lost, the captain must certify as to the loss, and the cook is to make oath as to the number of pieces so lost, that it may be allowed in the purser's account.

#### CHAPLAIN.

1. He is to read prayers at stated periods; perform all funeral ceremonies over such persons as may die in the service, in the vessel to which he belongs; or, if directed by the commanding officer, over any person that may die in any other public vessel.

2. He shall perform the duty of a schoolmaster, and, to that end, he shall instruct the midshipmen and volunteers in writing, arithmetic, and navigation, and in whatsoever may contribute to render them proficient. He is likewise to teach the other youths of the ship, according to such orders as he shall receive from the captain. He is to be diligent in his office.

3. He shall, when it is required of him, perform the duties of secretary to a commodore.

#### NAVY AGENTS.

1. The navy agent, being the person appointed to purchase supplies for the service of the navy, pay bills, and sell off surplus or useless stores, is required to observe and abide by the following regulations, stipulations, and instructions, as well as to such instructions of other officers detailed in this volume, as have a bearing upon the duties assigned to his charge; and he is not to expect that any irregularity or omission in the filling up of the several forms referred to herein for the keeping of his accounts will pass unnoticed.

2. All supplies for ships in port, and not under the control of the commandant of the navy yard, are to be furnished by the agent, on the requisition of their captains or commanders, countersigned by the commanding officer afloat, provided such supplies cannot be furnished from the navy stores.

3. All supplies for ships repairing at the navy yard, or in ordinary, are to be furnished by the agent, on the requisition of the commandant of the yard.



4. Stores, provisions, and supplies of every description purchased by an agent for the naval service of the United States are to be obtained at the lowest rates, and of the best quality; and, upon the presentment of his accounts to the Treasury Department, he must produce such account, attested by the signature of the commanding officer of the station, in proof of its accuracy. He must also produce, at the same time, the different requisitions which were made upon him for supplies, signed and countersigned as directed in the second article, in proof of his authority for purchases; and, lastly, he must exhibit the receipts of the respective officers to whom the supplies were delivered. Without each and every of these documents his account shall not be settled, nor shall he receive a credit for any amount not vouched for in the foregoing manner.

5. All articles sent on board ships of the United States by an agent are to be delivered to the commanding officer, or such person as he may authorize to receive them; otherwise their delivery shall be at the risk of the agent.

6. Provisions and stores purchased by an agent are to be surveyed when received on board; and if it appears, by the report of the surveying officers, that they are unfit for the service, they are to be returned to the agent, and, on settlement, the captain is to refuse to admit them in the account against the ship, and to transmit to the Secretary of the Navy Department a duplicate of the report of survey, accompanied by such remarks as the case may make necessary.

7. Every cask and package of provisions or supplies, (bread excepted,) wet or dry, must be numbered, and have the contents thereof distinctly marked on it as to quantity and kind, as well as the time when, place where, and by whom purchased or furnished. The casks are to be marked on the head, and the packages on some proper and conspicuous part of them.

8. Every navy agent must forward his accounts, with the necessary vouchers, for settlement, to the Fourth Auditor, quarterly, to wit, on the 1st day of January, April, July, and October; in which must be distinctly stated the moneys expended and articles furnished for each ship, for the navy or dock-yard, and for other purposes. He will also be required to exhibit an account of the articles purchased and remaining in his possession, of those delivered over for sale, a statement of the sale or sales of old or unserviceable articles, and a particular account of the moneys unexpended and remaining in his hands.

9. No moneys are to be paid over by an agent, nor purchases or sales made, nor any expenses incurred, except with the knowledge and sanction of the commanding officer of the station, or under particular instructions from the Secretary of the Navy Department, or of the Navy Commissioners.

10. Every agent who shall for two successive months neglect to send in his accounts for settlement, as required in Article 8, unless specially exempted by the Secretary of the Navy Department, shall from thenceforth not be allowed any of the emoluments appertaining to the office he holds; and if he neglect for three successive months to send them in, his powers as agent shall totally cease, and his commission be null and void.

11. Agents shall not be concerned, directly or indirectly, in any supplies which it may be their duty to furnish the navy; and if it shall be found that they have participated in the profits of any such supplies, they shall be dismissed from their office, and will be prosecuted to the amount of their bonds.

12. Navy agents shall not advance money to pursers, or other officers of a ship, when destined on service, unless by and with the previous sanction of the Secretary of the Navy, by whom the amount shall be limited.

13. Navy agents shall transmit, quarterly, to the Board of Navy Commissioners, namely, on the 1st of January, 1st of April, 1st of July, and 1st of October of each year, a statement of all purchases turned into store, accompanied by the storekeeper's receipts for the same.

#### BOATSWAIN.

1. When a ship of the United States is commissioned, the boatswain is to exert himself to get on board all the stores committed to his charge as expeditiously as possible. He is to examine them very carefully, and to inspect very minutely all rigging fitted in the dock-yard, and report to the captain such defects as he may discover in them.

2. When fitting out a ship, and at all other times when it may be necessary to cut out rigging, he is to be extremely careful to cut every rope of the precise length allowed by the establishment, unless some particular circumstance appertaining to the ship shall make it necessary to alter it; in which case, he is to inform the captain, and to receive his orders for such alterations.

3. He is once, at least, every day to examine the state of the rigging, to discover as soon as possible any part which may be chafed or likely to give way, that it may be repaired without loss of time. He is, at all times, to be very careful that the anchors, booms, and boats, be properly secured.

4. He is to be very particular in having ready, at all times, a sufficient number of mats, plats, nippers, points, and gaskets, that no delay may be experienced when they are wanted.

5. He is to be very attentive in observing, while junk is working up, that every part of it is converted to all such purposes as it can possibly be made applicable to.

6. He is to be very frequently upon deck during the day, and at all times, both by day and night, when any duty shall require all hands to be employed. He is, with his mates, to see that the men go quickly upon deck when called, and that, when there, they perform their duty with alacrity, and without noise or confusion.

7. When the ship is preparing for battle, he is to be very particular in seeing that every thing necessary for repairing the rigging is in its proper place, that the men stationed for that service may know where to find immediately whatever may be wanted.

8. When the ship is ordered to be paid off, he is to be very attentive to prevent any of the rigging being damaged or cut, and he is to see every part of it properly tallied and stopp'd together before he returns it in store.

#### SAILMAKER.

1. The sailmaker is very carefully to examine the sails when they are received on board, and to inform the boatswain if he discover any defects in them, or any mistake in their number or dimensions. He is also to examine very carefully whether they are perfectly dry when they are put into the sail room, and if any part of them be damp, the first proper opportunity must be taken to dry them.

2. He is to be attentive to see all the sails properly tallied, and so disposed of in the sail rooms as to enable him to find immediately any that may be wanted.

3. He is to inspect frequently the condition of the sails in the sail room, to see that they are not injured by leaks or vermin, and he is to report to the boatswain whenever it shall be necessary to have them taken upon deck to be dried. He is to repair them whenever they require it, and to use his best endeavors to keep them always fit for service.

#### CARPENTER.

1. When a ship of the United States is ordered to be commissioned, the carpenter is to inspect very minutely into the state of the masts and yards, as well those which may be in store in the dock-yard, as those on board, to insure their being perfectly sound and in good order. He is also to examine every part of the hull, the magazine, store rooms, and cabins; and he is to report to the master shipwright at the port any defect which he may discover in them.

2. He is to make every possible exertion in getting his stores on board, and he is to be very particular in observing that they are all perfectly good, and that he receives his full allowance of every article.

3. When the ship is at sea he is, once at least every day, to examine into the state of the masts and yards, and to report to the officer of the watch when he discovers any of them to be sprung, or to be in any way defective.

4. In ships of two decks he is frequently to examine the lower deck ports, to see that they are properly lined; and when they are barred in, he and his mates are frequently to see that they are all properly secured.

5. He is to be particularly careful in keeping the pumps in good order, always having at hand whatever may be necessary to repair them.

6. He is to keep the boats, ladders, and gratings, in as good condition as possible, always repairing every damage they may sustain, as soon as he discovers it, that, when the ship shall return into port, the workmen of the dock-yard may have only the material defects of the ship to repair.

7. He is to keep always ready for immediate use shot plugs, and every other article necessary for stopping shot holes, and repairing other damages in battle; and, during the action, he is, with the part of his crew appointed to assist him, to be continually going about the wings and passages, and the hold, to discover where shot may have passed through, that he may plug up the holes, and stop the leaks as expeditiously as possible.

8. If he should at any time find stores, or any other articles stowed in the wings or passages, in such a manner as might interfere with his working, if required to cut out shot or to stop leaks during an action, he is to report it to the captain that they may be removed.

9. When the ship is going into port he is to prepare as correct an account as possible of the defects of the hull, masts, and yards, and of the repairs she may stand in need of, of which he is to deliver to the captain two copies; one of which, when signed by the captain, he is to deliver to the master shipwright of the dock-yard. In making this report he is to be very careful not to exaggerate any defect, by which there may appear to be a greater necessity for the ship being repaired than does really exist, nor to conceal any which may really require to be repaired.

10. He is to be particularly attentive in observing the exertions, and examining the works of artificers sent from other ships to assist in repairing the ship he belongs to; and is to report to the captain when he discovers any who, by their want of skill, or want of diligence, shall appear to be undeserving of the additional wages appointed to be paid them.

11. Whenever the ship shall be for any purpose ordered to be heeled, he is to see that all the pumps are in good order, and ready to be worked. He is to station one of his mates to observe, by sounding the well, whether any material increase of water is occasioned; he is to attend to this frequently himself, and to observe, also, whether there be any extraordinary appearance of water in the hold; and in two-decked ships he is to be particularly attentive in seeing that the lower deck ports are well secured.

#### THE SURGEON OF THE FLEET, OR HOSPITAL SURGEON.

1. The surgeon of the fleet is to be on board the hospital ship, if there be one in the squadron; if there be not, he is to be on board such ship, or at such place on shore, as the commander-in-chief shall direct. He is to visit the patients regularly morning and evening, and oftener, when the nature and urgency of their complaints may render it necessary.

2. All surgeons, surgeons' assistants, and other persons appointed to attend the sick, shall be under the orders of the surgeon of the fleet, and the arrangement of every thing relating to the part of the ship appropriated for the reception of the sick shall be under his direction. He is to propose to the captain every thing which he may think likely to be of service to the sick, to increase their comforts, or to accelerate their cure; and, as far as circumstances may admit, the captain is to comply with his proposals.

3. If any men be sent to the hospital ship with such hurts or diseases as might be cured without danger or inconvenience in the ship they belonged to, he is to refuse to receive them, and to desire the officer who conducts them to take them back to their ship.

4. He is to visit the ships of the squadron frequently, and inquire into the health of the ship's companies, and the treatment of the sick; and, where he finds them sickly, he is to visit them as often as circumstances will admit, to discover, if possible, the cause of their sickness, and to advise such measures as may remove it.

5. He is, whenever he shall see occasion, to inquire into the practice of the surgeon of the ship he visits, and his manner of treating the disease of the men under his care, and to give him such directions as he may deem necessary.

6. He is, whenever he may think it necessary, to examine the instruments, medicines, and necessaries, on board any ship; and, if he finds them bad in quality, or deficient in quantity, he is to report the same to the commander-in-chief, that he may take such measures as circumstances may require.

7. He is, once every week at least, if weather and other circumstances will admit of it, to report to the commander-in-chief the state of the sick in the hospital ship, and, as far as he shall have been able to obtain information, the general state of the sick in the fleet. He is to specify particularly in his reports, those ships which, from the unhealthiness of their crews, appear to be least fit for active service, and most in want of refreshments; and he is to point out whatever he may think necessary for the recovery of the health of the crew of a ship particularly sickly, or for the preservation of the health of the fleet in general. He shall report quarterly to the Navy Department. These reports to conform to form O.

8. He is to consider the second article of the regulations relative to naval surgeons and their assistants, as applicable to him, and is to govern himself accordingly, observing the forms G, H, and I.

9. He shall keep a journal, as per form P; copy of which he shall, once a year, or oftener, if required, transmit to the Secretary of the Navy.

10. On discharging any person from hospital, he shall give a certificate according to form R, upon the back of form Q, stating when he was received, when discharged, the amount received by him during the time he was in hospital, &c.

#### HOSPITAL SHIP.

1. The captain of an hospital ship is to be particularly attentive to see that the ship is kept perfectly clean, especially that part which is appropriated to the sick. He is to give strict orders that the buckets used by the sick should be frequently emptied and washed, and that the dressings of wounds or sores should be thrown overboard as soon as they are taken off.

2. He is to attend to all requisitions or proposals of the hospital surgeon, and, as far as circumstances may admit, to do whatever he may recommend for the comfort and convenience of the sick. The best provisions on board must always be appropriated to the use of the sick.

3. He is to be careful in preventing wine or spirituous liquors being carried on board without his express permission.

4. He is to keep the station assigned him in the fleet, particularly when he is directed to attend to a ship the crew of which is sickly, and may frequently require the assistance of the hospital surgeon.

5. In addition to the complement of an hospital ship, there shall be borne, as attendants on the sick, on a list of supernumeraries for wages and victuals, a surgeon, two, or, if necessary, three assistant surgeons, six landsmen as nurses, a baker, four washermen, a servant to the hospital surgeon, and a servant to the surgeon's assistants.

6. The captain of the hospital ship, or the captain of any other ship in which the hospital surgeon shall be embarked, is to furnish him with a proper boat, whenever he shall think it necessary to visit any ship of the fleet, or to carry his returns to the commander-in-chief.



15th CONGRESS.]

No. 163.

[2d Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, NOVEMBER 23, 1816.

NAVY DEPARTMENT, November 21, 1816.

SIR:

In obedience to a resolution of the House of Representatives, passed on the 8th of April, 1816, I have the honor to report upon "the state and condition of the Navy Pension Fund, the sources from whence it arises, its amount, the manner in which it is collected, the sums received yearly from each State since the 20th of June, 1812, and copies of the correspondence with this Department in relation thereto."

The documents herewith, marked A, B, C, and D, are respectively submitted with a view to exhibit the most material facts and causes of complaint, and the proceedings thereon had to enforce performance." Papers A, No. 1 to 28, are copies of letters to the district attorneys, marshals, and others, relative to the Navy Pension Fund, from 30th March, 1813, to the 30th April, 1816, inclusively, selected from the records, as most relevant to the objects of inquiry into the resolution.

Papers B, No. 1 to 16, are originals, and copies of letters and statements received from district attorneys, marshals, and others, in reply to the preceding, and explanatory of some of the cases alluded to. It will appear by this correspondence that repeated efforts have been made to bring the officers of the District Courts to account for the proceeds of prize causes, and to procure from them statements of charges, costs, and fees, and accounts of sales with deductions, and amount deposited to credit of the fund.

Papers C, No. 1 to 33, relate to the proceedings of the United States' District Court of New York, and afford a partial view of the difficulties which the commissioners of the Navy Pension Fund have experienced in obtaining legal returns of proceedings, and payment of proceeds into the United States' treasury, for the benefit of the fund; in some instances, the first information received of the condemnation of prizes was through the agent of the captors, to whom the moiety had been paid by order of court.

Papers D, No. 1 to 3, are reports of the Fourth Auditor of the Treasury.

To the several subjects of the resolution, I respectfully state:

1st. That the state and condition of the Navy Pension Fund are exhibited in the Fourth Auditor's reports, marked D, numbered 1, 2, and 3, by which it appears that the total amount at this time of United States' stock, and bank stock, is eight hundred and thirty-nine thousand three hundred and forty-four dollars and sixty cents, bearing an annual interest of fifty-five thousand dollars, which, after paying the annual pensions to the amount of thirty-five thousand dollars, leaves a balance of twenty thousand dollars; in addition to which, there is in the hands of the treasurer, to be invested in stock, the further sum of thirty thousand dollars, part of which is from the late reimbursement of Louisiana stock. The balance, with such sums as are received in the course of the year, have been applied to the purchase of the additional stock, from time to time, for the benefit of the fund, while the pensioners increase in nearly the same ratio as the former pensioners decrease by deaths.

2d. The sources from whence the Navy Pension Fund arises are the moiety of all captures in time of war, when the force was inferior to the capturing ship, according to the act of congress for the better government of the navy, pages 360 and 361, volume 3, new edition of United States' Laws. And by the same act, the management of said fund was placed under the direction of the Secretary of the Navy, Secretary of the Treasury, and Secretary of War, for the time being.

The act of 26th March, 1804, provides further for the disbursement and accountability, and for defining the powers of the commissioners, &c.

3d. The manner in which it has been collected will appear by the documents and correspondence herewith, and those heretofore laid before Congress, which induced the passing of the act of 16th April, 1816.

4th. The specific sums received yearly from each State, from and after the 20th of June, 1812, will appear by the Fourth Auditor's reports, marked D, numbered 2 and 3, which include, also, the particular cases from which they arise. These documents will further exhibit the neglects and defaults in the performance of duties in regard to the said fund; and the correspondence had with the officers of the District Courts, explains the proceedings of the commissioners to enforce performance, at different times, so far as the laws authorized them so to do.

The commissioners of the Navy Pension Fund have usually met once in each year since the commencement of the late war, June, 1812. During the war, it was found that the existing laws had not sufficiently provided for the accountability and due returns of prize causes, and payment of proceeds, after decisions had thereon in the United States' District Courts; payments, in many instances, had been delayed, and, when made, were not accompanied with accounts of charges on sales, or of costs and fees taxed. So soon as the return of peace afforded time for consideration upon the subject, the draught of a bill was prepared, "in addition to the act of 26th March, 1804," and transmitted to the chairman of the Naval Committee of the House, by whom it was laid before Congress, and passed into a law on the 16th of April, 1816. Previously to this last mentioned act, the commissioners of the Navy Pension Fund had no authority to demand the payment of the moiety of prizes accruing to the fund, and could not enforce performance, as no penalties were annexed to non-compliance, even with their requests. The subject, generally, has been submitted to Congress in the reports made in the years 1814, '15, '16, and '17, with copies of all the material evidences of neglect, and of correspondence thereon, particularly in the report made 5th January, 1816, to both branches of the Legislature; to which I respectfully refer for corroborative explanations of the present statement. [See No. 134.]

All which is respectfully submitted.

JOHN C. CALHOUN, *Acting Secretary of the Navy.*

To the Honorable the SPEAKER of the House of Representatives.

A. No. 1.

NAVY DEPARTMENT, March 30, 1813.

(Circular.)

SIR:

As Secretary to the board of commissioners of the Navy Pension Fund, I have the honor to transmit to you, a copy of a resolution passed by that Board on the 24th current, and to request your compliance therewith.

I am, very respectfully, &c.

BENJAMIN HOMANS.

At a meeting of the honorable commissioners of the Navy Pension Fund, on the 24th day of March, 1813, it was resolved, that the Secretary of the Board be directed to write a circular letter to the district attorneys and marshals, requesting them to transmit to the Secretary of the Navy, statements of the condemnations of all vessels, money, and merchandise, which have been, or may be captured by public vessels of the United States, and of the amount payable to the commissioners of the Navy Pension Fund, and that they pay the proceeds into a bank, in which public moneys are deposited, to the credit of the Treasurer of the United States, in conformity with the first section of the act in relation to the *Navy Pension Fund*, passed March 26, 1804.

Attest:

BENJAMIN HOMANS, *Secretary, &c.*

NATHAN SANFORD, Esq. *District Attorney,*  
PETER CURTIUS, Esq. *Marshal, New York.*

(Circular.)

A. No. 2.

NAVY DEPARTMENT, *September 16, 1815.*

SIR:

On the 30th of March last, the Secretary of the board of commissioners of the Navy Pension Fund, by order, addressed to you a circular letter, with a copy of a resolution of the said Board, to which no reply has been received; and as large sums are still unaccounted for by the marshals and officers of the courts of the United States, it is extremely desirable to draw into the treasury the moneys arising from this source, in order that the same may be immediately invested in a new loan, which will close on the 25th instant. You are, therefore, earnestly solicited to comply with the requisition of the said resolution of the board of commissioners.

I am, respectfully, your obedient servant,

W. JONES.

NATHAN SANFORD, *United States District Attorney, New York.*

A. No. 3. [See No. 134.]

A. No. 4. [See No. 134.]

A. No. 5. [See No. 134.]

A. No. 6. [See No. 134.]

A. No. 7.

NAVY DEPARTMENT, *April 23, 1814.*

SIR:

In pursuance of the notice from the Treasury Department, inviting proposals for the loan of ten millions of dollars in part of the loan authorized by an act of Congress, passed on the 24th of last month, I hereby, in behalf of the commissioners of the Navy Pension Fund, propose to loan the sum of one hundred and fifty thousand dollars on such terms as shall be offered and accepted by the Secretary of the Treasury.

As this sum has been reserved for the purpose, and is of a public nature rather to warrant the subscription to such terms as the Government shall accept of others than an offer of specific conditions, I claim the benefit of subscribing the full sum offered.

I am, very respectfully, sir, your obedient servant,

WM. JONES.

Approved,

JAMES MONROE.

The Hon. SECRETARY OF THE TREASURY.

A. No. 8.

NAVY DEPARTMENT, *August 9, 1814.*

SIR:

I have the honor to enclose to you a copy of a letter received from Commodore Rodgers, in reply to one written to him by direction of the honorable the Secretary of the Navy, relative to the proceeds of the prize brig Maria. The commissioners of the Navy Pension Fund deem it but reasonable that they should have been advised by you of this deposit in your hands, in order that the amount might have been applied to advantage.

You will please to place it in one of the banks in New York, to the credit of the Treasurer of the United States, on account of the Navy Pension Fund, and forward a duplicate receipt to this Department.

I am, sir, respectfully, &amp;c.

BENJAMIN HOMANS, *Secretary Navy Pension Fund.*JOHN BULLUS, Esq. *Navy Agent, New York.*

A. No. 9.

NAVY DEPARTMENT, *November 4, 1814.*

SIR:

Your letter of the 21st October, with copy of account current, and letter of Mr. John A. Morton, of Bordeaux, are received; and the whole transaction of the disposition and transmission of the amount of sales of the prize brig Maria and cargo require investigation.

In the first place Commodore Rodgers could only constitute an agent for the moiety of the prize, the other moiety of which belongs to the United States Pension Fund; and the agent into whose hands the money was first paid, is accountable to the commissioners of the Navy Pension Fund for the nett sum, deducting his lawful commission. The commissions, therefore, charged by D. B. Warden, Morton and Russell, and yourself, must be refunded on the one half amount. William Lee, as consul of the United States, was the immediate agent of the Government, and was responsible only to the Government for the half proceeds of the prize; if he paid the money over without the proper authority or order of the commissioners, he did it in his own wrong, and the commissions accruing therefrom must be refunded, and accounted for to the commissioners of the Navy Pension Fund. This includes the two and a half per cent. charged by you on the remittance of that half.

I am, &amp;c.

WILLIAM JONES.

JOHN BULLUS, Esq. *Navy Agent, New York.*

A. No. 10.

NAVY DEPARTMENT, *January 1, 1815.*

SIR:

I have received your letter of the 25th ult. in which you say the half nett proceeds, in the case of the Atlantic, alias Essex Junior, cannot at present be paid over, as distribution has not yet been made.

I now inform you that the whole amount for which that ship was sold is due to the United States, and you are required to pay the whole sum over to the credit of the Treasurer of the United States, in a bank in which public moneys are deposited. The United States purchased that ship, and the Navy Department paid Captain Porter, in 1814, twelve thousand five hundred dollars, to be distributed among the officers and crew.

You will, therefore, not pay a cent of the proceeds in court to any person but to the Treasurer of the United States.

Very respectfully, &amp;c.

B. W. CROWNINSHIELD.

THERON RUDD, Esq. *New York.*

A. No. 11. [See No. 134.]

A. No. 12.

NAVY DEPARTMENT, *June 20, 1815.*

SIR:

I have received your letter of the 5th instant covering account of sales of brig Oscar, schooner Chatham and cargo, brig Porgey and cargo, and schooner Alliencon and cargo, with receipts from the President of the Planter's Bank for the deposit of several sums.



It is a subject of inquiry, why this money has been suffered to lay twelve months, and no account of sales rendered. The charge in gross, at St. Mary's, will not be admitted in that form: the specific cost and charges may be furnished by the clerk of the court and yourself; and a certificate of the duties paid to the collectors; the accounts will then be passed by the accountant of this Department.

You will be pleased to state the issue of the capture or detention of the ship *Emperor* and *Experiment*, and any other captures not yet accounted for; as the whole transactions of captures during the late war are under consideration, and will be examined into, by the commissioners of the Navy Pension Fund.

I am, very respectfully, &c.

B. W. CROWNINSHIELD.

JOHN EPPINGER, Esq. *Marshal Georgia, Savannah.*

A. No. 13.

NAVY DEPARTMENT, *June 24, 1814.*

SIR:

The Treasurer of the United States having been apprised of the deposit to his credit in the Planter's Bank of Savannah, on the 15th instant, of fifty-eight thousand one hundred and sixty-seven dollars and seventy cents, by the marshal of the district of Georgia, the quadruple receipt for which is now in my possession, which sum is on account of the Navy Pension Fund, I now propose to invest the amount in a loan authorized by the act of Congress of the 24th of March, 1814, on the same terms and conditions as the last sum subscribed to the said loan on account of the Navy Pension Fund.

You will therefore please to direct a certificate of six per cent. stock to be issued in the name of the commissioners of the Navy Pension Fund, for the amount to which the above mentioned sum will be entitled, and also to include the commission of one-fourth of one per cent. upon the whole amount, subscribed on behalf of the Navy Pension Fund, as well to the loan of the year 1813 as to that of the present.

I am respectfully, &c.

WILLIAM JONES.

The SECRETARY OF THE TREASURY.

Approved,

JAMES MONROE.

A. No. 14.

NAVY DEPARTMENT, *June 29, 1815.*

SIR:

I received yours of the 14th June current, with a copy of account of sales of the United States' ship *Essex Junior*. The items charged in the account for marshal's custody, and keeper's fees, cannot be allowed; this is the first instance since the declaration of the late war of a similar charge having been made.

The officers of the United States Navy were sufficient for the safe keeping of the ship, and a joint custody was unnecessary; the commission allowed by law is half per cent. to the marshal. You will, therefore, stand debited for fees ninety-five dollars, and extra commission charged sixty-seven dollars, making altogether one hundred and sixty-two dollars. As to the sale or rather sacrifice of the ship, that subject must be referred to the competent authority.

I have to request that the amount, as it now stands, may be paid into a bank in which public moneys are deposited, to the credit of the Treasurer of the United States.

I am, sir, respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JOHN SMITH, Esq. *Marshal, New York.*

A. No. 15.

NAVY DEPARTMENT, *November 15, 1815.*

SIR:

Having written to Commodore Chauncey for information relative to captures made upon Lake Ontario by the United States' naval force under his command, he informs me that the whole was delivered to the marshal of the district of New York, and supposes that the proceeds still remain in the court.

Presuming that you act as prize agent for Commodore Chauncey, I have to request the favor of you, to inform me what amount, if any, has been paid over to you, and when, and by whom; and what is the present state of the proceeds of the prizes, and total amount thereof.

I am, very respectfully, your obedient servant,

B. W. CROWNINSHIELD.

JAMES HEARD, Esq. *New York.*

A. No. 16. [See No. 134.]

A. No. 17.

(Circular.)

NAVY DEPARTMENT, *November 29, 1815.*

SIR:

Referring to a circular written to the district attorneys and marshals of the United States, on the 30th March, 1813, I have the honor to transmit you a copy of resolutions of the honorable board of commissioners of the Navy Pension Fund passed on the 28th instant.

At a meeting of the board of commissioners of the Navy Pension Fund, on the 20th November, 1815,

Present, the honorable B. W. Crowninshield, Alexander J. Dallas, Wm. H. Crawford:

*Resolved*, That the Secretary of this Board be instructed to address a circular letter to the district attorneys and marshals of the United States, and instruct them to forward to the Secretary of the Navy a statement of all the libels and condemnations in the District Courts of the United States, of vessels, money, and merchandise, captured and seized by public vessels of the United States since the declaration of the late war of June, 1812, in order that the commissioners may know how far the proceeds thereof have been duly accounted for, and paid over to the Treasurer of the United States conformably to law.

I am, very respectfully, &c.

BENJAMIN HOMANS, *Sec. N. P. F.*

To the DISTRICT ATTORNEYS of the United States.

A. No. 18.

NAVY DEPARTMENT, *June 14, 1816.*

SIR:

I wish to call your attention to an act of Congress passed the 16th April, 1816, entitled "An act in addition to an act in relation to the Navy Pension Fund," on sections 2, 3, 4, and section 6. All the moneys accruing to the Navy Pension Fund, from the proceeds of prizes captured during the late war, are now wanted to invest in the United States' Bank stock.

I have also to request the favor of you to ascertain what kind of certificate or release the judge will require to be executed by Captain Porter, in behalf of his officers and crew, as their prize agent in the case of the *Atlantic*,

alias Essex Junior, amount of which was paid to Captain Porter by this Department in August, 1814, say, twelve thousand five hundred dollars, for the half, and the marshal afterwards sold the ship by order of court. You will readily perceive the importance of this subject to the United States' Pension Fund without my urging your attention further.

I am, very respectfully, &c.

BENJAMIN HOMANS.

JONATHAN FISK, Esq. *United States Attorney, District of New York.*

A. No. 19.

NAVY DEPARTMENT, June 18, 1816.

SIR:

I wish to call your attention to an act of Congress, passed April 16, 1816, entitled "An act in addition to an act in relation to the Navy Pension Fund," on sections 2, 3, 4, and section 6. All the moneys accruing to the Navy Pension Fund from the proceeds of prizes captured during the late war are now wanted to invest in the United States' bank stock; and it cannot be presumed that a further delay in the payment of the whole sum will be sanctioned by the district judge of Massachusetts. No payments have been made on account of the Navy Pension Fund, since October, 1813. Your schedule and the marshal's, of causes adjudged, exhibits a very considerable amount still unaccounted for, and no cause has ever been assigned for the delay; it is expected, also, that an account of costs and fees taxed will accompany the same.

You will readily perceive the importance of the subject to the United States' Pension Fund, without my further urging your attention to it.

I am, respectfully, &c.

BENJAMIN HOMANS, *Sec. N. P. F.*

GEORGE BLAKE, Esq. *United States' District Attorney, Boston.*

A. No. 20.

NAVY DEPARTMENT, July 27, 1816.

SIR:

In compliance with your note of the 24th, I have the honor to enclose to you a form of a bill of sale on requisite claim title to the United States of the prize ship *Atlantic*, alias *Essex Junior*, which ship having been sold by order of the judge of the District Court of New York, and proceeds have been detained in said court, and refused to be paid over to the commissioners of the Navy Pension Fund, for the benefit of said fund.

I beg leave to suggest to you the dating of the bill of sale about the time and subsequent to the payment made to you on this account, in the year 1814; of this, however, you will judge, as it is not material, except to show to the court that the money was paid so long since, and that the Pension Fund has lost the benefit of interest upon the reduced amount of proceeds.

Very respectfully,

BENJAMIN HOMANS.

DAVID PORTER, Esq. *Washington.*

A. No. 21.

NAVY DEPARTMENT, July 29, 1816.

SIR:

I have the honor to enclose to you a bill of sale, executed by Captain David Porter, for the ship *Atlantic*, alias *Essex Junior*, to prove the purchase and payment, by this Department, at the time mentioned.

Will you be pleased to present the same to the court, and ascertain if the amount of proceeds of that ship will be paid over to the Treasurer of the United States, as the law directs.

I have the honor to be, &c.

BENJAMIN HOMANS,  
*Secretary Navy Pension Fund.*

JONATHAN FISK, Esq. *U. S. District Attorney, New York.*

A. No. 22.

NAVY DEPARTMENT, August 13, 1816.

SIR:

I have received your letter of the 3d instant, relative to the proceeds of a captured launch, a moiety of which accrues to the Navy Pension Fund.

I have to request the favor of you to transmit the account of sales, with charges and costs of court deducted, and to pay over the amount into a bank in which public moneys are deposited, to the credit of the Treasurer of the United States, agreeably to the act of Congress of March 26, 1804, and the additional act of the 16th April, 1816. The navy agent has nothing to do with the fund, therefore the money must be paid into the bank, and duplicate receipts from the cashier forwarded—one to the Treasurer of the United States, and the other to the Navy Department.

I am, respectfully, &c.

BENJAMIN HOMANS,  
*Secretary Navy Pension Fund.*

THOMAS PARKER, Esq.

*U. S. District Attorney, Charleston, S. C.*

A. No. 23.

NAVY DEPARTMENT, August 31, 1816.

SIR:

I had the honor of receiving your letter of the 12th current, to which imperious business has prevented an earlier reply. The course which has been pursued in relation to the United States' ship *Essex Junior* is beyond all comment. I now enclose to you a letter from Captain Porter, with all the letters of attorney and authorities to him, from the officers and crew of the late United States' ship *Essex*; to copy them is out of the question; and there remains but one alternative, if the proceeds should still be withheld, by an appeal to the legislative power of Congress for relief. You will be pleased, sir, to have the papers returned to this Department, for Captain Porter, whether they prove satisfactory or not to the court.

The act of Congress passed April 16, 1816, in relation to the Navy Pension Fund, remains, as yet, uncomplied with by the clerk of the District Court of New York.

No statement of account of proceeds of the prize ship *Susannah*, captured by the frigate *Constitution*, Captain C. Stewart, has ever been received, although John McCauley, Esq. prize agent for the captors, received the moiety, \$29,709 12, in May, 1815, and a further sum of \$1,704 48, in June following. This case was not even reported in the schedule of prize causes furnished by the clerk on the 26th December, 1815. The sums belonging to the Navy Pension Fund, deposited in court and unaccounted for, are very considerable: your attention to the subject is earnestly requested.

By order of the commissioners of the Navy Pension Fund.

I am, very respectfully, &c.

BENJAMIN HOMANS,  
*Secretary Navy Pension Fund.*

JONATHAN FISK, Esq.

*U. S. District Attorney, New York.*



A. No. 24.

NAVY DEPARTMENT, September 28, 1816.

SIR: Your letter of the 13th current, with its enclosures, has been received, and your attention to the subject duly appreciated. The course pursued in the cases referred to has been irregular. The judge should have ordered the distribution to be made to the clerk of the court, and the moiety accruing to the United States' Navy Pension Fund should have been paid over by the clerk into a bank in which public moneys are deposited to the credit of the Treasurer of the United States: this would have saved you the trouble of interposing. The law passed on the 16th April last (to which permit me to refer you,) points out specifically the duties of each officer of the United States District Courts in relation to prize cases. In the present instance Mr. Robertson, the navy agent, must refund the commission charged, to which he is not entitled.

I am, respectfully, &amp;c.

BENJAMIN HOMANS.

THOMAS PARKER, Esq.

U. S. District Attorney, Charleston, S. C.

A. No. 25.

NAVY DEPARTMENT, December 20, 1816.

SIR: I am again compelled to trouble you upon the subject of the United States Navy Pension Fund, in consequence of the receipt of a letter from Mr. Rudd, clerk of the District Court of New York, copy of which is enclosed. Mr. Rudd says: "being the whole amount of prize money belonging to the United States, in cases in which proceedings were ended." This paragraph is to me absolutely obscure.

As respects the prize ship *Susannah* it is still more so. It appears by the declaration of Mr. McCauley that, in consequence of an order of distribution by the court, he received in May and June, 1815, the half amount of proceeds of said ship and cargo; and now Mr. Rudd says, "the case has been staid by order of the court, to abide the decision of some neutral claims." If the decision in this case, and the order of distribution in 1815, were not definitive, why was the money paid to the captors, and now kept back from the Navy Pension Fund? It is almost certain that a reimbursement cannot be expected of the sums distributed; and if a restitution of any part is yet to depend upon an ulterior decree of court, the amount must be an unequal reduction of the moiety accruing to the Navy Pension Fund.

I beg leave further to observe that no accounts have yet been rendered in conformity with the act of Congress, passed April 16, 1816.

I have the honor to be, very respectfully, sir, your obedient servant,

B. W. CROWNINSHIELD.

JONATHAN FISK, Esq.

U. S. District Attorney, New York.

A. No. 26.

NAVY DEPARTMENT, January 10, 1817.

SIR: I am induced to trouble you again upon the subject of the United States Pension Fund.

The act of Congress passed the 16th of April, 1816, has never been complied with by the District Courts of Massachusetts and New York, where it was most immediately applicable, and it is still a cause of regret that those two courts have not directed a distribution of the prize moneys accruing to the United States' Pension Fund, nor transmitted any accounts or statements of the causes decided during the late war, or the disposition of the amount of proceeds.

Will you have the goodness to remind Judge Davis of this, and request him to order the moneys to be paid over into bank, and to forward the amount of fees and charges taxed upon the causes.

With the highest respect, sir, your obedient servant,

B. W. CROWNINSHIELD.

The Hon. JOSEPH STORY,

Judge of the Supreme Court, Salem, Mass.

A. No. 27.

NAVY DEPARTMENT, March 30, 1818.

SIR: The amount of seventy-eight thousand three hundred and seven dollars and forty-seven cents appears to have been duly received into the treasury, for account of the United States' Navy Pension Fund. As it is desirable to invest this amount in stock, that it may draw interest for the benefit of said fund, I have the honor to request that you will direct a warrant to be issued to place the above sum to the credit of the Treasurer of the United States, as treasurer of the United States' Navy Pension Fund.

I have the honor to be, sir, &amp;c.

B. W. CROWNINSHIELD.

Hon. WM. H. CRAWFORD, Secretary of the Treasury.

A. No. 28.

*Extract of a letter from the Secretary of the Navy to the honorable John Davis, Judge of the District Court, Massachusetts.*

NAVY DEPARTMENT, April 30, 1818.

SIR: I have the honor to reply to your letter of the 17th instant, relative to the moneys paid over to the credit of the United States Navy Pension Fund by the clerk of the court of the district of Massachusetts.

The act of Congress, passed April, 1816, has not been complied with to the extent contemplated by that act, as accounts of fees and costs taxed, sales and deductions of charges, &c. upon captured property since the declaration of war in June, 1812, have never been received, and the proper entries and settlements cannot be made for want of them: this, however, is applicable to every district court in the United States. That law was specially intended to provide for such accountability, and the subject has been revived during the late session, with reference more particularly to the conduct of the clerk of the court of New York. The following is a statement from the Fourth Auditor's Office, where the accounts are kept, viz: "On the 13th of October, 1813, William S. Shaw, clerk of the District Court of Massachusetts, paid into the State Bank in Boston, to the credit of the Treasurer of the United States, \$112,668 25, said to be the moiety of the nett proceeds of certain prizes, but for which no account of sales, or of the fees and charges deducted by the officers of court, have been received." A letter from the Secretary of the Navy, dated 21st October, 1813, was addressed to James Prince, marshal, requiring "a statement of all the charges, fees, costs of court, &c. attendant on the condemnation and sale of prizes;" but no such account was rendered.

On the 10th of March, 1817, William S. Shaw paid into the bank \$11,878 30, the proceeds of certain prizes, which had remained in his hands, for which he did render account sales, &c.

The further investigation of this subject, at the next session, will probably lead to some crimination; and, so far as relates to the decisions of the court over which you preside, it may be worthy your attention to see how far the non-compliance with the law exists. Every motive of delicacy, as well as personal respect to you, would have been, and has been, cause of avoiding any implied censure upon the transactions under your immediate authority; a complete development of all the transactions of the courts during the late war is become necessary; and, by the late resolution of both Houses of Congress, a detailed statement in every case of prize and judicial proceedings thereon is required of this Department, to be laid before them at the commencement of the next session; and, with this view, I respectfully suggest to you a further inquiry into the statement of the accounts rendered under your decisions, in order to place the subject in the most favorable light, particularly in the case of the brig Atlantic, wherein Mr. Shaw has deducted about one-third of the whole proceeds for fees and costs, &c. It has not been deemed proper to correspond directly with the judges of the several courts, but through the attorneys; and, in one instance, a reprimand was received from the judge, through the medium of the clerk, for an "improper interference" with the prerogatives of the court, although the inquiry was made for information wherein a default or neglect was apparent. Under all these circumstances, and the defect in the original act to fix the responsibility somewhere, and to define the duties of the courts, the act of April, 1816, was brought forward, and we now have to report to Congress that the said act has not been fully complied with; and the charges and deductions made in the several prize cases have been one leading cause for the late proceedings in Congress, in the course of which there has appeared a general implication of all concerned.

Honorable JOHN DAVIS,  
*Judge of District Court, Mass. Boston.*

B. W. CROWNINSHIELD.

B. No. 1.

PORTSMOUTH, May 18, 1813.

SIR:

In compliance with a resolution of the honorable commissioners of the Navy Pension Fund of the 24th of March last, I have paid into the New Hampshire Union Bank in Portsmouth, (a bank in which public moneys are deposited,) to the credit of the Treasurer of the United States, the sum of fifty-three thousand seven hundred and forty-four dollars eighty-seven cents, which sum is one half of the nett proceeds that accrued from the sales of the ship Volunteer and cargo, captured on the high seas, February, 1813, by the United States' frigate Chesapeake, and condemned in the District Court in New Hampshire district, March 16, 1813, for which sum I have taken a receipt from Henry S. Langdon, cashier of said bank, which receipt is herewith transmitted.

I am, sir, very respectfully, your obedient servant,

MICHAEL MCCLARY, *Marshal, N. H. District.*

Honorable WILLIAM JONES, *Secretary of the Navy.*

B. No. 2.

MARSHAL'S OFFICE, VIRGINIA, NORFOLK, July 3, 1813.

SIR:

In answer to your letter addressed to the marshal of this State, relative to the payment of any sums of money arising from prize sales, intended as a fund for the relief of certain persons, &c., I have to state, that the only sum which has ever been paid to the collector, or other person in this State, was a moiety of the proceeds of the sale of the ship Argo and cargo, captured by the Congress frigate, amounting to seventeen thousand eight hundred and forty-four dollars, and forty-three cents.

I am very respectfully, &c.

WILLIAM P. FOSTER, *D. Marshal.*

WILLIAM JONES, *Esq. Secretary of the Navy.*

B. No. 3.

MARSHAL'S OFFICE, RICHMOND, July 25, 1813.

SIR:

Enclosed you have the certificate of the deputy collector at Norfolk respecting one moiety of the ship Argo and cargo, the other moiety of the proceeds of sales was, pursuant to the decree, paid to L. M. Tazewell, and L. Wheeler, Esqrs. the agents for the captors.

I am, very respectfully, your obedient servant,

FOR AND. MOORE, M. V. D.

A. LITHGOW, *Agent.*

B. No. 4.

BOSTON, October 13, 1813.

SIR:

I have this morning paid into the State Bank, to the credit of the Treasurer of the United States, the moiety of the nett proceeds of all moneys deposited in court, in consequence of captures made by our public armed vessels, and condemned in this district as good prize, since the declaration of war against Great Britain, amounting to one hundred and twelve thousand six hundred and sixty-eight dollars twenty-five cents; and I have now the honor to enclose to you my account, with a receipt of the cashier of the bank thereon. It is with extreme regret that I add, in consequence of the marshal having supposed your letter of the 30th March last, and some of your subsequent letters, to have referred to the two per cent. duty only, I never knew, until the 12th instant, the pleasure of the Government relative to the application of the proceeds, and the money has remained in the State Bank, in the name of the District Court for the Massachusetts district, ever since the respective condemnations. In future, unless I am otherwise ordered, you may be assured of a most rigid compliance with the instructions communicated to the marshal in the letter of the 30th March last.

Very respectfully, I have the honor to be, &c.

WM. S. SHAW.

Honorable SECRETARY OF THE NAVY.

B. No. 5.

BOSTON, October 14, 1813.

SIR:

On my return from the country a few days since, after an absence of a week or two, I had the honor to receive your letter of 28th September, and in conformity with your instructions, I now forward enclosed an abstract this day delivered to me by the clerk, of the several condemnations which have taken place in the district, of prizes in which the United States have been interested. Until the reception of your letter it was altogether unknown to me that the proceeds of these prizes had remained to this time in the hands of our marshal. He has, I presume, ere this, explained to you the misapprehension to which has been owing the delay attending the proper disposition of this money.

I have the honor to be, sir, very respectfully, your most obedient servant,

GEORGE BLAKE.

Honorable WILLIAM JONES.



*Transcript from the clerk's office of the United States' District Court for Massachusetts district of all the condemnations of prizes of war, in which the United States have been interested, since the declaration of war with Great Britain.*

A moiety of the nett proceeds of the brig Hazard, captured by the ship Wasp	- - -	1,658 25
A moiety of the nett proceeds of the brig King George, and cargo, captured by the frigate Essex	- - -	6,627 30
A moiety of the nett proceeds of the brig Recovery, and cargo, captured by the brig Argus	- - -	1,977 70
A moiety of the nett proceeds of the cargo of the schooner Ellen, (already condemned) captured by the ship Hornet	- - -	19,769 08
A nett moiety of specie captured by Commodore Rodgers, from the brig Swallow	- - -	70,291 55
A moiety of the nett proceeds of the bullion taken from the brig Swallow	- - -	12,344 37
		<u>\$112,668 25</u>

WILLIAM S. SHAW, Clerk.

B. No. 6.

SIR:

SAVANNAH, June 14, 1814.

By order of Judge Stephens, I take the liberty of enclosing to you a copy of the decree of condemnation of the money captured on board the Epervier, by the vessel of war Peacock: this reference arises from the claim of the marshal for commissions on the money arrested on the admiralty proceedings. The marshal states, that his charge of one and one quarter per cent. on money is allowed in every State, and that the amount does not alter the principle; this question ought to be decided by the judge. But he has referred it to you to ascertain your opinion, or perhaps to obtain that of the attorney general. The money was delivered to the marshal, under the warrant of arrest, and is now in his custody, and on his responsibility; the charge arises under the act of 28th February, 1799, for sales of vessels or other property, and for receiving and paying the money for any sum under five hundred dollars, two and one half per cent. for any larger sum, one and one half per cent. upon the excess.

I am, sir, very respectfully, &c.

CHARLES HARRIS, District Attorney, Georgia.

WILLIAM JONES, Esq. Secretary of the Navy.

IN THE ADMIRALTY:

United States' vessel of war Peacock *vs.* one hundred and seventeen thousand nine hundred and three dollars, captured in the Epervier. Libel as prize.

JUNE 10, 1814.

The United States' vessel of war Peacock, commanded by Lewis Warrington, Esq. in the late capture of His Britannic Majesty's sloop of war the Epervier, brought into this port, captured also, in dollars, the sum of one hundred and seventeen thousand nine hundred and three dollars, which has been libelled by the district attorney. The usual monition has been published, and proclamation made, and the defaults duly recorded. No claimant appearing, it is ordered, adjudged, and decreed, that the sum of one hundred and seventeen thousand nine hundred and three dollars be considered as prize of war, to the captors, to be distributed as the law directs, on captures made by the public armed vessels of the United States, after payment of costs and charges.

W. STEPHENS, District Judge, Georgia.

Ordered, that a certified copy of the above be sent to the Secretary of the Navy, as also a copy of the demand of the marshal for his commissions, and that the same be forwarded by Mr. Attorney for the district.

W. STEPHENS.

GEORGIA DISTRICT, CLERK'S OFFICE:

I certify that the above writing is a true copy of an original decree in the Admiralty Court of said district. In [L. S.] witness whereof I have hereunto set my hand and the seal of said court, this 11th June, 1814.

S. MORDECAI, Deputy Clerk.

B. No. 7.

UNITED STATES, DISTRICT OF GEORGIA:

Lewis Warrington, Esq. commander of the United States sloop of war Peacock	} In the Admiralty. Libel as prize.	
<i>vs.</i> 117,903 dollars taken from on board the British sloop of war Epervier.		117,903 09
Amount arrested		- - -
	<i>Charges.</i>	
Taxed costs of court		93 91
Commission		1,473 78
		<u>1,567 69</u>
	Balance	<u>\$116,335 40</u>
<i>Distribution.</i>		
One moiety to the captors,		58,167 70
One moiety to the United States, paid J. Marshall, cashier Planter's Bank, to the credit of the Treasurer United States,		58,167 70
		<u>\$116,335 40</u>

MARSHAL'S OFFICE, SAVANNAH, June 15, 1814.

JOHN EPPINGER, Marshal.

UNITED STATES, DISTRICT OF GEORGIA:

Lewis Warrington, Esq. commander of the United States sloop of war Peacock	} In the Admiralty. Libel as prize.	
<i>vs.</i> 117,903 dollars, taken from on board the British sloop of war Epervier.		\$117,903 09
Amount arrested		- - -
	<i>Charges.</i>	
Taxed costs of court		93 91
Marshal's commission		1,473 78
		<u>1,567 69</u>
	Balance,	<u>\$116,335 40</u>
<i>Distribution.</i>		
One moiety to the captors		58,167 70
One moiety to the United States		58,167 70
		<u>\$116,335 40</u>

MARSHAL'S OFFICE, Savannah, June 13, 1814.

JOHN EPPINGER, Marshal.

## B. No. 8.

SIR:

MARSHAL'S OFFICE, MASSACHUSETTS, BOSTON, *October 27, 1813.*

I am honored by your letter of the 21st instant. I have forwarded an attested copy of the same to the district clerk, with a desire the documents may be transmitted to you with the least possible delay. All the accounts which existed in this office are in his possession, and I doubt not an account, certified by the judge for this district, will be sent you directly.

I am, very respectfully, sir, your very obedient servant,

J. PRINCE, *Marshal.*

The SECRETARY OF THE NAVY, *Washington.*

## B. No. 9.

*Enumeration of captures, &c. made by the United States' naval forces on the New Orleans station, during the late war, and libelled in the District Court of the United States for the Louisiana district.*

582. John Shaw, commander of the squadron of naval force of the United States on the New Orleans station, *vs.* the ship *Argo* and cargo, captured in the bay of Mobile, and libelled 21st May, 1813, as enemy's property, or as the property of citizens of the United States trading with the enemy. Libel dismissed, and property restored to the claimant, William Thompson, a citizen of the United States.

667. I. D. Ferris, commanding United States' brig *Etna vs.* the schooner *Dolores* and cargo, seized for violating the embargo law. Information filed 2d April, 1814. Adjudged forfeited to the libellant. Proceeds to be distributed according to law.

734. Daniel T. Patterson and George T. Ross and others *vs.* 1. The schooner *Petit Milan*; 2. The schooner *Dorada*; 3. The schooner *Harlequin*; 4. The schooner *Surprise*; 5. The schooner *Comet*; 6. The schooner *Fly*; 7. The schooner *Wasp*; 8. And a felucca, and certain goods, wares, and merchandise, taken at Barrataria, and libelled 17th October, 1814: 1st. As prize, being enemy's property, or the property of citizens of the United States trading and corresponding with the enemy. 2d. As derelict. 3d. For salvage, as the property of some person or persons unknown, rescued out of the hands of pirates. Libel as to the merchandise dismissed, and the information of the United States, under the revenue laws, sustained. The vessels delivered up to the original owners, upon terms of salvage agreed upon between them and the libellants.

The same *vs.* the schooner *General Bolivar*, libelled on the same grounds as in the preceding case. Cause still pending.

Thomas Shield and others *vs.* the cargo of the *Don Hermanos*, captured in the bay of St. Louis, and libelled October 25, 1814, as the property of the enemies of the United States, or of citizens of the United States trading with the enemy. That part of the cargo claimed by Basil Green, Thomas Bassett, and Stephen Minor, adjudged forfeited to the libellants as prize; the proceeds to be distributed according to law. An appeal taken to the Supreme Court for the portion claimed by Basil Green.

R. CLAIBORNE, *Clerk.*

## B. No. 10.

SIR:

MARSHAL'S OFFICE, GEORGIA, SAVANNAH, *June 5, 1815.*

I forward, herewith, statements of the sale of the cargo of brig *Oscar*, schooner *Carlsham* and cargo, brig *Porgey* and cargo, and schooner *Aliancien* and cargo, captured by the gunboats under the command of Commodore Hugh G. Campbell, and condemned as prize to the captors; also receipts from the President of the Planter's Bank, for the respective moieties to the United States, in these cases entered to the credit of the Treasurer of the United States, agreeably to the act of Congress of March 26, 1804.

I have the honor to be, very respectfully, your most obedient servant,

JNO. EPPINGER, *Marshal.*

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy, Washington.*

## B. No. 11.

MARSHAL'S OFFICE, GEORGIA, SAVANNAH, *June 20, 1815.*

SIR:

Your letter of the 6th instant has been duly received. I enclose a certified copy of the decree of the district judge of Georgia, allowing a commission of two per centum to the agents of the captors and claimant, and the marshal, respectively, on the amount of sales of the cargo of the *Hazard*. This case, as stated to me by Charles Harris, Esquire, late district attorney, was as follows: "that application was made by the claimants to have agents appointed to assort the cargo, and superintend the sale, so as to enhance the value of the articles, and obtain a full price for the various goods which that cargo contained; the claimants contending that the prize being at St. Mary's, a place of small trade, and where there was no capital, that unless the sale was made on a credit, and under the care of persons of experience and integrity, the cargo would lose in the sale at least 25 per cent." After full argument before the judge, in which the district attorney contended against the additional agent, the court decided that the application was correct, that the benefit resulting from the appointment of agents was superior to the expense, and not more than the trouble attendant on the business, and allowed the claimants to name an agent, the captors one; and the court appointed me. The allowance was made by the court, and ordered to be paid. The late district attorney did not, and could not appeal, as the order was an interlocutory one; and, on inquiry of merchants, he was then, and yet is, fully satisfied that the United States received considerable advantage from the sale on credit, and the assortment of the cargo, as made by the commissioners; and he verily believes and knows that affidavits to that effect can be furnished by persons of the first integrity in the country, and that this mode of sale enhanced the value of the cargo from ten to fifteen per cent. He was, therefore, satisfied with the order of court, though he took no part in consenting or agreeing to the arrangement which was forced upon the court, by the claimant, with great zeal and earnestness; and, as to the honor, activity, and disinterestedness of the late district attorney, in his official capacity, and his exertions for the United States in cases of prizes, and all cases of seizure, for a small remuneration, compared to the trouble, responsibility, and sums at stake, he appeals to the judges, the bar, the officers of court, and the public at large.

If, notwithstanding the decree of the district judge, and the above statement of the late district attorney, the Government think proper to disallow the agents their commissions, I have to state that they have informed me that it is their determination not to refund. Should it be intended to institute suits to enforce payment, such suits ought to be brought against the individuals, and not against the marshal, who, as an officer of the court, was bound to pay them. As regards my commission, permit me to observe, that the act of the 18th of April, 1814, has reference only to the commission allowed to the clerks of the United States, and cannot, in my view of the subject, even by the most forced construction, embrace the marshal. Besides, the act was passed more than a month after the sale of the *Hazard's* cargo took place.

I also enclose, herewith, a certified copy of the judge's order, in the case of the schooner *Isabella* and cargo, authorizing the payment of \$250 for costs, which I presume will satisfactorily explain this charge.

I have the honor to be, very respectfully, your obedient servant,

JNO. EPPINGER, *Marshal.*

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy, Washington.*



B. No. 12.

BOSTON, June 26, 1816.

SIR:

I have the honor to acknowledge the receipt of your letter of 16th instant, requesting my attention to the subject of the proceeds still remaining in the courts of this district, arising from the sales of property captured by vessels of the United States, and condemned during the late war. Having, heretofore, in pursuance of the former instructions from your Department, repeatedly urged upon the marshal, and especially the district clerk, the necessity of an immediate and final adjustment of accounts in the cases alluded to, I had presumed, until the reception of your present communication, that this had long since been accomplished, and the proper statements and vouchers transmitted to you. In compliance with your request, I have again conferred with the above mentioned officers on the subject, and I trust it will now be attended to immediately. I pray you, at any rate, to be assured, sir, that whatever delay may have attended, or may still attend, the contemplated adjustment, can be attributable, in no degree, to any remissness on my part. The fact is, that, with regard to those cases of prize wherein the United States have been interested, I have considered myself as having officially no other agency than merely to file the libel, and pursue the same to condemnation, leaving the marshal to collect, and the clerk, under the orders of court, to account with your Department for that portion of the proceeds belonging by law to the Navy Pension Fund. Considering the great importance of this valuable institution, I should not have supposed that the proper accounting officers would, on any occasion, have been wanting in a prompt and critical attention to it.

With great respect, I have the honor to be, your obedient servant,

GEO. BLAKE.

HON. BENJ. W. CROWNSHIELD.

B. No. 13.

*Navy Pension Prize Moneys.*

It appears that the following sums have been paid into different banks, to the credit of the Treasurer of the United States, viz:

Theron Rudd, clerk District Court New York, paid into the City Bank, New York, December 26, 1815,	-	-	-	-	\$46,613 80
Jno. McCauley paid into the Farmers and Mechanics' Bank, Philadelphia, March 4, 1816,	-	-	-	-	1,704 48
William Davies, United States' district attorney, Georgia, paid Planters' Bank, Savannah, May 22, 1816,	-	-	-	-	1,422 25
Same, June 20,	-	-	-	-	15,062 21
					16,484 46
Theron Rudd, clerk District Court New York, paid City Bank, New York, December 12, 1816, said to be the moiety of the proceeds of the Atlantic, alias Essex Junior,	-	-	-	-	7,482 83
William Davies, district attorney, Georgia, paid Planters' Bank, January 21, 1817,	-	-	-	-	14,000 00
Theron Rudd, clerk District Court New York, paid City Bank, New York, February 6, 1817, said to be proceeds of Susannah and cargo,	-	-	-	-	22,757 46
William Davies, district attorney, Georgia, paid Planters' Bank, Savannah, June 13, 1817, said to be proceeds of Carl Custoff and cargo,	-	-	-	-	3,973 23
Also the following sums immediately paid to the credit of the treasurer of the Navy Pension Fund, not carried into the books of the treasury, viz: 2d May, 1817, by Bank United States,	-	-	-	25,003 40	
12th May, 1817, by David Caldwell,	-	-	-	5,984 90	
Ditto.	-	-	-	29,799 26	
					60,787 56
					<u>\$173,803 82</u>

For the above amount, no accounts have been received at this office, (by which an examination or entry can be made,) in conformity to the second and sixth sections of the act of Congress, passed 16th April, 1816.

FOURTH AUDITOR'S OFFICE, March 30, 1818.

It has been ascertained at the treasury that prize moneys to the amount of seventy-eight thousand three hundred and seven dollars and forty-seven cents has been paid at different banks, to the credit of the Treasurer of the United States, not yet covered by a treasury warrant, or passed to the credit of the Navy Pension Fund. The expediency of vesting the above in stock of the United States is submitted to the honorable Secretary of the Navy.

B. No. 14.

## NAVY PENSION.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, April 2, 1818.

*A list of all the prize causes for which accounts have been received at this office subsequent to the passage of the act of Congress, April, 1816.*

An account of the moiety of the proceeds of the schooner Alligator, sloop Catholina, a launch, &c., schooner Nonesuch, condemned by the District Court of South Carolina, and paid over by Thomas Parker, district attorney, amounting to \$1,731 19.

An amount of the moiety of the proceeds of part of the cargo of the brig Liverpool, schooner Favorite and cargo, schooner Nysted and cargo, brig Julia and cargo.

Part of the cargo of the schooner Ellen, being the last part, that had been reserved for further proof, paid over by William S. Shaw, clerk of the District Court Massachusetts, amounting to \$11,878 30.

A receipt for \$1,704 48, paid into the Farmers' and Mechanics' Bank, at Philadelphia, 4th March, 1816, by John McCauley, but no account rendered.

GEO. McDANIEL, Clerk N. P. Accounts.

B. No. 15.

NEW ORLEANS, October 17, 1818.

SIR:

Having judged it necessary to respond, on the 12th instant, to such inquiries only of the resolution of the House of Representatives of the 8th of April, 1818, in relation to the "state and condition of the Navy Pension Fund," as had local information for their object, I now beg leave, in reiterating the same, to advert to the ninth and tenth sections of the thirty-third act of the 23d of April, 1800; the forty-eighth act of the 26th of March, 1804; and the fifty-sixth act of the 16th of April, 1816; in answer to the first parts of the said resolution.

On the succeeding heads, enumerated in the same inquiry, the information that can be furnished from this quarter is negative, as the captures made in the Louisiana district since June, 1812, have not been prizes from

which money accrued to the Navy Pension Fund of the United States, but seizures for a violation of the embargo, revenue, and slave laws, for a breach of the third and fourth sections of the fiftieth act of the 5th of June, 1794, and for illicit commercial intercourse with the enemy, as also recaptures from pirates, redeemed by the rightful owners, on paying salvage to the captors, by ex-judicial and mutual agreement.

I am therefore authorized to say, from the legal sources, that no sums have been forwarded by "the District Court of this State;" that there is no "particular case" to cite, nor any "returns" to refer to; neither is the district attorney aware that there are any "persons in default in the performance of their duty, in regard to the said fund;" and, of consequence, no "proceedings have been had to enforce the performance of such duties."

With a sincere hope that the wishes of the Department may have been complied with,

I have the honor to be, with sentiments of profound respect, sir, your very obedient servant,

LEWIS HEERMAN.

HON. B. W. CROWNINSHIELD, *Secretary of the Navy, Washington.*

B. No. 16.

BOSTON, March 17, 1814.

SIR:

I have the honor herewith to transmit my account of the proceeds of the brigantine Atlantic and cargo, captured by the United States' frigate Congress; and am,

With great respect, your very humble servant,

WM. S. SHAW.

HON. SECRETARY OF THE NAVY.

Copy of account rendered by William S. Shaw, clerk of the District Court of Massachusetts, (the only account ever transmitted to the Navy Department.)

DR.

*William S. Shaw in account with the United States of America.*

CR.

To gross amount of the sales of the brigantine Atlantic and cargo, captured by the frigate Congress, and condemned in the District Court for Massachusetts district,	\$41,989 08	By amount of costs, &c. against brigantine Atlantic and cargo,	\$13,853 82
		By a moiety of the net proceeds of said vessel and cargo, paid to the captors,	14,069 13
	\$41,989 08	By do. paid to the United States,	14,069 13
			41,989 08
			\$41,989 08

STATE BANK, BOSTON, March 17, 1814.

Received of William S. Shaw, Esquire, clerk of the District Court for the Massachusetts district, the sum of fourteen thousand and sixty-nine dollars and thirteen cents, on account of the Treasurer of the United States, for which I have given duplicate receipts.

THOMAS HARRIS, *Cashier State Bank.*

C. No 1.

NEW YORK, 21st September, 1813.

SIR:

Since my letter of yesterday, I find that the clerk of the District Court is absent from the city, and will not return in two or three weeks. This circumstance will retard the payment of the money in court belonging to the Navy Pension Fund.

I have the honor to be, with great respect, sir, your obedient servant,

NATHAN SANFORD.

HON. WILLIAM JONES, *Secretary of the Navy.*

C. No. 2.

NEW YORK, September 20, 1813.

SIR:

I duly received the letter of the Secretary of the commissioners of the Navy Pension Fund, of the 30th of March last, and I immediately had a conference with the late marshal, who was then in office, upon the subject of that letter. He assured me that he would take upon himself the execution of the resolution of the commissioners. Relying upon his assurance, I gave no further attention to the subject.

I have this day had the honor to receive your letter of the 16th instant, and I now learn with surprise that nothing has been done by the marshal.

I will take care that the direction of the commissioners shall be executed without delay, in respect to all moneys now in court, in this district, belonging to the Navy Pension Fund.

With respect, &c.

NATHAN SANFORD.

HON. WILLIAM JONES.

C. No. 3.

NEW YORK, October 12, 1813.

SIR:

Pursuant to an order of the District Court of the United States for the district of New York, I have deposited in the Manhattan Bank, in the city of New York, nine thousand two hundred and ninety-six dollars and ninety-six cents, to the credit of the Treasurer of the United States; for which I enclose you the cashier's receipt, together with an abstract from the minutes of court, showing on what account the money had been paid into court.

I am, sir, &c.

PHILIP SPENCER.

HON. WILLIAM JONES.

C. No. 4.

NEW YORK, November 20, 1815.

SIR:

On the 16th June, 1814, I received from the clerk of the District Court of the United States, for this district, \$22,783 74, for one half of captures made by the naval force on Lake Ontario; and on the 15th November, 1814, I received \$1,764 74.

The same sums, belonging to the United States, I presume, remain in court, subject to their order.

I have not heard of any other captures on Lake Ontario than those for which I have received the share of the officers and crews.

I am, sir, with respect, &c.

JAMES HEARD.

HON. B. W. CROWNINSHIELD.



C. No. 5.

MARSHAL'S OFFICE, NEW YORK, *December 21, 1815.*

SIR: I have the honor of enclosing, for your information, a statement of causes of all prizes captured, by public armed vessels of the United States, since the declaration of the late war.

By the Secretary of the Navy Pension Fund, the marshal is referred to a circular letter, &c. dated 30th March, 1813. The marshal never received a circular letter of that date, or statements of libels, &c. would have been furnished. The executions and amount of sales in each cause have long since been returned and filed in the District Court, and the gross proceeds paid into court.

I am, respectfully, yours, &amp;c.

JAMES DILL, *for the Marshal.*Hon. B. W. CROWNINSHIELD, *Secretary, &c.*

*A list of prize causes of captured property by the navy of the United States, in which sales were made by Peter Curtienus, late marshal, and John Smith, present marshal, and the gross proceeds paid into the District Court by the said marshals, and the sums by them paid since the commencement of the late war.*

District Court of New York.	Gross proceeds.	Amount paid over as the moiety accruing to the Navy Pension Fund.
The United States' squadron, Lake Ontario, &c. vs. Schooner Lord Nelson,	2,999 25	
The same vs. five boxes of glass ware,	1,972 10	
The same vs. brig Caledonia,	3,700 00	
The same vs. four long twelve pounders,	1,000 00	
The same vs. cargo brig Caledonia,	8,843 11	
The frigate Essex, &c. &c. vs. sloop of war Alert,	13,415 66	6,427 31
The sloop of war Hornet vs. certain trunks of merchandise,	15,586 89	5,255 38
The squadron of Lake Ontario vs. two kegs of carbine cartridges, &c.	3,344 92	1,567 57
The same vs. three bales clothing, &c.	1,928 95	*536 04
The squadron of Lake Ontario vs. sixteen cannons of different caliber, &c.	28,804 53	13,979 13
The same vs. brig Duke of Gloucester,	2,500 00	1,073 05
The same vs. schooner Lady Murray,	1,500 00	463 80
The same vs. sloop Elizabeth,	3,525 00	1,637 06½
The same vs. schooner Mary,	2,512 00	1,143 22½
The same vs. schooner Lady Gore,	2,500 00	
The same vs. schooner Confiance,	4,825 84	2,172 72
The same vs. sloop Mary Ann,	1,600 00	
The same vs. one hundred and twenty barrels of flour,	1,709 37	770 69
The same vs. sloop Drummond,	600 00	
The same vs. schooner Hamilton,	4,925 84	2,220 72
The sloop of war Hornet vs. ship William,	6,200 00	147 41
The same vs. twenty-four bags containing gold and silver coin,	19,430 24	8,413 17
The frigate President vs. twenty-two puncheons of rum, &c.	9,490 07	3,447 38
The same vs. fourteen puncheons merchandise,	8,773 17	3,311 64
The gunboats vs. Schooner Fame and cargo,	7,569 62	3,255 10
The Essex vs. ship Atlantic, alias Essex Junior,	8,100 00	†7,482 83
The frigate Constitution vs. ship Susannah and cargo,	73,192 21	22,757 46
The same vs. eight casks glassware, &c.	1,995 68	
Total gross amount,	\$241,843 00	

The above is a statement of the gross proceeds paid into court; the costs, in each cause, after being taxed, have been paid by the clerk out of the gross proceeds in court.

C. No. 6.

NEW YORK, *December 26, 1815.*

SIR: Enclosed herewith is an order of court directing the payment of the sum of forty-six thousand six hundred and thirteen dollars eighty cents, being the half nett proceeds accruing to the United States, in the fourteen several causes therein enumerated. Also, enclosed, are abstracts in each of the said causes; and a receipt for the said sum of money, signed by the cashier of the City Bank, has been sent to the Treasurer of the United States. The half nett proceeds in the case of the Atlantic, alias Essex Junior, cannot at present be paid over, as distribution has not yet been made.

I am, with great respect, your obedient servant,

THERON RUDD.

To the Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

At a stated District Court of the United States of America, held for the southern district of New York, at the city of New York, on Friday, the 22d day of December, 1815: Present, the Hon. William P. Van Ness, Esq. judge of said court:

Ordered, that in all the following causes, in which money is now in court belonging to the Navy Pension Fund, the clerk shall pay such money into the City Bank, to the credit of the Treasurer of the United States, and shall transmit to the said Treasurer one of the cashier's receipts, with information of the amount upon which the money is paid; and that the clerk shall also transmit to the Secretary of the Navy a statement of the money so paid in every instance.

\* In the order of court directing the payment of the moiety, transmitted in the letter of Mr. Rudd, of December 26, 1815, the half proceeds of the three bales of clothing, &c. is stated at \$5,306 04.

† Entire nett proceeds.

	Half nett proceeds accruing to U. S.
The United States of America, &c. <i>vs.</i> divers trunks of merchandise, &c.	\$5,255 38
The same <i>vs.</i> the brig Duke of Gloucester, &c.	1,073 05
The same <i>vs.</i> twenty-four bags of gold and silver coins,	8,413 17
The same <i>vs.</i> one hundred and twenty barrels of flour, &c.	770 69
The same <i>vs.</i> three bales of clothing, &c.	5,306 04
The same <i>vs.</i> two kegs of carbine cartridges, &c.	1,567 57
The same <i>vs.</i> the schooner Lady Murray, &c.	463 80
The same <i>vs.</i> the schooner Hamilton,	2,220 72
The same <i>vs.</i> the schooner Constance, her tackle, &c.	2,172 72
The same <i>vs.</i> sixteen cannons of different caliber, &c.	13,979 13
The same <i>vs.</i> fourteen puncheons of merchandise, &c.	3,311 64
The same <i>vs.</i> twenty-two puncheons of merchandise,	3,447 38
The same <i>vs.</i> the schooner Fame, alias Pomeranea, &c.	3,255 10
The same <i>vs.</i> ship William, her tackle, &c.	147 41
	<u>\$46,613 80</u>

Extracts from the minutes of the court.

THERON RUDD, *Clerk.*

SIR:

C. No. 7.

NEW YORK, January 20, 1816.

On the receipt of your letter relating to the case of the Essex Junior, I presented the same to the court, and applied for an order to pay over the whole money to the Treasurer of the United States, agreeably to the statement therein contained. The court made the memorandum, a copy of which is herewith enclosed, with instructions to me to transmit the same to the Navy Department.

I am, very respectfully, your obedient servant,

THERON RUDD.

Hon. B. W. CROWNINSHIELD, *Secretary of the Navy.*

*Memorandum by the court on the letter of the Secretary of the Navy.*

"It is extremely irregular and improper for the Secretary of the Navy to issue his orders to the officers of this court. He ought to know that they owe him no obedience; the Government or the Navy Department can only be known or heard here through the proper organ of the Government, the district attorney. The clerk obeys the orders of the court, and none other.

"No money can be paid by the clerk but in pursuance of an order of the court regularly entered for that purpose; such an order can only be obtained on the application of a person properly authorized to make it, and by showing a legal right to the funds required.

"In the present case, the Essex Junior stands condemned to the United States and the captors; the captors, therefore, by the judgment of the court, are entitled to one-half the prize, or the proceeds of the sale. This court knows nothing of private or out-door sales or purchases. If regularly applied for, the one-half of the proceeds will be ordered to be paid to the United States, the other half to the captors. If either party claims to have the whole, a regular and valid title must be shown, derived from the other party, for that portion which was adjudged to him. The letter of the Secretary of the Navy is not evidence in this court of a purchase, and cannot be allowed to divest rights legally acquired.

"The order applied for by the clerk is, of course, refused."

A true copy of the memorandum made by the court on the letter of the Secretary of the Navy:

THERON RUDD,

*Clerk of the southern district of New York.*

C. No. 8.

*A list of prize causes of captured property by the navy of the United States, in which sales were made by Peter Curtin vs., late marshal, and John Smith, present marshal, and the gross proceeds paid into the District Court by the said marshals, and the sums by them paid since the commencement of the late war.*

DISTRICT COURT, New York:

	Gross proceeds.
The United States' squadron, Lake Ontario, &c. <i>vs.</i> schooner Lord Nelson,	\$2,999 25
The same <i>vs.</i> five boxes of glass ware,	1,972 10
The same <i>vs.</i> brig Caledonia,	3,700 00
The same <i>vs.</i> four long 12 pounders,	1,000 00
The same <i>vs.</i> cargo of brig Caledonia,	8,843 11
The frigate Essex, &c. &c. <i>vs.</i> sloop of war Alert,	13,415 66
The sloop of war Hornet <i>vs.</i> certain trunks of merchandise,	15,586 89
The squadron of Lake Ontario <i>vs.</i> two kegs of carbine cartridges, &c.	3,344 92
The same <i>vs.</i> three bales of coating, &c.	1,228 95
The same <i>vs.</i> sixteen cannons of different calibers, &c.	28,804 53
The same <i>vs.</i> brig Duke of Gloucester,	2,500 00
The same <i>vs.</i> schooner Lady Murray,	1,500 00
The same <i>vs.</i> sloop Elizabeth,	3,525 00
The same <i>vs.</i> schooner Mary,	2,512 00
The same <i>vs.</i> schooner Lady Gore,	2,500 00
The same <i>vs.</i> schooner Constance,	4,825 84
The same <i>vs.</i> sloop Mary Anne,	1,600 00
The same <i>vs.</i> one hundred and twenty barrels of flour,	1,709 37
The same <i>vs.</i> sloop Drummond,	600 00
The same <i>vs.</i> schooner Hamilton,	4,925 84
The sloop of war Hornet <i>vs.</i> ship William,	6,200 00
The same <i>vs.</i> twenty-four bags, containing gold and silver coin,	19,430 24
The frigate President <i>vs.</i> twenty-two puncheons of rum, &c.	9,490 07
The same <i>vs.</i> fourteen puncheons of merchandise,	8,773 17
The gunboats <i>vs.</i> schooner Fame and cargo,	7,569 62
The Essex <i>vs.</i> the ship Atlantic, alias Essex Junior,	8,100 00
The frigate Constitution <i>vs.</i> ship Susannah and cargo,	73,192 21
The same <i>vs.</i> eight casks of glass ware,	1,995 68
Total gross amount,	<u>\$241,843 00</u>



The above is a statement of the gross proceeds paid into court; the costs in each cause, after being taxed, have been paid by the clerk out of the gross proceeds in court.

Half of the within amount is due to the Navy Pension Fund, after deducting costs and charges, and no part of which has been paid to the Treasurer of the United States.

## C. No. 9.

PLATTSBURGH, December 6, 1816.

*Copy of the official returns of the sale of a raft of boards and planks, to wit:*

Gross amount of sales of a raft of boards and planks,	-	-	-	-	-	-	-	-	-	\$416 87
Deduct therefrom,										
The marshal's taxed costs,	-	-	-	-	-	-	-	-	-	\$46 92
District attorney's do.	-	-	-	-	-	-	-	-	-	17 00
The clerk's do.	-	-	-	-	-	-	-	-	-	20 66
										<u>84 58</u>
										<u>\$332 29</u>

*Distribution.*

One-half to the United States,	-	-	-	-	-	-	-	-	-	\$166 14
The other half,	-	-	-	-	-	-	-	-	-	166 15
Deduct commission of my agent, William G. Jones, for receiving and paying the money, one per cent. on the whole,	-	-	-	-	-	-	-	-	3 32	
Discount on the Treasury notes paid by the assistant deputy quartermaster general, for the raft which was sold by General Smith, the marshal of New York,	-	-	-	-	-	-	-	-	13 69	
										<u>17 01</u>
										<u>\$149 14</u>
One-half to the captors or informers,	-	-	-	-	-	-	-	-	-	\$74 57
One-half to the collector,	-	-	-	-	-	-	-	-	-	74 57
										<u>\$149 14</u>

PETER SAILLY, Collector.

## C. No. 10.

NEW YORK, December 28, 1816.

NEW YORK DISTRICT COURT:

The United States and Commodore McDonough, and the other officers, and crews of the United States' squadron on lake Champlain, *vs.* John Smith, late Marshal of the District of New York, costs, &c.

The British ship Confiance, and armament, &amp;c.

Caption fee on monition attaching ship,	-	-	-	-	-	-	-	-	-	2 00
Mileage from New York to Champlain, going to attach ship, 332 miles, at 5 cents per mile,	-	-	-	-	-	-	-	-	-	16 60
Printer publishing libel to show cause why ship should not be condemned to captors,	-	-	-	-	-	-	-	-	-	10 00
Marshal's custody fee, from Feb. 2, 1815, to May 24, 1815, is 110 days, at 12s. per day,	-	-	-	-	-	-	-	-	-	165 00
Keeper's fees, 110 days, at 8s. per day,	-	-	-	-	-	-	-	-	-	110 00
										<u>\$303 60</u>
Making proclamations,	-	-	-	-	-	-	-	-	-	90
										<u>\$304 50</u>

Taxed at three hundred and four dollars and fifty cents.

W. P. VAN NESS.

NEW YORK, December 28, 1816.

The same *vs.* Sloop Chub, armament, &c.

Attaching sloop,	-	-	-	-	-	-	-	-	-	2 00
Publishing libel,	-	-	-	-	-	-	-	-	-	10 00
Mileage, 332 miles going to attach sloop,	-	-	-	-	-	-	-	-	-	16 60
Making proclamations,	-	-	-	-	-	-	-	-	-	90
Marshal's custody fee, from February 2d, 1815, to May 24, 1815, is 110 days, at 12s. per day,	-	-	-	-	-	-	-	-	-	165 00
Keeper's fees, 110 days, at 8s. per day,	-	-	-	-	-	-	-	-	-	110 00
										<u>\$304 50</u>

Taxed at three hundred and four dollars and fifty cents.

W. P. VAN NESS.

NEW YORK, December 28, 1816.

The same *vs.* Brig Linnet, armament, &c.

Attaching brig,	-	-	-	-	-	-	-	-	-	2 00
Printer publishing libel,	-	-	-	-	-	-	-	-	-	10 00
Mileage, 332 miles going to attach brig,	-	-	-	-	-	-	-	-	-	16 60
Making proclamations,	-	-	-	-	-	-	-	-	-	90
Marshal's custody fee, from Feb. 2, 1815, to May 24, 1815, is 110 days, at 12s. per day,	-	-	-	-	-	-	-	-	-	165 00
Keeper's fees, 110 days, at 8s. per day,	-	-	-	-	-	-	-	-	-	110 00
										<u>\$304 50</u>

Taxed at three hundred and four dollars and fifty cents.

W. P. VAN NESS.

NEW YORK, December 28, 1816.

The same *vs.* Sloop Finch, and armament, &c.

Attaching sloop,	-	-	-	-	-	2 00
Printer publishing libel,	-	-	-	-	-	10 00
Mileage, 332 miles going to attach sloop,	-	-	-	-	-	16 60
Making proclamations,	-	-	-	-	-	90
Marshal's custody fee, from Feb. 2, 1815, to May 24, 1815, is 110 days, at 12s. per day,	-	-	-	-	-	165 00
Keeper's fees, 110 days, at 8s. per day,	-	-	-	-	-	110 00
						<u>\$304 50</u>

Taxed at three hundred and four dollars fifty cents.

W. P. VAN NESS.

NEW YORK, December 28, 1816.

Marshal's aggregate costs.

The United States, &c. <i>vs.</i> British ship Confiance, &c.	Taxed costs,	-	-	-	304 50
The same <i>vs.</i> British ship Chub, &c.	Taxed costs,	-	-	-	304 50
The same <i>vs.</i> British brig Linnet, &c.	Taxed costs,	-	-	-	304 50
The same <i>vs.</i> British sloop Finch.	Taxed costs,	-	-	-	304 50
					<u>\$1,218 00</u>

The marshal's costs examined and allowed in the above causes, and certified at twelve hundred and eighteen dollars.

W. P. VAN NESS.

C. No. 11.

In the case of the brig Linnet, her tackle, apparel, furniture, and armament, a prize to the United States' squadron under the command of Commodore McDonough.

						Commissioners' Fees.
For receiving and entering a notice of capture,	-	-	-	-	-	5 00
For attending at place where captured property was,	-	-	-	-	-	20 00
For attending to the safety of the vessel, inspecting captured property, and receiving and examining all letters, documents, and papers, relative to the same,	-	-	-	-	-	50 00
						75 00
Deduct	-	-	-	-	-	25 00
						<u>\$50 00</u>

Taxed, January 16, 1817, at fifty dollars.

W. P. VAN NESS.

In the case of the ship Confiance, her tackle, apparel, furniture, and armament, a prize to the United States' squadron under the command of Commodore McDonough.

						Commissioners' Fees.
For receiving and entering a notice of capture,	-	-	-	-	-	5 00
For attending at place where captured property was,	-	-	-	-	-	20 00
For attending to the safety of the vessel, inspecting captured property, and receiving and examining all letters, documents, and papers relative to the same,	-	-	-	-	-	50 00
For draughting and copying the answers of N. L. Montgomery and Joshua Justinan to the standing interrogatories, fol. 65.	-	-	-	-	-	32 10
For making up returns and transmitting papers and information to clerk's office,	-	-	-	-	-	5 00
						107 10
Deduct	-	-	-	-	-	25 00
						<u>\$82 10</u>

Taxed, January 16, 1817, at eighty-two dollars and ten cents.

W. P. VAN NESS.

In the case of the sloop Finch, her tackle, apparel, furniture, and armament, a prize to the United States' squadron under the command of Commodore McDonough.

						Commissioners' Fees.
For receiving and entering a notice of capture,	-	-	-	-	-	5 00
For attending at place where captured property was,	-	-	-	-	-	20 00
For attending to the safety of the vessel, inspecting captured property, and receiving and examining all letters, documents, and papers, relative to the same,	-	-	-	-	-	50 00
						75 00
Deduct	-	-	-	-	-	25 00
						<u>\$50 00</u>

Taxed, January 16, 1817, at fifty dollars.

W. P. VAN NESS.

In the case of the sloop Chub, her tackle, apparel, furniture, and armament, a prize to the United States' squadron under the command of Commodore McDonough.

						Commissioners' Fees.
For receiving and entering a notice of capture,	-	-	-	-	-	5 00
For attending at place where captured property was,	-	-	-	-	-	20 00
For attending to the safety of the vessel, inspecting captured property, and receiving and examining all letters, documents, and papers, relative to the same,	-	-	-	-	-	50 00
						75 00
Deduct	-	-	-	-	-	25 00
						<u>\$50 00</u>

Taxed, January 16, 1817, at fifty dollars.

W. P. VAN NESS.



## C. No. 12.

NEW YORK, January 24, 1817.

SIR: Agreeably to your request I have at length obtained, and now enclose to you, the taxed bills of costs of the officers of the court, for the prize proceedings against the squadron captured on Lake Champlain. Upon the amount being paid, the court will not, I presume, deem any further proceedings necessary, in relation to these vessels.

The judge has not yet decided upon the question of admitting a neutral claim to a part of the cargo of the ship *Susannah*. He informed me that sufficient to meet this claim, if allowed, must be retained for the present in court, and the residue should be paid over by the clerk to the credit of the treasurer. But the judge has returned to his residence in the country, and I have not been able to see the clerk since.

I have the honor to be, &c.

JONA. FISK.

HON. B. W. CROWNINSHIELD, *Secretary of the Navy, Washington.*

## C. No. 13.

The United States and Commodore McDonough and other officers and crews of the United States' squadron on Lake Champlain, <i>vs.</i> British ship <i>Confiance</i> and armament, &c.	\$50
The same <i>vs.</i> Brig <i>Linnet</i> and armament, &c.	50
The same <i>vs.</i> Sloop <i>Chub</i> and armament, &c.	50
The same <i>vs.</i> Sloop <i>Finch</i> and armament, &c.	50
	<u>\$200</u>

I certify the costs and charges of the Attorney of the United States in the four causes above, entitled at two hundred dollars.

Dated, January 13, 1817.

THERON RUDD, *Clerk.*

N. SANFORD, *Attorney.*

## C. No. 14.

NEW YORK, February 1, 1817.

SIR: I have the honor to enclose you duplicate of the receipts of the cashier of the City Bank, in the city of New York, for twenty-two thousand seven hundred and fifty-seven dollars fifty-six cents, paid into the said bank by the clerk of the District Court of the United States for the southern district of New York, to the credit of the treasury of the United States. The ship *Susannah* and cargo, prize to the United States' frigate *Constitution*, is the source from whence the above arose; an abstract statement of the proceedings of the said court in the cause is also enclosed.

I am directed by the clerk (who is at present indisposed) to inform you, that the two per centum accruing to the sailors' fund on the nett proceeds of prizes to private armed vessels, in all causes determined, where the same was in court, has been paid to the collector of the district of the city of New York.

I have the honor to be, &c.

ROBERT FINN, *Deputy Clerk, Southern Dis. N. Y.*

HON. BENJ. W. CROWNINSHIELD, *Secretary of the Navy, Washington.*

## C. No. 15.

NEW YORK, December 26, 1815.

## NEW YORK DISTRICT COURT:

The United States of America, and the officers and crews composing the squadron on Lake Ontario, Isaac Chauncey, commander *vs.* the schooner *Hamilton*, her tackle, apparel and furniture.

[Abstract.]

The above schooner was captured by the squadron under the command of Commodore Chauncey, on Lake Ontario, on the 5th October, 1815, and condemned as prize of war to the use of the United States, and the officers and crews aforesaid. The one half nett proceeds of the sales of the said schooner accruing to the United States is two thousand two hundred and twenty dollars and seventy-two cents; which has been paid into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the law and rules of said court.

THERON RUDD, *Clerk.*

\$2,220 72

## C. No. 16.

NEW YORK, December 26, 1815.

## NEW YORK DISTRICT COURT:

The United States of America, and the officers and crew of the squadron on Lake Ontario, Isaac Chauncey, commander, *vs.* one hundred and twenty barrels of flour, one eighteen pounder, and five hundred shot.

[Abstract.]

The above articles were captured by the squadron under the command of Commodore Chauncey, on Lake Ontario, on the 31st July, 1813, and condemned as prize of war to the use of the United States, and the officers and crews of said squadron. The one half nett proceeds of the sales of the said articles accruing to the United States is seven hundred and seventy dollars sixty-nine cents. Paid by the clerk into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

THERON RUDD, *Clerk.*

\$770 69

## C. No. 17.

NEW YORK, December 26, 1815.

## NEW YORK DISTRICT COURT:

The United States of America, and the officers and crew of the United States' ship of war *Hornet*, *vs.* the ship *William*, her tackle, apparel, and furniture.

[Abstract.]

The above vessel was re-captured on the 30th December, 1812, from the prize crew belonging to the British frigate *Java*, and brought into the city of New York for adjudication; when salvage was decreed on the said re-capture, the one half amount of said salvage accruing to the United States, after deducting all charges, costs and

disbursements allowed by the court, is one hundred and forty-seven dollars forty-one cents; which has been paid by the clerk into the City Bank in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$147 41

Theron RUDD, Clerk.

C. No. 18.

NEW YORK DISTRICT COURT:

NEW YORK, December 26, 1815.

The United States of America, and the officers and crew of the United States' ship Hornet, *vs.* divers trunks, boxes, packages, and parcels of goods, &c. taken out of the British schooner Ellen.

[Abstract.]

The above goods and merchandise were captured by the United States' ship of war Hornet, James Lawrence, Esq. commander, on the 30th December, 1812, in the British schooner Ellen, and brought into the district of New York for adjudication, where the same were finally condemned as prize of war to the use of the United States and the officers and crew aforesaid. The one half nett proceeds accruing to the United States is five thousand two hundred and fifty-five dollars thirty-eight cents, which has been paid by the clerk into the City Bank in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$5,255 38

Theron RUDD, Clerk.

C. No. 19.

NEW YORK DISTRICT COURT:

NEW YORK, December 26, 1815.

The United States of America, and the officers and crew of the United States' frigate President, *vs.* twenty-two puncheons rum, thirteen trunks of merchandise, three boxes of merchandise, one hundred fathoms of three inch rope, one seven inch hawser, and one fore and aft mainsail taken out of the British schooner Jonathan.

[Abstract.]

The above goods and merchandise were captured by the United States' frigate President on the 1st day of February, 1814, and brought into the district of New York for adjudication, where the same were finally condemned as prize to the use of the said United States, and the officers and crew aforesaid. The one half nett proceeds accruing to the United States is three thousand four hundred and forty-seven dollars thirty-eight cents, which has been paid into the City Bank in the city of New York to the credit of the Treasurer of the United States, according to the rules of said court.

\$3,447 38

Theron RUDD, Clerk.

C. No. 20.

NEW YORK DISTRICT COURT:

NEW YORK, December 26, 1815.

The United States of America, and the officers and crew of the United States' frigate Essex, David Porter Esq. commander, *vs.* the ship Atlantic, otherwise called the Essex Junior, her tackle, apparel, and furniture.

[Abstract.]

The above vessel was captured by the United States' frigate Essex, David Porter, Esq. commander, near the Gallipago Islands, in the Pacific Ocean, on the 30th day of May, 1813, and condemned as prize of war to the use of the United States, and the officers and crew of the said frigate Essex. The nett proceeds of the sales of the said vessel accruing to the United States, and the said officers and crew, is seven thousand four hundred and eighty-two dollars eighty-three cents, which has been paid into the City Bank in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$7,482 83

Theron RUDD, Clerk of the So. Dist. New York.

C. No. 21.

NEW YORK DISTRICT COURT:

NEW YORK, December 26, 1815.

The United States of America, and the officers and crew of the United States' flotilla, under the command of Jacob Lewis, Esq. stationed at New York, *vs.* the schooner Fame, otherwise called the Pomerania, her tackle, apparel, and furniture and cargo.

[Abstract.]

The above vessel was captured by the squadron or flotilla, under the command of Commodore Jacob Lewis, at the city of New York on the 26th day of April, 1814, and condemned as prize of war to the United States, and the officers and crew of the said squadron. The one half nett proceeds of the sales of the said schooner and cargo accruing to the United States is three thousand two hundred and fifty-five dollars ten cents, which has been paid into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$3,255 10

Theron RUDD, Clerk.

C. No. 22.

NEW YORK DISTRICT COURT:

NEW YORK, December 26, 1815.

The United States of America, and the officers and crew of the United States' ship Hornet, *vs.* twenty-four bags of gold and silver coins captured in the British ship Resolution.

[Abstract.]

The above twenty-four bags of gold and silver coins were captured in the British ship Resolution, on the 4th day of February, 1813, by the United States' ship Hornet, James Lawrence, Esq. commander, and brought into the district of New York for adjudication, where the same were finally condemned as prize of war to the use of the United States, and the officers and crew aforesaid. The one half nett proceeds accruing to the United States is eight thousand four hundred and thirteen dollars and seventeen cents, which has been paid by the clerk into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$8,413 17

Theron RUDD, Clerk.

C. No. 23.

At a special District Court of the United States of America, held for the southern district of New York, at the city of New York, on Saturday the 18th of January, 1817.

Present—The honorable William P. Van Ness, Esq. judge of said court.

Three hundred marquetas or cakes of tallow, part of the cargo of the ship Susannah, Gardiner Greene Howland, of the city of New York, merchant, on behalf of Ambrosio de Lezrica, Tomas Antonio de Lezrica, and Andes



Cavillon, of Buenos Ayres, merchants, claimants, *adsm.* the United States of America, and the officers and crew of the United States' frigate Constitution, Charles Stewart, Esq. commander.

On motion of George Brinkerhoff, Esq. proctor for the above named Ambrosio de Lezrica, Tomas Antonio de Lezrica, and Andres Cavillon, It is ordered that the clerk examine and report the amount of their claim, and that he retain the same until the further order of this court.

And it is further ordered by the court, that the clerk pay the remainder of the money in court in this cause into the City Bank in the city of New York, to the credit of the Treasurer of the United States.

Theron Rudd, Clerk.

The same *adsm.* the same.

NEW YORK, January 18, 1817.

I, Theron Rudd, clerk of the District Court of the United States of America, for the southern district of New York, do hereby certify, that in obedience to the aforesaid rule or order of court, I have examined the claim above mentioned, and that it appears from the papers on file in my office, in the said cause, that the three hundred marquetols of tallow therein mentioned, as far as the same can be ascertained, and which were sold under the direction of the marshal of this district, produced the sum of eight thousand eight hundred and sixty-one dollars and fifty-two cents; that the average of duties, costs, and charges, thereon, amounted to the sum of nineteen hundred and nine dollars and seventy cents; and that the nett proceeds of the same amounted to the sum of six thousand nine hundred and fifty-one dollars and eighty-two cents, all of which is respectfully submitted.

Theron Rudd, Clerk.

DISTRICT COURT OF THE UNITED STATES OF AMERICA for the southern district of New York:

The United States' of America, and the officers and crew of the United States' frigate Constitution, *vs.* the ship Susannah and cargo.

[Abstract.]

The ship Susannah and cargo were captured by the United States' frigate Constitution, Charles Stewart, Esq. commander, on the 15th day of February, 1815, in the Atlantic ocean, and were condemned as prize to the United States, and the said officers and crew. The one half nett proceeds of the sales thereof accruing to the United States, after deducting from such half the amount of the aforesaid claim, is twenty-two thousand seven hundred and fifty-seven dollars forty-six cents, paid into the City Bank in the city of New York, to the credit of the Treasurer of the United States, pursuant to the order of the said court, made in this cause, the 18th January, 1817.

Theron Rudd, Clerk.

\$22,757 46

The same *vs.* the same.

Received, New York, 31st January, 1817, of Theron Rudd, Esq. clerk of the district court of the United States for the southern district of New York, twenty-two thousand seven hundred and fifty-seven dollars forty-six cents, being the one-half nett proceeds in the above cause, paid into the City Bank in the city of New York; which sum is by the said bank to be carried to the credit of the Treasurer of the United States, and for which triplicate receipts are given.

\$22,757 46

FLEWELLING, Cashier, C. B.

At a stated District Court of the United States of America, held for the southern district of New York, at the city of New York, on Thursday, the 12th day of December, 1816.

Present—The honorable William P. Van Ness, Esq. judge of the said district.

The United States of America, and the officers and crew of the United States' frigate Essex, *vs.* the ship Atlantic, otherwise called the Essex Junior.

On motion of the Attorney of the United States, It is ordered, that the moneys remaining in this court in this cause, belonging to the United States, be deposited by the clerk of this court in the City Bank, in the city of New York forthwith; and that the amount of the said money be forthwith carried in account with the said bank to the credit of the Treasurer of the United States, on account of the Navy Pension Fund; and that the clerk of this court transmit copies of the certificate of such deposit to the Treasurer of the United States, and to the Secretary of the Navy, within two days after such deposit shall be made by him.

DISTRICT COURT OF THE UNITED STATES for the southern district of New York:

The United States of America, and the officers and crew of the United States' frigate Essex, *vs.* the ship Atlantic, otherwise called the Essex Junior.

Received, New York, 12th December, 1816, of Theron Rudd, Esq. clerk of the District Court of the United States for the southern district of New York, seven thousand four hundred and eighty-two dollars and eighty-three cents, being the whole amount of nett proceeds in the above cause, paid into the City Bank in the city of New York, pursuant to a rule of court, which sum is to be carried by the said bank to the credit of the Treasurer of the United States, and for which I have given triplicate receipts.

G. B. VROOM, Cashier.

\$7,482 83

C. No. 24.

NEW YORK DISTRICT COURT:

NEW YORK, December 26, 1815.

The United States of America, and the officers and crews composing the squadron on Lake Ontario, Isaac Chauncey, commander, *vs.* the schooner Lady Murray, her tackle, apparel, and furniture.

[Abstract.]

The above vessel was captured by the squadron under the command of Commodore Isaac Chauncey, on Lake Ontario, on the 16th of June, 1813, and condemned as prize of war to the use of the United States, and the officers and crews of the said squadron. The one-half nett proceeds of the sales of the said schooner accruing to the United States amounts to four hundred and sixty-three dollars and eighty cents, which has been paid by the clerk into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$463 80

Theron Rudd, Clerk.

## NEW YORK DISTRICT COURT:

C. No. 25.

NEW YORK, December 26, 1815.

The United States of America, and the officers and crews composing the squadron on Lake Ontario, Isaac Chauncey, commander, *vs.* the schooner *Confiance*, her tackle, apparel, and furniture.

[Abstract.]

The above vessel was captured by the squadron under the command of Commodore Chauncey, on Lake Ontario, on the 5th of October, 1813, and condemned as prize of war to the use of the United States, and the officers and crews aforesaid. The one-half nett proceeds of the sale of the said schooner accruing to the United States is two thousand one hundred and seventy-two dollars and seventy-two cents, which has been paid into the City Bank, in the city of New York, to the credit of the Treasurer of the United States.

\$2,172 72

THERON RUDD, Clerk.

## NEW YORK DISTRICT COURT:

C. No. 26.

NEW YORK, December 26, 1815.

The United States of America, and the officers and crews of the squadron under the command of Commodore Chauncey, on Lake Ontario, *vs.* the brig *duke of Gloucester*, her tackle, apparel, and furniture.

[Abstract.]

The above brig or vessel was captured by the squadron under the command of Commodore Chauncey, on Lake Ontario, on the 27th April, 1813, and was condemned as prize of war to the use of the United States, and the officers and crews aforesaid. The one-half nett proceeds of the sales of the said vessel accruing to the United States is ten hundred and seventy-three dollars and five cents, which has been paid by the clerk into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$1,073 05

THERON RUDD, Clerk.

## NEW YORK DISTRICT COURT:

C. No. 27.

NEW YORK, December 26, 1815.

The United States of America, and the officers and crews composing the squadron on Lake Ontario, Isaac Chauncey, commander, *vs.* three bales of clothing, three hogsheds of clothing, fifty barrels of flour, one large box of hats, and one caboose.

[Abstract.]

The above articles were captured by the squadron under the command of Commodore Chauncey, on Lake Ontario, on the 18th of June, 1813, and were condemned as prize of war to the use of the United States, and officers and crews aforesaid. The one-half nett proceeds of the sales of the said articles accruing to the United States is five hundred and thirty-six dollars and four cents, which has been paid by the clerk into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$536 04

THERON RUDD, Clerk.

## NEW YORK DISTRICT COURT:

C. No. 28.

NEW YORK, December 26, 1815.

The United States of America, and the officers and crews composing the squadron on Lake Ontario, Isaac Chauncey, commander, *vs.* sixteen cannons, of different calibers, a quantity of shells, a quantity of shot, a quantity of powder, two hundred casks of nails, two large engines, a quantity of saws, a quantity of axes, a quantity of augers, a quantity of files, a quantity of gimlets, a quantity of spike and nail rods, a quantity of bar iron, a quantity of rigging, twenty anchors, two cabooses, a quantity of stoves, a quantity of flannel cylinders, a quantity of fixed ammunition, and a quantity of lead.

[Abstract.]

The above articles were captured by the squadron under the command of Commodore Chauncey, on Lake Ontario, on the 15th June, 1813, and condemned as prize of war to the use of the United States, and the officers and crews of said squadron. The one-half nett proceeds accruing to the United States is thirteen thousand nine hundred and seventy-nine dollars and thirteen cents, which has been paid by the clerk into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$13,979 13

THERON RUDD, Clerk.

## NEW YORK DISTRICT COURT:

C. No. 29.

NEW YORK, December 26, 1815.

The United States of America, and the officers and crew of the United States' frigate *President*, *vs.* fourteen puncheons of merchandise, twenty-three boxes of merchandise, three quarter casks of port wine, thirteen jars of merchandise, two trunks of merchandise, eight casks of merchandise, thirteen barrels of pork, twelve tierces of beef, fifteen fathoms of seven inch rope, one coil of three inch rope, one coil of spun yarn, thirty-five fathoms of five inch rope, fifty-five fathoms of four and a half inch rope, eleven rolls of ticklenburg, two and a half bolts of English canvass, one rope-maker's winch, three seines, one jib, one topsail, two composition pipes, forty-nine pigs of block tin, two bundles of tarpaulins, twenty-one kegs of paint, one roll of sheet lead, two copper lamps, one jug of bright varnish, one case of fowling-pieces and pistols, and sixty-four bolts of British linen, taken out of the British ship *Wanderer*.

[Abstract.]

The above goods and merchandise were captured by the United States' frigate *President*, on the 6th day of February, 1814, and brought into the port of New York for adjudication, where the same were finally condemned as prize of war to the use of the United States, and the officers and crew aforesaid. The one-half nett proceeds accruing to the United States is three thousand three hundred and eleven dollars and sixty-four cents, paid into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$3,311 64

THERON RUDD, Clerk.

## NEW YORK DISTRICT COURT:

C. No. 30.

NEW YORK, December 26, 1815.

The United States of America, and the officers and crew of the squadron on Lake Ontario, Isaac Chauncey, commander, *vs.* two kegs of carbine cartridges, one thousand five hundred each, twenty kegs of musket cartridges, five hundred each, one keg of musket flints, one box of twelve ounce cartridges, and two barrels of twelve ounce cartridges, forty-eight each, one box of cylinders, and forty-eight fuseses, six barrels of flour, fifty-one tierces of peas, ninety-nine barrels of pork, three boxes of strap shot, two boxes of canister shot, two boxes of sphere case



shot, twenty spades, one half barrel of rice, thirteen pick-axes, one suit of sails, running rigging complete, one anchor and cable, one caboose, one compass, a parcel of spare blocks, two sweeps, one bucket, and one white flag.

[Abstract.]

The above articles were captured by the squadron under the command of Commodore Chauncey, on Lake Ontario, on the 18th of June, 1813, and were condemned as prize of war to the use of the United States, and the officers and crews aforesaid. The one-half nett proceeds accruing to the United States is fifteen hundred and sixty-seven dollars and fifty-seven cents, which has been paid by the clerk into the City Bank, in the city of New York, to the credit of the Treasurer of the United States, according to the rules of said court.

\$1,567 57

Theron Rudd, Clerk.

C. No. 31.

New York, January 12, 1817.

DISTRICT COURT OF THE UNITED STATES OF AMERICA, Southern District of New York:

The United States of America, and the officers and crew of the United States' fleet or squadron under the command of Commodore McDonough, on Lake Champlain, *vs.* the ship *Confiance*, her tackle, apparel, and furniture, guns, arms, stores, and ammunition, &c.

	Clerk's costs.
Filing libel 6, rule for monition, entering, and ordering thereon, - - - - -	\$0 66
Draught monition, fo. 12, \$1 80, engrossing and sealing, \$2 65, - - - - -	4 45
Rule for return 30, filing monition and return 12, entering do. and order thereon, - - - - -	77
Filing examination in preparatorio, and commissioners' returns, - - - - -	24
Docketing and entering cause on Prize Calendar, for fourteen days, - - - - -	3 71
Copy of examinations in preparatorio for attorney, Rl. 5, fo. 72, and certifying, - - - - -	7 00
Making statement of cause for the court, - - - - -	10 00
Copy of record and examinations in preparatorio for do. fo. 84, - - - - -	9 00
Rule for trial, and order thereon, - - - - -	45
Rules to read libel, monition, return, and examinations, in preparatorio, - - - - -	1 50
Orders of court thereon, - - - - -	1 00
Reading libel, &c. - - - - -	60
Rule and order for 1, 2, and 3 proclamations, - - - - -	1 35
Entering three proclamations, - - - - -	45
Rules and order that defaults be entered, - - - - -	1 35
Entering three defaults, - - - - -	30
Crier's fees, - - - - -	50
Drawing and entering decree of condemnation and order of sale, - - - - -	4 00
Draught venditioni exponas, \$1 80, engrossing and sealing, \$2 65, - - - - -	4 45
Drawing and entering countermand to execution, and certified copy for the marshal, - - - - -	1 10
Drawing and entering rule for marshal to make special returns, - - - - -	1 60
Filing venditioni exponas, 6, return, 6, entering do. and order thereon, 35, - - - - -	47
Registering record and proceedings in this cause, fo. 12, and order thereon, - - - - -	12 30
Draught and duplicate copy of bill of costs, - - - - -	1 50
	<u>\$69 41</u>
The same <i>vs.</i> the brig <i>Linnet</i> , &c. The like, - - - - -	69 41
The same <i>vs.</i> the sloop <i>Finch</i> . The like, - - - - -	69 41
The same <i>vs.</i> the sloop <i>Chub</i> . The like, - - - - -	69 41
	<u>\$277 64</u>

Allowed and taxed the above four bills of cost at two hundred and seventy-seven dollars and sixty-four cents.

W. P. VAN NESS.

C. No. 32.

NEW YORK DISTRICT COURT:

The United States of America *vs.* the sloop *Fancy* and cargo.

This vessel and cargo were seized by Lieutenant Renshaw, of the United States' navy, for a breach of the embargo law, and were finally condemned by the District Court for the same. The one-half nett proceeds thereof accruing to the United States amounts to eighty-eight dollars and forty-five and a half cents.

\$88 45½

The same *vs.* the sloop *Elizabeth*.

This vessel was captured on Lake Ontario by Captain Chauncey, of the United States' navy, and was condemned by the District Court as forfeited to the use of the United States, and the officers and crews of the vessels under the command of Captain Chauncey. The one-half nett proceeds in this cause accruing to the United States amounts to sixteen hundred and thirty-seven dollars six and a half cents.

\$1,637 06½

The same *vs.* the schooner *Mary*.

This vessel was captured on Lake Ontario by Captain Chauncey, of the United States' navy, and was condemned by the District Court of New York as forfeited to the use of the United States, and the officers and crews under his command. The one-half nett proceeds accruing to the United States amounts to eleven hundred and forty-three dollars twenty-two and a half cents.

\$1,143 22½

The United States of America, and the officers and crew of the United States' frigate Essex, *vs.* the sloop of war Alert.

[Abstract.]

This sloop of war was captured by the United States' frigate Essex, and condemned by the District Court of the New York district, as forfeited to the use of the United States and the officers and crew of the said frigate. The one-half nett proceeds in this cause accruing to the United States amounts to six thousand four hundred and twenty-seven dollars, thirty-one cents.

\$6,427 31

I certify the within to be a true and correct statement, from the records of the court in my office.

PHILIP SPENCER, *Clerk.*

C. No. 33.

PHILADELPHIA, *March 4, 1816.*

SIR:

Your letter of the 29th ultimo was duly received, and in reply beg leave to state, that the money\* mentioned in my letter of the 24th ultimo arises from goods taken from on board the British brig Lord Nelson, at sea, and consumed by the officers and crew of the Constitution for public and private use, and paid for accordingly; they, therefore, were not brought before any court for adjudication specifically, but condemnation was made of some articles landed at New York from on board the Constitution, together with a small matter from the Susannah, which were taken from on board said vessel at sea, and sold in New York; the proceeds of which was paid into the court there, and from whom I received one-half for the captors.

Agreeably to your request, I herewith enclose you a duplicate receipt from the Farmers and Mechanics' Bank for \$1,704 48, passed to the credit of the Treasurer of the United States.

I have the honor, &c.

JOHN McCAULEY.

The Hon. B. W. CROWNINSHIELD.

*Memoranda.*

The frigate Constitution, while under the command of Captain Stewart, has added to the capital of the Navy Fund, as follows, by captures made by said ship, viz:

Say Susannah and cargo, sold at New York, May 20, 1816	-	-	-	-	-	-	\$29,709 12
Goods from Lord Nelson and Susannah, in July	-	-	-	-	-	-	572 86
Do. do. from the agent for captors	-	-	-	-	-	-	*1,704 48
							<u>\$31,986 46</u>

And to the United States nearly eight thousand dollars in duties.



## D. No. 1.

## Statement of stocks purchased for the Navy Pension Fund.

Stocks.	When purchased.	By whom purchased, as agents.	Nominal.	Unredeemed amount.
Eight per cent.	November, 1800,	George Simpson,	16,100 00	
"	December, 1800,	Ditto,	21,000 00	
"	October, 1803,	George Harrison,	17,300 00	
"	March, 1805,	Ditto,	1,200 00	
"	March, 1807,	Samuel Hambleton,	3,700 00	
		Reimbursed in July, 1809,	59,300 00	
Navy six per cent.	November, 1800,	George Simpson,	31,800 00	
"	November, 1804,	George Harrison,	1,600 00	
"	March, 1806,	Samuel Hambleton,	2,000 00	
		Reimbursed in November, 1806,	35,400 00	
Converted six per cent,	August, 1807,	George Macdaniel,	*3,250 00	
Old six per cent.	November, 1800,	George Simpson,	4,794 23	
"	October, 1803,	George Harrison,	13,826 41	
"	November, 1804,	Ditto,	3,681 99	
"	December, 1805,	Ditto,	3,060 02	
"	March, 1807,	Samuel Hambleton,	13,216 39	
"	April, 1807,	George Macdaniel,	1,000 00	
		Reimbursed in October, 1818,	39,579 04	
Deferred,	November, 1800,	George Simpson,	5,361 91	
"	October, 1803,	George Harrison,	16,142 03	
"	November, 1804,	Ditto,	6,474 82	
"	June, 1805,	Ditto,	5,722 03	
"	December, 1805,	Ditto,	11,532 00	
"	March, 1807,	Samuel Hambleton,	11,299 44	
		Reimbursed to 31st December, 1817,	56,532 23	
			32,285 99	
Louisiana,	June, 1805,	George Harrison,	5,000 00	24,246 24
"	March, 1807,	Samuel Hambleton,	9,000 00	
"	September, 1809,	George Macdaniel,	24,000 00	
		One-half reimbursed in October, 1818,	38,000 00	
			19,000 00	
Three per cent.	March, 1807,	Samuel Hambleton,	25,083 42	
"	April, 1807,	George Macdaniel,	4,207 61	
"	December, 1807,	Ditto,	1,604 91	
				19,000 00
Six per cent. (war,)	May, 1814,	Thomas T. Tucker, subscribed,	113,314 44	
"	November, 1814,	Ditto,	170,454 54	
"	February, 1815,	Ditto, supplemental,	17,045 45	
"	December, 1815,	George Macdaniel,	130,578 80	
"	October, 1817,	Benjamin Homans,	100,000 00	
"	March, 1818,	Ditto,	66,000 00	
"	June, 1818,	Ditto,	76,209 20	
				30,895 93
Columbian Bank,	September, 1809,	George Macdaniel,	42,020 00	673,602 43
"	December, 1810,	Ditto,	11,580 00	
"	December, 1815,	Ditto,	9,000 00	
				62,600 00
Washington Bank,	November, 1811,	Ditto,	8,000 00	
"	October, 1812,	Ditto,	6,000 00	
				14,000 00
Union Bank,	November, 1811,	Ditto,	10,500 00	
"	October, 1812,	Ditto,	4,500 00	
				15,000 00
			Dollars, -	839,344 60

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, November 18, 1818.

CONSTANT FREEMAN, Fourth Auditor.

\* Reimbursed, January, 1812.

*Statement of the interest and reimbursement of stocks, passed to the credit of the Navy Pension Fund, on the books of the Treasury.*

To wit: on 31st December, 1803,	\$17,738 48	On 31st December,	1811,	15,966 41
1804,	7,682 56		1812,	17,203 74
1805,	11,483 36		1813,	10,895 75
1806,	13,364 12		1814,	33,314 60
1807,	14,206 34		1815,	41,167 24
1808,	14,406 79		1816,	34,511 31
1809,	11,331 55		1817,	54,075 31
1810,	14,821 01	To 30th September,	1818,	45,505 04
				<u>*\$357,673 61</u>
Annual amount of interest and reimbursement of stocks at this time, say	-	-	-	55,000 00
Annual amount of payments to pensioners, say	-	-	-	35,000 00
		Surplus,	-	<u>\$20,000 00</u>

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, November 18, 1818.

CONSTANT FREEMAN, *Fourth Auditor.*

D. No. 2.

*Statement of the proceeds of prizes received from and after the 20th June, 1812.*

Names of prizes.	Captured by.	Where condemned.	Paid over by.	When paid.	Amount paid.
Brig Hazard, - - -	Ship Wasp, -	Mass. District Court.	W. S. Shaw, clk.	Oct. 13, 1813,	†\$1,658 25
Brig King George and cargo, -	Frigate Essex, -	do.	do.	do.	†6,627 30
Brig Recovery and cargo, -	Brig Argus, -	do.	do.	do.	†1,977 70
Schooner Ellen, - - -	Ship Hornet, -	do.	do.	do.	19,769 08
Brig Swallow - - -	- - -	do.	do.	do.	†70,291 55
Specie captured, - - -	President, Rodgers, -	do.	do.	do.	†12,344 37
Bullion captured - - -	do. do.	do.	do.	do.	
900 pieces gold coin, captured from brig Argo, - - -	do. do.	do.	George Blake, -	March 19,	3,645 72
Brig Atlantic and cargo, -	Frigate Congress, -	do.	Wm. S. Shaw, -	do. 17, 1814,	†14,069 13
Brig Liverpool Hero, part of her cargo, - - -	Frigate Chesapeake, -	do.	do.	do. 10, 1817,	4,918 57
Schooner Favorite and cargo, -	- - -	do.	do.	do.	72 31
Schooner Nysted and cargo, -	- - -	do.	do.	do.	607 27
Brig Julia and cargo, - - -	- - -	do.	do.	do.	1,423 99
Last part of the cargo of the schr. Ellen, that had been reserved for further proof, - - -	Ship Hornet, -	do.	do.	do.	4,856 16
					142,261 40
Schooner Fly, - - -	- - -	New Hampshire,	M. M'Clary, -	Nov. 13, 1813	†637 78
For butter sold, - - -	Frigate Chesapeake, -	do.	do.	July 9,	102 39
Schooner Volunteer and cargo, -	do.	do.	do.	May 18,	†53,744 87
A quantity of copper, - - -	Frigate Congress, -	do.	do.	Mar. 19, 1814	3,010 11
					57,495 15
		New York, -	Philip Spencer, -	Oct. 12, 1813,	†9,296 60
Ship John and cargo, - - -	Ship Hornet, -	Pennsylvania,	A. J. Dallas, -	- - -	6,779 14
Goods taken on board brigs King George and Leander, -	Frigate Essex, -	do.	do.	- - -	311 42
					7,090 56
Schooner Highflyer, - - -	President, Rodgers, -	Rhode Island, -	N. R. Knight, -	Nov. 20, '13,	5,332 05
Arms, goods and stores, - - -	do. do.	do.	do.	- - -	2,161 70
					7,493 75
Brigs Lamprey and Swallow, -	Essex & President, -	Maryland, -	Philip Moor, -	- - -	4,669 04
Schooner Argo and cargo, - -	- - -	Virginia, -	W. P. Foster, -	July 31, 1813	†17,844 43
Schooner Mars, - - -	Brig Rattlesnake, -	North Carolina,	Carlton Walker, -	Aug. 15, 1814	†2,230 85
Schooner Alligator, - - -	} Vessels on the Charleston station, }	} S. Carolina,	Tho. Parker, -	Sep. 10, 1816	1,731 19
Sloop Catholina, a launch, }					
Schooner Nonesuch, }					

\* Applicable to the payment of pensioners and purchase of stock.

† Receipts rendered, but no account—sales showing the nett proceeds.



## D. No. 2.—Continued.

Names of prizes.	Captured by.	Where condemned.	Paid over by.	When paid.	Amount paid.
Sloop Caledonia, - -	Schooner Nonesuch,	Georgia, -	J. Eppinger,	- - -	687 87
Sancho Panza, - -	- - -	do.	do.	Mar. 18, 1814	389 10
Brig Aurora and tackle,	Vessels on Charles-	- - -	- - -	- - -	- - -
- - -	ton station, -	do.	do.	June 3,	1,665 75
Cargo of brig Aurora, -	do.	do.	do.	May 28,	5,142 65
Schooner Isabella and cargo,	do.	do.	do.	June 3,	786 57
Money out of the ship Epervier,	Schooner Peacock,	- - -	- - -	- - -	- - -
- - -	Warrington, -	do.	do.	June 15,	58,904 59
Ivory from the British brig Roe-	- - -	- - -	- - -	- - -	- - -
buck, - - -	Fr. Adams, Morris,	do.	do.	Aug. 14,	2,585 02
Ship Epervier, - - -	Ship Peacock, War-	- - -	- - -	- - -	- - -
- - -	ington, -	do.	do.	- - -	26,796 25
Brig Atalanta and stores,	Slp. Wasp, Blakely,	do.	do.	Jan. 27, 1815	4,242 00
Schooner Hazard and cargo,	Vessels Charleston	- - -	- - -	- - -	- - -
- - -	station, -	do.	do.	May 25,	21,058 54
Brig Orion, - - -	do.	do.	do.	do.	1,672 44
Privateer Fortune of War,	Gunboat No. 160, -	do.	do.	do.	461 39
Schooner Aliance and cargo,	Vessels Charleston	- - -	- - -	- - -	- - -
- - -	station, -	do.	do.	June 3,	759 65
Schooner Carlsham, and cargo,	do.	do.	do.	do.	1,242 40
Brig Oscar's cargo, -	do.	do.	do.	do.	307 62
Brig Porgey and cargo, -	do.	do.	do.	do.	1,275 84
Brig Norrige and cargo, -	do.	do.	do.	June 20,	1,790 76
					129,161 44
Schr. Dos. Hermonas' cargo, -	- - -	New Orleans,	T. Shields,	July 17, 1815	1,688 45
Schooner Dolores and cargo, -	- - -	do.	- - -	Aug. 19, 1814	1,463 65
					3,102 10
Schooner Trimmer and cargo, -	Gunboat No. 10. -	- - -	G. Harris, P. A.	Apr. 2, 1813,	2,908 45
Brig Maria and cargo, -	- - -	Sold in France,	W. Lee, consul,	Aug. 12, 1814	18,490 66

## RECAPITULATION.

District Court of Massachusetts,	- - - - -	\$142,261 40
New Hampshire,	- - - - -	57,495 15
New York,	- - - - -	9,296 06
Pennsylvania,	- - - - -	7,090 56
Rhode Island,	- - - - -	7,493 75
Maryland,	- - - - -	4,669 04
Virginia,	- - - - -	17,844 43
North Carolina,	- - - - -	2,230 85
South Carolina,	- - - - -	1,731 19
Georgia,	- - - - -	129,161 44
New Orleans,	- - - - -	3,102 10
Other places,	- - - - -	21,399 11
		<u>\$403,775 08</u>

This money is paid into different banks, to the credit of the Treasurer of the United States, by officers of the District Courts, &c.

CONSTANT FREEMAN, *Fourth Auditor.*

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *September 16, 1818.*

## D. No. 2.

*Statement of prize moneys paid into different banks, to the credit of the Treasurer of the United States, for which no accounts or receipts have been rendered, in conformity to the act of Congress, passed in April, 1816, viz:*

Theron Rudd, clerk district court, New York, paid December 26, 1815	- - - - -	\$46,613 80
Do. do. do. do. do. December 12, 1816	- - - - -	7,482 83
Do. do. do. do. do. February 6, 1817	- - - - -	22,757 46
		<u>\$76,854 09</u>
William Davies, United States' District Attorney, Georgia, paid May 22, 1816	- - - - -	\$1,422 25
Do. do. do. do. do. June 20, 1816	- - - - -	15,062 21
Do. do. do. do. do. January 21, 1817	- - - - -	14,000 00
Do. do. do. do. do. June 13, 1817	- - - - -	3,973 23
		<u>\$34,457 69</u>
John McCauley, Philadelphia, (receipt rendered,) paid March 4, 1816	- - - - -	1,704 48
This sum paid into the Bank of the United States at Philadelphia, on May 2, 1817, as appears by the treasurer's accounts		25,003 40
David Caldwell, May 12, 1817	do. do. do. do.	25,784 16
		<u>\$62,492 04</u>

*Recapitulation.*

New York,	-	-	-	-	-	-	-	-	\$76,854 09
Savannah, Georgia,	-	-	-	-	-	-	-	-	34,457 69
Philadelphia,	-	-	-	-	-	-	-	-	62,492 04
									<u>\$173,803 82</u>

CONSTANT FREEMAN, *Fourth Auditor.*

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, September 16, 1818.

NAVY DEPARTMENT, November 17, 1818.

SIR:

Your letter of the 5th instant, together with its enclosures, was duly received; and it is to be regretted, that you have not rendered an account of the sales of the brig Atlantic and cargo; as that is a case, respecting which the Department was particularly desirous of obtaining information, as the costs and charges amounted to nearly one-third of the proceeds.

I am, very respectfully, sir, your obedient servant,

J. C. CALHOUN, *Acting Secretary of the Navy.*JOHN W. DAVIS, Esq. *Clerk of the U. S. District Court, Boston.*

DISTRICT CLERK'S OFFICE, BOSTON, November 27, 1818.

SIR:

In consequence of the suggestion in your letter of the 17th instant, I have now the honor of enclosing a copy of the sales, and costs, and charges, in the case of the brig Atlantic and cargo. To account for the delay in forwarding these papers, I would state, that the payment in this case was made some time since by my predecessor, Mr. Shaw; and I had reason to presume, that he transmitted the requisite documents at the time when he made that payment.

With the greatest respect, I am, sir, your most obedient servant,

JOHN W. DAVIS.

The Honorable the SECRETARY OF THE NAVY.

UNITED STATES OF AMERICA, *Massachusetts District:**Prize Court.*John Smith, Esquire, frigate Congress, *vs.* brig Atlantic and cargo.*Costs, &c.*

Attorney's fees	-	-	-	-	-	-	-	17 00
Marshal's fees, duties, &c.	-	-	-	-	-	-	-	13,462 25
Clerk's fees, filing, recording, &c.	-	-	-	-	-	-	-	15 00
Commissions on \$28,526 84	-	-	-	-	-	-	-	356 57
								<u>\$13,850 82</u>

Gross amount of sales	-	-	-	-	-	\$41,989 08
Duties, costs, and charges	-	-	-	-	-	13,850 82

Nett proceeds	-	-	-	-	-	<u>\$28,138 26</u>
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One moiety is	-	-	-	-	-	<u>\$14,069 13</u>
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Examined:

JOHN W. DAVIS, *Clerk.*

Allowed:

JOHN DAVIS, *Judge Massachusetts District.**Marshal's account of sales of the brigantine Atlantic and cargo, prize to United States' ship of war Congress.*UNITED STATES OF AMERICA, *District of Massachusetts:*

Pursuant to this precept, I have caused the vessel and merchandise mentioned therein to be exposed and sold at public auction, and to the highest bidder, at Boston, on Tuesday, the 1st day of February, instant, at ten o'clock, A. M. having given due notice of the time, place, and manner of sale, by advertising the same in two of the public newspapers printed in Boston, according to law, and by proclamation of the town crier on the day of sale; and, at such sale, the purchasers were agreeably to the schedule hereunto annexed.



## MARSHAL'S ACCOUNT OF SALES.

5 hhds. sugar sold S. Foster,

No.
1 820
2 1168
3 920
4 1144
5 1160

5,212
35

5,177
621 Tare,

4,556, 40 cwt. 2q. 20lbs. at \$17½, \$716 96

50 hhds. sugar to S. Foster.

No.	No.
64 1276	90 1200
65 1188	91 1012
66 860	92 924
67 1072	93 892
68 820	94 1044
69 1064	95 1292
70 1208	96 1040
71 768	97 1092
72 1061	98 1204
73 1028	99 1024
74 1012	100 1088
75 1088	101 1048
76 852	102 1340
77 948	103 948
78 1180	104 976
79 1366	105 932
80 1048	106 1004
81 1120	107 1196
82 1072	108 1164
83 1088	109 1100
84 984	110 908
85 980	111 1036
86 1200	112 944
87 1092	113 1220
88 1168	
89 1296	52,366

53,366
350

53,016
6,361

46,655, 416 cwt. 2q. 7lbs. at \$17½, \$7,185 69

20 hhds. sugar to I. L. Page.

No.
26 1088
27 1260
28 1208
29 1172
30 1168
31 1068
32 1076
33 1316
34 1232
35 1164
36 1008
37 1296
38 1152
39 1116
40 1444
41 1000
42 1272
43 1156
44 1060
45 992

23,248
140

23,108
2,772

20,336, 181 cwt. 2q. 8lbs. at \$17½, \$3,154 78

8 hhds. sugar to Mr. Everett.

No.
46 1120
47 1248

No.

48 984
49 1168
50 1080
51 1060
52 860
53 1120

8,640
56

8,584
1,030

7,554 67 cwt. 1q. 22lbs. at \$17½ - \$1,183 72

4 hhds. sugar to Fisk and Woodward.

No.
54 1116
55 1136
56 908
57 1076

4,236
28

4,208
504

3,704, 33 cwt. 8lbs. at \$17½ \$587 00

6 hhds. sugar to Stearns and Spelman.

No.
58 1072
59 912
60 1112
61 1080
62 1196
63 1154

6,516
42

6,474
776

5,698, 50 cwt. 3q. 14lbs. at \$17½ \$890 31

5 hhds. sugar to I. Richardson.

No.
114 1108
115 1308
116 1508
117 1260
118 1208

6,392
35

6,357
762

5,595, 49 cwt. 3q. 23lbs. at \$17½, \$860 44

15 hhds. sugar to M. Barnard.

No.
169 1112
170 1280
171 1136
172 1008
173 1454
174 1176
175 1328
176 1312
177 1232
178 648
179 1424
180 1412
181 1412
182 1212
183 1564

18,702
105

18,597
2,231

16,366, 146 cwt. 14lbs. at \$17½ \$2,575 45

## MARSHAL'S ACCOUNT OF SALES—Continued.

## 50 hhd. sugar to I. Caldwell and Sons,

No.	No.
119	1316
120	1268
121	1400
122	1464
123	1412
124	1268
125	1376
126	1358
127	1140
128	1152
129	1254
130	1072
131	1260
132	1320
133	1412
134	1314
135	1032
136	1108
137	1168
138	1248
139	1280
140	1172
141	1268
142	1416
143	1340
144	1200

59,814  
350

59,464  
7,135

52,329, 467 *cwt.* 25*lbs.* at \$17½ \$8,118 00

## 10 hhd. sugar to I. Caldwell and Sons.

No.	No.
184	660
185	1220
186	1160
187	1408
188	1036
189	1000
190	720
191	1208
192	1400
193	1130

10,942  
70

10,872  
1,304

9,568, 85 *cwt.* 1*q.* 20*lbs.* at \$17 50, - \$1,494 99

## 21 hhd. sugar to Mackay and Prince.

No.	No.
194	1026
195	1192
196	658
197	928
198	1232
199	620
200	1118
201	1616
202	1188
203	1316
204	644
205	1060
206	1192
207	1219
208	1108
209	1354
210	1192
211	1328
212	1376
213	1508
214	1384

24,190  
147

24,043  
2,885

21,158, 188 *cwt.* 3*q.* 18*lbs.* at \$17 55, - \$3,315 37

## 20 hhd. sugar to Joseph Ripley.

No.	No.
6	1108
7	1148
8	1232
9	916
10	1080
11	1140
12	772
12	1168
14	948
15	1048
16	1040
17	924
18	948
19	1072
20	948
21	928
22	1330
23	1192
24	1136
25	1040

21,118  
140

20,978  
2,517

18,461, 164 *cwt.* 3*q.* 9*lb.* at \$17 40, \$2,868 10

Less, 2 0 0 at 17 40, 34 80

162 3 9

2,833 30

## 10 zeroons of cotton to Mr. Chadman.

No.	No.
1	108
2	106
3	105
4	106
5	115
6	95
7	114
8	94
9	114
10	86

1,042  
5

1,038  
62

976, at 31 cents,

\$302 66

## 37 zeroons of cotton to Mr. Chadman.

No.	No.	No.	No.
61	105	80	99
62	117	81	92
63	93	82	87
64	103	83	91
65	91	84	93
66	107	85	106
67	107	86	100
68	108	87	103
69	93	88	107
70	96	89	108
71	102	90	102
72	104	91	94
73	100	92	103
74	110	93	106
75	95	94	106
76	96	95	102
77	165	96	87
78	87	97	96
79	95		

3,696  
18

3,678  
228

3,456, at 31½ cents,

\$1,097 28

\$1,399 84



## MARSHAL'S ACCOUNT OF SALES—Continued.

## 50 zeroons cotton to Fisk &amp; Woodward.

No.	No.
11	100
12	108
13	102
14	95
15	109
16	89
17	95
18	109
19	100
20	113
21	90
22	89
23	109
24	116
25	110
26	94
27	97
28	100
29	100
30	100
31	97
32	115
33	95
34	104
35	82

5,069                      5,069

25

5,044

302

4,742, at 31 cents,                      \$1,470 02

## 5 barrels of sugar to Fisk Hutchinson.

No.
1
2
3
4
5

1,309

10

1,279

156

1,123, 10cwt. 0q. 23lbs. at \$18, \$183 70

## 10 barrels of sugar to How and Spear.

No.
6
7
8
9
10
11
12
13
14
15

2,308

20

2,228

274

1,954, 17cwt. 3q. 26lbs. at \$18, \$323 08

## 5 barrels of sugar to Benjamin Coates.

No.
16
17
18
19
20

1,158

10

1,148

138

1,010, 9cwt. 0q. 2lbs. at \$18, \$162 77

## 5 barrels of sugar to L. Bliss.

No.
21
22
23
24
25

1,289

10

1,279

153

1,126, 10cwt. 0q. 6lbs. at \$18 10, \$181 97

## 5 barrels of sugar to F. A. Foxcraft.

No.
26
27
28
29
30

1,273

10

1,263

151

1,112, 9cwt. 3q. 20lbs. at \$18½, \$179 94

## 20 barrels of sugar to J. Saunders.

No.
87
70
91
86
85
92
85
93
89
81
84
82
64
63
59
73
60
74
56
57

4,937

40

4,897

587

4,310, 38cwt. 1q. 26lbs. at \$18 20, \$700 24

## 10 barrels sugar to J. Stedman.

No.
30
32
33
34
35
36
37
38
39
40

2,636

20

2,616

314

2,302, 20cwt. 2q. 6lbs. at \$18½, \$372 53

## 5 barrels sugar to Mr. Freeman.

No.
41
42

246

252

## MARSHAL'S ACCOUNT OF SALES—Continued.

No.		No.	
43	246	68	285
44	278	76	270
45	263	67	265
	1,285	75	235
	10	80	270
	1,275	72	275
	153	61	250
	1,122, 10cwt. 0q. 2lbs. at \$18½, \$182 80	79	267
	5 barrels sugar to Russel & Lincoln.	78	270
No.		95	264
46	250	90	255
47	226	99	232
48	264	56	264
49	227		5,207
50	310		40
	1,277		5,167
	10		620
	1,267		4,547, 40cwt. 2q. 11lbs. at \$18, \$731 89 \$3,384 10
	152		95 barrels sugar.
	1,115, 9cwt. 3q. 23lbs. at \$18½, \$181 67		Brig Atlantic and Apps. to John Rice, 2,779 00
	5 barrels sugar to Mr. Sawtell.		1 drip stone to Mr. Prince, \$2 95
No.			1 do. Mr. Morse, 5 25
51	283		1 do. Mr. Blogge, 4 75
52	265		1 do. Mr. Green, 1 00
53	278		1 do. Mr. Bryant, 5 25
54	220		
55	238		19 20
	1,284		Amount total, \$41,989 08
	10		Deduct for charges—
	1,274		Order of notice, \$2; advertising libel, \$8 50; porting, \$2; proclamations, 60 cents, \$13 10
	152		Warrant sale, \$2; advertising sale, \$10 50; town crier, 75 cents, 13 25
	1,122, 10cwt. 0q. 2lbs. at \$18½, \$182 82		Charles W. Greene's bill, \$602 16;
	20 barrels sugar to C. W. Greene.		William Lovell's bill, \$8; commis-
No.			sioner's bill, \$8, 618 16
71	278		Duties at custom house, \$12,204 12;
66	261		fees at custom house, \$6 50, 12,210 62
69	262		John Adamson's bill, \$75; bill of
62	230		sale, \$1, 76 00
65	240		Commissions, 2½ per cent. on \$500, \$12 50
83	262		Do. 1½ per ct. on \$41,489 08, 518 61
77	272		531 11
			13,462 24
			Nett sales, \$28,526 84

Whereby the nett sales amounted to twenty-eight thousand five hundred and twenty-six dollars and eighty-four cents, which I pay over to William S. Shaw, Esq. clerk of the court within named, pursuant to the order contained therein, (and a future order of court,) to be disposed of as the court direct.

A true copy. Attest:

Boston, February 9, 1814.

J. PRINCE, Marshal.

JNO. W. DAVIS,  
Clerk of Massachusetts District Court.

[15th CONGRESS.]

No. 164.

[2d SESSION.]

## DISTRIBUTION OF PRIZE MONEY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 17, 1818.

NAVY DEPARTMENT, December 16, 1818.

SIR:

In obedience to a resolution of the House of Representatives of the United States, passed on the 4th day of April, 1818, requiring a particular statement of the expenditure of the appropriations made by several acts of Congress, specified in said resolution, I have the honor to report a copy of a statement, received from the Fourth Auditor of the Treasury, accompanied by documents, marked A, B, C, D, and E, which contain all the information in possession of this Department, having relation to the objects of inquiry in said resolution.

All which is respectfully submitted.

J. C. CALHOUN, Acting Secretary of the Navy.

The Honorable the SPEAKER House of Representatives.



TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, November 21, 1818.

Sir: Your letter of the 14th of the present month, addressed to the Second Comptroller of the Treasury, and a copy of a resolution of the House of Representatives, passed on the 4th of April last, which requires a particular statement of the expenditures of sundry appropriations to reward officers and crews for the capture of vessels from the enemy, during the late war, have been, by the Comptroller, referred to this office.

I have the honor, sir, to report thereon, and to transmit statements showing the expenditures, as far as can be accomplished within the short time assigned to me for this purpose.

1st. The statement, marked A, exhibits the amount of moneys appropriated; the names of the prize agents, to whom the same has been paid; the amount expended, and the balances which remain in the agents' hands, as appears by accounts settled, or on file, in this office.

2d. B. exhibits the amount paid by George S. Wise, Jun. to the officers and crew of the ship Wasp; the persons to whom; the period when paid; and the balance due to sundry seamen, unclaimed.

3d. C. exhibits the amount paid by Samuel Hambleton to the officers, seamen, and others, attached to the Lake Erie station; the persons to whom; the periods when paid; and the balances unexpended.

4th. D. shows the amount paid by George Beall, Jun. to the officers, seamen and others, attached to Lake Champlain station; the persons to whom paid; and the balances unexpended.

5th. E. Copy of a statement from Charles Biddle, of the amount paid by him to the officers and crew of the ship Hornet; and a copy of his letter to Benjamin Homans, on the subject of his agency. There has not been any list of persons or payments received with this statement.

It has been found impracticable to prepare, in time, correct statements of the expenditures made by Charles W. Goldsborough, Cox, and Montauvert, and Littleton W. Tazewell; nor can the periods of payment be given, as, in most cases, none have been noted on the rolls. Mr. Tazewell's accounts have been presented at this office, and great progress has been made in their examination; a want of form in some of the vouchers has been the cause why it has not been completed.

The statements, marked B, C, D, and E, were prepared by the agents, in obedience to a previous order from the Secretary of the Navy.

I have the honor to be, with great respect, sir, your most obedient humble servant,

CONSTANT FREEMAN, *Fourth Auditor.*

The Honorable the SECRETARY OF THE NAVY.

## A.

*Statement, exhibiting the amount of moneys appropriated by Congress, for rewarding the officers and crews of sundry vessels for captures made during the late war; the names of the prize agents to whom the amounts were advanced; the amount expended by them, and the balances remaining in their hands unexpended, as appears by accounts settled, or on file, in this office.*

When and for what purposes appropriated.	Amount appropriated.	Amount advanced.	Names of prize agents to whom the amount was advanced.	Amount accounted for, per account settled.	Amount accounted for, per account on file unsettled.	Balance in the hands of the prize agent unclaimed.
For rewarding the officers and crew of the frigate Constitution; and the officers and crew of the Wasp, 3d March, 1813,	125,000	100,000 00 25,000 00	C. W. Goldsborough, George S. Wise, Jun.	- -	96,452 44 23,107 47	3,547 56 1,892 53
For rewarding the officers and crew of the sloop of war Hornet, and lieutenant Elliot and his officers and companions, 13th July, 1813,	37,000	37,000 00	Cox & Montauvert,	23,494 22	-	13,505 78
For purchasing the vessels captured on Lake Erie, 18th April, 1814,	255,000	242,250 00 12,750 00	Samuel Hambleton, Isaac Chauncey, paid him for his proportion of prize money, -	-	234,020 53	8,229 47
For purchasing the vessels captured on Lake Champlain, 3d March, 1815* - - - - -	-	290,438 19 13,853 49 5,698 32	George Beall, Jun. White Youngs, Robert Henley, paid him for his proportion of prize money, -	- - -	266,711 17 13,612 65	23,727 02 240 84
For rewarding the officers and crew of the sloop of war Hornet, for the capture and destruction of the British sloop of war Penguin, 28th February, 1816, - - -	25,000	25,000 00	Charles Biddle, -	-	24,101 07	898 93
For the captors of the Algerine vessels, captured and restored to the Dey of Algiers, 27th April, 1816, - - - - -	100,000	100,000 00	L. W. Tazewell, -	-	75,616 99	24,383 01

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, November 21, 1818.

CONST. FREEMAN, *Fourth Auditor.*

\* This act did not appropriate any specific sum, but authorized the amount of the valuation of such captured vessels, when duly made and returned to the Navy Department, to be distributed as prize money.

## B.

*Statement of the disbursement of twenty-five thousand dollars appropriated by Congress for the capture of the British sloop of war Frolic by the late United States' sloop of war Wasp, Jacob Jones, Esq. commander, by George S. Wise, Jun., agent.*

Names.	Rank.	Paid.	Unpaid.	When paid.	By or to whom paid.
Jacob Jones, -	Commander, -	\$8,750 00	-	April 18, 1813,	
George W. Rodgers, -	Lieutenant, -	416 67	-	" 30, "	
James Biddle, -	Do. -	416 67	-		
Benjamin W. Booth, -	Do. -	416 67	-	May — "	
Alexander Claxton, -	Do. -	416 67	-	April 29, "	
Henry W. Rapp, -	Do. -	416 66	-	May 1, "	
William Knight, -	Sailingmaster, -	416 66	-	April 30, "	To Mr. Seybert, his att.
Thomas Harris, -	Surgeon, -	312 50	-	" 17, "	
Geo. S. Wise, jun. -	Purser, -	312 50	-	" 18, "	
John M'Cloud, -	Boatswain, -	312 50	-		
George Jackson, -	Gunner, -	312 50	-	" 14, "	
Jonathan Gedney, -	Carpenter, -	312 50	-	" 14, "	
Hugh Sweeney, -	Master's mate, -	312 50	-	" 14, "	
Stephen Pierce, -	Do. -	312 50	-	" 18, "	
James Connor, -	Do. -	312 50	-	" 30, "	
George Van Cleave, -	Midshipman, -	243 06	-	" 17, "	
A. S. Ten Eick, -	Do. -	243 06	-	" 14, "	
Richard Brashears, -	Do. -	243 06	-	" 18, "	
John Holcomb, -	Do. -	243 06	-	" 20, "	To J. B. Colvin, adm'r.
Wm. J. M'Cluney, -	Do. -	243 06	-	" 14, "	
C. J. Baker, -	Do. -	243 06	-	" 20, "	To C. Gaunt, for administ'r G. N. Baker.
Charles Gaunt, -	Do. -	243 06	-	" 14, "	
W. W. New, -	Surgeon's mate, -	243 06	-	" 15, "	
C. R. Wilson, -	Captain's clerk, -	243 06	-	" 17, "	
Joseph Brown, -	Boatswain's mate, -	243 06	-	" 17, "	
John Stephens, -	Do. -	-	243 05		
Eben. Harrington, -	Carpenter's mate, -	243 05	-	" 30, "	
David Sterns, -	Purser's steward, -	243 05	-		
Henry Murphy, -	Sailmaker, -	243 05	-	" 14, "	
Mars. Moore, -	Master-at-arms, -	243 05	-	" 14, "	
John Barber, -	Armorer, -	243 05	-	" 17, "	
Henry Jones, -	Coxswain, -	243 05	-	" 17, "	
George Osler, -	Cooper, -	-	243 05		
G. M. D. Reed, -	Quartermaster, -	208 33	-		
John Atkinson, -	Do. -	208 33	-	" 17, "	On power of attorney.
James Steady, -	Do. -	208 33	-	" 17, "	
Joseph Barlow, -	Do. -	208 33	-	" 30, "	
William Folster, -	Quarter gunner, -	208 33	-	" 17, "	
John Knight, -	Do. -	208 33	-	" 16, "	
Matthew Longill, -	Do. -	208 33	-	" 17, "	
Josiah Sanbourn, -	Do. -	208 33	-	" 17, "	
John Briggs, -	Do. -	208 33	-	" 18, "	
Levi Porter, -	Sergeant of marines, -	208 33	-	" 30, "	
Daniel Dixon, -	Corporal, -	208 34	-	" 17, "	
John Bostwick, -	Drummer, -	208 34	-	" 19, "	
Francis Bradt, -	Corporal, -	208 34	-	" 19, "	
John Crawford, -	Fifer, -	208 34	-	" 17, "	
Jacob Gum, -	Coasting pilot, -	208 34	-	-	On power of attorney.
Nathaniel Huland, -	Seaman, -	98 32	-	-	By Mr. Garretson.
William Wilson, -	Do. -	98 32	-	" 17, "	
Philip Crist, -	Do. -	-	98 32		
Henry Shaanon, -	Do. -	98 32	-	" 18, "	
Daniel Twigg, -	Do. -	98 32	-	" 29, "	To administrator.
Thomas Phillips, -	Do. -	98 32	-		
John Brown, 1st, -	Do. -	*39 75	58 57		
Francis Rozier, -	Do. -	*36 63	61 69		
Timothy Lane, -	Do. -	98 32	-	" 24, "	
Jeremiah Downes, -	Do. -	98 32	-	" 17, "	
Levi Stephens, -	Do. -	98 32	-		On power of attorney.
Peter Johnson, -	Do. -	98 32	-	" 18, "	
John Hibbits, -	Do. -	98 32	-	" 18, "	
John Brown, 3d, -	Do. -	-	98 32		
Stephen Dill, -	Do. -	98 32	-	" 18, "	
Thomas Henfield, -	Do. -	98 32	-	" 18, "	
Joseph Beebee, -	Do. -	*37 31	61 01		
David Dussell, -	Do. -	98 32	-	-	By Mr. Garretson.
Andrew Linboon, -	Do. -	98 32	-	" 17, "	
Anthony Baldist, -	Do. -	*37 88	60 44		
Alex. Patterson, -	Do. -	-	98 32		
John Ray, -	Do. -	98 32	-	-	By Mr. Garretson.
Thomas Cooper, -	Do. -	98 32	-	" 17, "	
David Miller, -	Do. -	98 32	-	" 18, "	
John Burrett, -	Do. -	98 32	-		By Mr. Garretson.
Elisha Whitton, -	Do. -	98 32	-	" 18, "	
John Albertson, -	Do. -	98 32	-	" 19, "	
Thomas Hutchins, -	Do. -	98 32	-	-	By Mr. Garretson.
John Kane, -	Do. -	98 32	-	" 18, "	
Thomas Coole, -	Do. -	*34 88	63 44	-	By Mr. Garretson.
John Planter, -	Do. -	98 32	-	-	
John Lang, -	Do. -	98 32	-	" 14, "	
James Tucker, -	Do. -	98 32	-	-	By Mr. Deblois.
James Gothright, -	Do. -	-	98 32		



## STATEMENT—Continued.

Names.	Rank.	Paid.	Unpaid.	When paid.	By or to whom paid.
John Jamieson, 2d, -	Seaman, -	98 32			
John Wright, -	Do. -	98 32			
William Mitchell, -	Do. -	98 32			
Peter Barron, -	Do. -	-	98 32		
William Taylor, -	Do. -	98 32	-		By Mr. Garretson.
Henry Sayward, -	Do. -	98 32	-	April 18, 1813.	
James Guthrie, -	Do. -	*39 75	58 57		
William Westwick, -	Do. -	98 31	-	" 18, "	
John Barevis, -	Do. -	98 31	-		By Mr. Garretson.
John Patterson, -	Do. -	-	98 31		
James Martin, -	Ordinary seaman, -	98 31	-		Cap. Jones, on ind'tures
James Rollings, -	Do. -	98 31	-		By Mr. Garretson.
William Riley, -	Do. -	-	98 31		
William Wolf, -	Do. -	98 31	-		By Mr. Garretson.
Perry Clark, -	Do. -	98 31	-		
William Catlay, -	Do. -	98 31	-		
William Little, -	Do. -	98 31	-		
George Brooks, -	Do. -	98 31	-		On power of attorney.
George Benedict, -	Do. -	98 31	-	" 15, "	
Thomas Kerrin, -	Do. -	98 31	-		
Anthony Castoway, -	Do. -	98 31	-		On power of attorney.
John Connor, -	Do. -	98 31	-		
Ichabod Shaw, -	Do. -	98 31	-		
Philip Mussarry, -	Do. -	-	98 31		
John Lycett, -	Do. -	98 31	-	May 7, "	
Henry Mitchell, -	Do. -	98 31	-		By Mr. Garretson.
John Rose, -	Do. -	-	98 31		
John Lawrence, -	Do. -	98 31	-		By order on Na. Dep't.
John Jamieson, 1st, -	Do. -	98 31	-	April 14, "	
Samuel Hall, -	Do. -	98 31	-	" 18, "	
John Adams, -	Do. -	98 31	-		G. S. Wise, see ind'ture.
Alexander Barrett, -	Do. -	98 31	-		By Mr. Garretson.
Robert Groves, -	Do. -	98 31	-		
John Wade, -	Do. -	*38 75	59 56		
Peter Freeman, -	Do. -	98 31	-		By Mr. Garretson.
Lucius Ennis, -	Do. -	98 31	-	" 18, "	
John Jackson, 1st, -	Do. -	98 31	-	" 19, "	
James Ward, -	Do. -	98 31	-		By Mr. Garretson.
William Javor, -	Do. -	98 31	-	May 1, "	
Thomas Cummins, -	Do. -	98 31	-	April 29, "	To administrator.
Samuel Coleman, -	Private, -	98 31	-	" 15, "	
William Edwards, -	Do. -	98 31	-	" 15, "	
John Conts, -	Do. -	98 31	-	" 15, "	
Joseph Lenarde, -	Do. -	98 31	-	" 15, "	
A. M'Kewen, -	Do. -	98 31	-	" 15, "	To administrator.
William Bordell, -	Do. -	98 31	-	" 15, "	
Jesse Boring, -	Do. -	98 31	-	" 15, "	
Daniel Williams, -	Do. -	98 31	-	" 15, "	
James White, -	Do. -	98 31	-	" 19, "	
Peter Ambrister, -	Do. -	98 31	-	" 15, "	
Dennis Dougherty, -	Do. -	98 31	-		
John Bates, -	Do. -	98 31	-	" 15, "	
Andrew Morris, -	Do. -	-	98 31		
Samuel Rutter, -	Do. -	98 31	-	" 15, "	
Daniel Burns, -	Do. -	98 31	-	" 15, "	
Dollars -		23,107 47	1,892 53		

GEORGE S. WISE, Jun., Prize Agent.

\* These sums, amounting to two hundred and sixty-four dollars and seventy-five cents, said to have been paid by Mr. Wise, are advances made to the respective men by Purser Deblois, which the Secretary of the Navy ordered should be deducted from their prize money. Although the men have not been yet in the settlement of Mr. Wise's accounts, he is charged with the said amount, which, consequently, is considered a payment by him.

## C.

*Samuel Hambleton's account of the distribution of prize money on Lake Erie.*

Names.	Rank.	Amount.	When paid.	To whom paid, as per vouchers filed at the office of the Fourth Auditor of the Treasury.
Oliver H. Perry,	Commander,	\$7,140 00	June, 1814,	Himself.
John Y. Yarnall,	Lieutenant,	2,295 00	November 6, "	do.
Dulany Forrest,	do.	2,295 00	June 8, "	His father, per order.
Samuel Hambleton,	Purser,	1,214 29	June, "	Himself.
Samuel Horseley,	Surgeon,	1,214 29	June, "	do.
William S. Taylor,	Sailing-master,	2,295 00	June, "	do.
Thomas Breese,	Chaplain,	1,214 29	July 21, "	His mother, per order.
Usher Parsons,	Acting surgeon,	1,214 29	February 15, 1815,	Himself.
Thomas Claxton,	Acting M. mate,	1,214 29	July, 1814,	His father, heir at law.
Augustus Swartwout,	Midshipman,	811 35	February 29, 1815,	Himself.
Peleg K. Dunham,	do.	811 35	July, 1814,	Peleg Kaign, attorney.
Henry Laub,	do.	811 35	June 13, "	John Laub, attor. of Eliz. Laub.
James Alex. Perry,	do.	811 35	June 14, "	Himself.
John Fox,	Gunner,	1,214 29	February, 1817,	Hon. J. L. Boss, att'y of legates.
Joseph Cheeves,	Boatswain,	1,214 29	November, 1814,	G. Sanford, attorney.
Jonas Stone,	Carpenter,	1,214 29	November 6, "	Giles Sanford, attorney.
William Steers,	Pilot,	447 39	November 7, "	do.
Thomas Hammond,	Armorer,	811 35	July, "	Himself.
William C. Keene,	Master-at-arms,	811 35	July 26, "	do.
John Vose,	Steward,	811 35	November 6, "	Giles Sanford, attorney.
Thomas Hill,	Cook,	447 39	November 6, "	do.
John Newen,	Quartermast. mate,	447 39	January 11, 1816,	Michael Emanuel, legatee.
Ezekiel Fowler,	do.	447 39	December 25, 1814,	S. Woolverton, per order.
Francis Masson,	do.	447 39	August 22, "	Ezekiel Galloway, attorney.
John E. Brown,	Quartermaster,	447 39	January 11, 1815,	J. Stone and J. Helan, legatees.
William Lawson,	Gunner's mate,	811 35	August, 1814,	Himself.
Henry Barker,	Quartermaster,	447 39	November 21, "	Giles Sanford, attorney.
John Williams,	Boatswain's mate,	811 35	November 21, "	do.
James Healan,	do.	811 35	November 14, "	J. N. Bailey, attorney.
William Johnson,	do.	811 35	November 21, "	S. Woolverton, attorney.
Wilson Mays,	Carpenter's mate,	811 35	July 18, "	Eliz. May, mother, heir at law.
Joseph Southwick,	do.	811 35	December 4, "	Giles Sanford, attorney.
Daniel A. Brown,	do.	447 39	July, "	Charles Moxly, attorney.
John Lawton,	do.	811 35	October 10, 1815,	Himself.
George Cornell,	do.	811 35	July, 1814,	do.
Andrew Matteson,	Seaman,	214 89	July, "	do.
James Jackson,	do.	214 89	July, "	John Dickson, attorney.
James D. Hammond,	do.	214 89	January 11, 1815,	S. Woolverton, attorney.
Charles Pohig,	do.	214 89	September 27, 1817,	Thomas H. Gillis, attorney.
Daniel Harris,	do.	214 89	July, 1814,	John Dickson, attorney.
Peter Kinsley,	do.	214 89	November 6, "	Giles Sanford, attorney.
Benoni Price,	do.	214 89	September 18, "	do.
John Bordin,	do.	214 89	July, "	John Boyle, attorney.
William Dawson,	do.	214 89	December 14, "	Giles Sanford, attorney.
John Clay,	do.	214 89	July, "	Rufus S. Reed, attorney.
John Mullen,	do.	214 89	November 11, "	Giles Sanford, attorney.
Richard Smith,	do.	214 89	November, "	do.
William Rowe,	do.	214 89	October 5, 1815,	C. P. Curtis, attorney.
John Brown,	do.	214 89	November 11, 1814,	John F. Hall, attorney.
Daniel Johnson,	do.	214 89	January 11, 1815,	S. Woolverton, per order.
John Burnham,	do.	214 89	November 21, 1814,	do.
Lannon Huse,	do.	214 89	September 18, "	do.
William Daring,	do.	214 89	November 21, "	do.
Domingo Alvarez,	do.	214 89	July, "	P. S. V. Hamet, attorney.
James Moses,	do.	214 89	July, 1814,	Himself.
Stephen Fairfield,	do.	214 89	November 6, "	Giles Sanford, attorney.
Samuel Brotherton,	do.	214 89	September 23, "	do.
Barney McCain,	do.	214 89	July, "	Himself.
Westal Johnson,	Ordinary seaman,	214 89	December 15, "	Giles Sanford, per order.
Hezekiah Sanford,	do.	214 89	November 18, "	Giles Sanford.
Jere. H. Easterbrook,	do.	214 89	July, "	Himself.
Benjamin Dring,	do.	214 89	November 6, "	Giles Sanford.
Thomas Robinson,	Seaman,	214 89	December 20, "	Giles Sanford, per order.
William Cranson,	Ordinary seaman,	214 89	July 14, "	His father, William Cranson.
Samuel Lord,	Boy,	214 89	June 27, "	His father, Samuel Lord.
James Hadley,	Ordinary seaman,	214 89	July, "	Himself.
George Varnum,	Seaman,	214 89	July, "	do.
Elijah Parlin,	Landsman,	214 89	November 6, "	John Hamm, attorney.
Joseph Jockins,	Seaman,	214 89	July, "	Rufus S. Reed, attorney.
John M. Packett,	Ordinary seaman,	214 89	October 5, 1815,	Charles P. Curtis, attorney.
Samuel Spywood,	Seaman,	214 89	November 8, 1814,	James Duncan, attorney.
Thomas Ford,	Boy,	214 89	July, "	John Dickson, attorney.
David Wilson,	Seaman,	214 89	July, "	Himself.
Charles Vandyke,	Ordinary seaman,	214 89	July, "	do.
Nathaniel Wade,	do.	214 89	July, "	Rufus S. Reed, attorney.
John Barnes,	Seaman,	214 89	August, "	E. Galloway, attorney.
William Almy,	Boy,	214 89	November 6, "	Giles Sanford, attorney.
George Williams,	Ordinary seaman,	214 89	December 14, "	do.
Joseph Harcum,	do.	214 89	June, "	Oliver Ormsly, per order.
James W. Allen,	do.	214 89	August 18, "	His father.
William Thompson,	Seaman,	214 89	July, "	Himself.



## ACCOUNT—Continued.

Names.	Rank.	Amount.	When paid.	To whom paid, as per vouchers filed at the office of the Fourth Auditor of the Treasury.
Joseph Denning,	Seaman,	\$214 89	July, 1814,	Himself.
Henry Stephens,	Ordinary seaman,	214 89	January 11, 1815,	do.
Thomas Reed,	do.	214 89	September 30, "	Charles P. Curtis, attorney.
Newport Hazard,	do.	214 89	January 11, "	S. Woolverton, per order.
Robert Hill,	Seaman,	214 89	December 23, 1814,	Giles Sanford, per order.
Abraham Fish,	Ordinary seaman,	214 89	September 18, "	Giles Sanford, attorney.
Jesse Williams,	do.	214 89	July, "	S. Woolverton, attorney.
James Waddington,	do.	214 89	September 18, "	Giles Sanford, attorney.
John Schroeder,	Seaman,	214 89	July, "	Himself.
Anthony Johnson,	Coxswain,	811 35	July 8, "	do.
Jack Russell,	Boy,	214 89	August, "	George Mason, his master.
Cyrus Tiffany,	Seaman,	214 89	July 16, "	Himself.
John Bodge,	Boy,	214 89	December 20, "	Giles Sanford, per order.
Daniel Hull,	do.	214 89	September 25, "	Giles Sanford.
James Green,	Seaman,	214 89	June, "	Himself.
Nathan Chapman,	do.	214 89	July, "	Rufus S. Reed, attorney.
William Simpson,	Ordinary seaman,	214 89	April 14, 1817,	Himself.
John Hoffman,	Seaman,	214 89	March 20, 1815,	Rebecca Thompson, his sister.
John Adams,	Landsman,	214 89	August, 1814,	Himself.
John Brooks,	Lieut. marines,	1,214 29	May 9, 1815,	His father, General Brooks.
James Tull,	Sergeant,	447 39	July, 1814,	Robert Brown, attorney.
William S. Johnson,	do.	447 39	July, "	Himself.
James McClure,	Corporal,	447 39	February 15, 1815,	do.
Matthew Lynch,	do.	447 89	December 3, 1814,	do.
David Cristie,	Private,	214 89	February 15, 1815,	do.
William Insell,	do.	214 89	November 6, 1814,	Giles Sanford, attorney.
William Bags,	do.	214 89	December 25, 1815,	Himself.
Henry Wainpool,	do.	214 89	February 4, 1817,	Major Wood, attorney.
John Kennedy,	do.	214 89	March 15, 1816,	Hon. W. Burnside, attorney.
Charles Newton,	do.	214 89	July, 1814,	Rosel Newton, his father.
James Rankin,	do.	214 89	November 6, 1814,	John Dickson, attorney.
Richard Williams,	do.	214 89	February 4, 1817,	Major Wood, attorney.
Dennis Doyle,	do.	214 89	February 27, 1815,	Giles Sanford, attorney.
Joseph Mecias,	Fifer,	447 39	July 3, 1814,	Doctor Bemis, executor.
George Gordon,	Drummer,	447 39	November 26, "	Himself.
Philip Sharpley,	Corporal,	447 39	December 25, "	His father.
Frederick Smitley,	Private,	214 89	December 14, "	Giles Sanford.
James Burd,	do.	214 89	January 10, 1815,	Attorney of his father.
Jehu Marsh,	Corporal,	447 39	November, 1814,	Himself.
John Sivers,	Private,	214 89	November 25, "	do.
Abner Williams,	do.	214 89	July, "	Richard Williams, father.
Samuel Garwood,	do.	214 89	February 3, 1818,	Himself.
William Burnett,	do.	214 89	November 6, 1814,	Giles Sanford.
Jacob Frantz,	do.	214 89	April 24, 1817,	His mother.
Solomon Bardwell,	do.	214 89	December 3, 1814,	Himself.
Richard Johnson,	do.	214 89	December 15, "	Hon. Abner Lacock, attorney.
John J. Packer,	do.	214 89	December 23, "	Giles Sanford, per order.
Abraham Reeves,	do.	214 89	November 28, "	Himself.
Jesse Harlan,	do.	214 89	August 12, 1817,	Jon. Harlan, his father.
John Ludd,	Soldier,	214 89	January 11, 1815,	Himself.
Thomas Tuft,	do.	214 89	September 25, 1814,	Thomas H. Sill, attorney.
Hosea Sergeant,	do.	214 89	December 30, 1816,	Hon. Cyrus King.
Eben. Cunningham,	do.	214 89	September 11, 1814,	Rufus S. Reed, attorney.
Charles Harrington,	do.	214 89	September 11, "	do.
William B. Perkins,	do.	214 89	March 20, 1815,	Doctor Hamm, per order.
Henry W. Brown,	Ordinary seaman,	214 89	October 6, "	W. A. Fales, attorney.
Daniel Turner,	Lieut. commandant,	2,295 00	July, 1814,	To his brother, per order.
Jesse Weatherly,	Master's mate,	1,214 29	November 7, "	To Giles Sanford, per order.
J. E. McDonald,	Act. sailing-master,	2,295 00	June, "	Himself.
Benjamin Tolman,	Quarter-gunner,	447 39	December 14, "	Giles Sanford.
Isaac Peckham,	Carpenter's mate,	811 35	November 21, "	do.
John Rax,	Boatswain's mate,	811 35	September 14, 1815,	Barnard Payne, attorney.
Noah Gates,	Steward,	811 35	November 6, 1814,	Giles Sanford, attorney.
John Barnes,	Seaman,	214 89	July, "	Himself.
Michael L. Brooks,	Ordinary seaman,	214 89	July, "	Rufus S. Reed, attorney.
Thomas Lisco,	Seaman,	214 89	November 8, "	Himself.
David Rooks,	Ordinary seaman,	214 89	January 19, 1815,	William Irving, attorney.
James Philips,	Seaman,	214 89	September 14, 1814,	Giles Sanford, attorney.
Benjamin H. Bailey,	do.	214 89	November 7, "	do.
Augustus Philips,	Ordinary seaman,	214 89	December 13, 1815,	William Floyd, attorney.
Samuel Cazeau,	Seaman,	214 89	July 23, 1816,	B. Homans, Esq. for the heirs.
John Saunders,	do.	214 89	July, 1814,	Himself.
Hanson Folks,	Boy,	214 89	August 1, 1815,	Hon. R. J. Meigs, attorney.
Ezekiel Hatch,	do.	214 89	February 3, "	Hon. Mr. Bradbury, M. C.
John McLane,	Seaman,	214 89	November 6, 1814,	Giles Sanford, attorney.
Lewis Lane,	do.	214 89	January 20, 1815,	William Reed, per order.
Anthony Hysler,	do.	214 89	November 16, 1814,	Himself.
William Treen,	do.	214 89	July, "	do.
James Walker,	Cook,	447 39	December 14, "	S. Woolverton, attorney.
Peter Williams,	Ordinary seaman,	214 89	July, "	Freeman Wert, attorney.
Peter Fisher,	do.	214 89	February 27, 1815,	William Reed, per order.
John Cain,	do.	214 89	November 6, 1814,	Giles Sanford, attorney.
Thomas Green,	Landsman,	214 89	December 15, 1815,	Himself.

## ACCOUNT—Continued.

Names.	Rank.	Amount.	When paid.	To whom paid, as per vouchers filed at the office of the Fourth Auditor of the Treasury.
John McNitt, -	Landsman, -	\$214 89	September 11, 1814,	Himself.
William Shuler, -	do. -	214 89	September 11, " "	do.
Daniel Switzer, -	do. -	214 89	September 11, " "	do.
John Hull, -	do. -	214 89	September 11, " "	Mr. Lattimore, Erie.
George Grady, -	do. -	214 89	November 8, " "	Himself.
Joseph Beckley, -	Orderly sergeant, -	447 39	November 8, " "	William Murphy.
Thomas H. Bradford, -	Private, -	214 89	January 20, 1815,	do.
James Artis, -	2d sergeant, -	447 39	November 8, 1814,	do.
Thornton Tolliver, -	1st. corporal, -	447 39	November 8, " "	William Murphy, attorney.
Richard Mitchell, -	Private, -	214 89	January 30, 1816,	do.
David Hickman, -	do. -	214 89	November 8, 1814,	do.
Charles Coltrick, -	do. -	214 89	September 12, " "	John Hamm, attorney.
Joseph Davidson, -	do. -	214 89	September 18, " "	Himself.
Garland Parker, -	do. -	214 89	November 8, " "	William Murphy, attorney.
Nathan Holbert, -	do. -	214 89	November 8, " "	do.
William Nelson, -	do. -	214 89	March 20, 1816,	James Armstrong, attorney.
David Bryant, -	do. -	214 89	November 8, 1814,	William Murphy, attorney.
Isaac Perkins, -	do. -	214 89	November 8, " "	do.
John Norris, -	do. -	214 89	November 8, " "	do.
McCager Bland, -	do. -	214 89	November 8, " "	do.
John McHowell, -	do. -	214 89	November 8, " "	do.
John Tucker, -	do. -	214 89	November 8, " "	do.
Parker Jarvis, -	do. -	214 89	November 8, " "	do.
John R. Cheetwood, -	Private, -	214 89	August 31, 1815,	Wm. Murphy, attorney.
Joseph Frost, -	Seaman, -	214 89	July, 1814,	Himself.
John O'Neil, -	Pilot, -	447 39	November 21, " "	G. Sanford, per order.
Stephen Champlin, -	Sailing-master, -	2,295 00	July, " "	Rufus S. Reed, attorney.
John W. Wendell, -	Midshipman, -	811 35	July, " "	Himself.
Abner Enos, -	Pilot, -	447 39	July, " "	Rufus S. Reed, attorney.
John Tisfill, -	Boatswain's mate, -	811 35	July, " "	Himself.
Simeon Price, -	Quarter-gunner, -	447 39	July, " "	do.
John Johnson, -	Carpenter's mate, -	811 35	November 6, " "	G. Sanford, attorney.
James Duncan, -	Steward, -	811 35	July, " "	Himself.
William Jackson, -	Cook, -	447 39	November 8, " "	Giles Sanford, attorney.
John Davis, -	Seaman, -	214 89	November 6, " "	Giles Sanford, attorney.
Charles Ray, -	do. -	214 89	September 26, 1815,	R. B. Magruder, attorney.
William Jackson, -	do. -	214 89	December 16, 1814,	Thomas H. Sill, attorney.
John Yeokem, -	do. -	214 89	December 3, " "	Himself.
Israel Weeks, -	do. -	214 89	November 21, " "	Giles Sanford, attorney.
Samuel Parsons, -	do. -	214 89	October, " "	Giles Sanford, attorney.
Caleb Diamond, -	do. -	214 89	July, " "	Himself.
Anthony Bowne, -	Ordinary seaman, -	214 89	December 5, " "	do.
James Ross, -	Landsman, -	214 89	September 11, " "	do.
Jacob Toole, -	do. -	214 89	July 10, " "	do.
James Sims, -	do. -	214 89	September 11, " "	do.
James Archer, -	Boy, -	214 89	July, " "	do.
Thomas Gurney, -	do. -	214 89	August 29, " "	His mother, in Newport.
Alexander Metlin, -	Landsman, -	214 89	November 6, " "	His father.
John Sylhamer, -	do. -	214 89	December 22, " "	His mother.
John Clark, -	Midshipman, -	811 35	February, 1817,	To order of his father.
Joseph Berry, -	Corporal, -	447 39	November 21, 1814,	John Hamm, attorney.
Josiah Biggs, -	Private, -	214 89	December 25, " "	Ezra Younglove, attorney.
William Reed, -	do. -	214 89	February 22, 1815,	John Hamm, attorney.
Joseph Delany, -	do. -	214 89	November 6, 1814,	Henry Asbury, attorney.
John Clifford, -	do. -	214 89	November 6, " "	George Welsh, attorney.
Henry Cook, -	do. -	214 89	January, 1815,	Himself.
Edward Welsh, -	do. -	214 89	November 6, 1814,	George Welsh, attorney.
Charles Smothers, -	do. -	214 89	November 8, " "	Himself.
Philip Johnson, -	do. -	214 89	April 19, 1815,	do.
Isaac Devault, -	do. -	214 89	September 12, 1814,	John Hamm, attorney.
Moses McGarvey, -	do. -	214 89	February 27, 1815,	Ezra Younglove, attorney.
George Senat, -	Act'g sailing-master, -	2,295 00	July, 1814,	Himself.
Cornelius Denike, -	Master's mate, -	1,214 29	July, " "	do.
Daniel Armitage, -	Boatswain's mate, -	811 35	July, " "	do.
William Barker, -	Steward, -	811 35	November 6, " "	Giles Sanford, attorney.
Alexander Anderson, -	Seaman, -	214 89	December 14, " "	do.
Daniel Haley, -	Ordinary seaman, -	214 89	October 6, 1815,	Thomas Brewer, attorney.
Samuel Osborne, -	Seaman, -	214 89	November 21, 1814,	Giles Sanford, attorney.
Charles Wilson, -	Ordinary Seaman, -	214 89	January 9, 1815,	Himself.
William Fisher, -	do. -	214 89	October 6, " "	Charles P. Curtis, attorney.
John Lucas, -	do. -	214 89	July, 1814,	Himself.
Joseph Robertson, -	do. -	214 89	January 9, 1815,	do.
Samuel Swezey, -	Landsman, -	214 89	December 23, " "	Hon. Mr. Burnsides, M. C.
Joseph Woods, -	do. -	214 89	December, 1816,	Major Brevoort.
Joseph Livingston, -	do. -	214 89	July, 1814,	Thomas Golliger, attorney.
Josiah Goodrich, -	Carpenter's mate, -	811 35	September 11, " "	Rufus S. Reed, attorney.
Lewis Dugall, -	Pilot, -	447 39	July, " "	Himself.
David Little, -	Corporal, -	447 39	December 20, " "	do.
James McNealy, -	Private marine, -	214 89	March 20, 1815,	John Hamm, per order.
Samuel Roof, -	Private, -	214 89	March 20, " "	do.
John Rodgers, -	do. -	214 89	October 6, " "	James Houghton.
Lewis Gordon, -	do. -	214 89	November 21, 1814,	John Hamm.
Henry Roberts, -	do. -	214 89	November 6, " "	Giles Sanford.
John Nesbit, -	do. -	214 89	December 2, " "	do.



## ACCOUNT—Continued.

Names.	Rank.	Amount.	When paid.	To whom paid, as per vouchers filed at the office of the Fourth Auditor of the Treasury.
Thomas Cavill, -	Private, -	\$214 89	April 19, 1815,	John Hamm.
Samuel Thramin, -	do. -	214 89	September 9, 1817,	John M'Ghee.
John Packet, -	Lieut. commandant, -	2,295 00	November 18, 1814,	Himself.
Thomas Brownell, -	Sailing-master, -	2,295 00	July, 1814,	Rufus Reed, attorney.
Gamaliel Darling, -	Master's mate, -	1,214 29	July, "	Himself.
Mark Johnson, -	Quarter-gunner, -	447 39	July, "	do.
John Norton, -	Steward, -	811 35	July, "	John Dixon, attorney.
Asel Wilkinson, -	Pilot, -	447 39	September 11, "	Rufus S. Reed, attorney.
Edward Storer, -	Seaman, -	214 89	September 18, "	Giles Sanford.
James Euer, -	do. -	214 89	November, "	Himself.
George Hutchins, -	do. -	214 89	November 25, "	do.
Samuel Williams, -	Ordinary seaman, -	214 89	July, "	do.
John Daniels, -	Seaman, -	214 89	October 6, 1815,	Himself, per attorney.
Peter Fernandes, -	Ordinary seaman, -	214 89	July, 1814,	Himself.
George Lewis, -	do. -	214 89	July, "	do.
Samuel Lloyd, -	Cook, -	447 39	November, "	do.
Thomas Palmer, -	Ordinary seaman, -	214 89	October 6, 1815,	Mr. Fales, attorney.
Charles Williams, -	do. -	214 89	July, 1814,	Himself.
Charles Thompson, -	do. -	214 89	July, "	do.
James Scrivener, -	do. -	214 89	July, "	do.
John Chester, -	Landsman, -	214 89	November 11, "	Giles Sanford, attorney.
William Slows, -	do. -	214 89	July, "	Himself.
Paul C. Benja, -	Ordinary seaman, -	214 89	July, "	do.
George C. Poole, -	do. -	214 89	November 6, "	G. Sanford.
James Jackson, -	do. -	214 89	July, "	Himself.
John Lucas, -	Landsman, -	214 89	November 6, "	do.
Noble Lucas, -	do. -	214 89	November 6, "	do.
John Shirk, -	do. -	214 89	November 12, "	do.
John Cook, -	do. -	214 89	November 26, "	do.
John Beason, -	do. -	214 89	July 26, "	Wm. Irvin, per order.
James Mitchell, -	do. -	214 89	September 11, "	Himself.
Robert Anderson, -	Lieut. infantry, -	1,214 29	September 11, "	do.
Gilbert Bowman, -	Soldier, -	214 89	February 13, 1815,	Mr. McLean, att'y of his widow.
Thomas Anderson, -	do. -	214 89	June 26, "	John Hamm, attorney.
Conrad King, -	do. -	214 89	November 15, "	John Davidson.
Francis Burns, -	do. -	214 89	April 22, "	Himself.
Richard Norris, -	do. -	214 89	November 6, 1814,	John Hamm.
William Smith, -	do. -	214 89	September 17, "	Himself.
Thomas C. Almy, -	Sailing-master, -	2,295 00	June 28, "	His father.
David C. Nicolls, -	Midshipman, -	811 35	July, "	Richard Smith, per order.
Clement Shannon, -	Boatswain's mate, -	811 35	July, "	Himself.
George Stanley, -	Steward, -	447 39	June, "	Charles Moxly, attorney.
Elliott Smith, -	Quarter-gunner, -	447 39	July, 1815,	Joseph Cheeves, legatee.
Robert Craig, -	do. -	447 39	July, 1814,	Himself.
Josiah Webster, -	Cook, -	447 39	December 4, "	Samuel Hayes.
John Smith, 2d -	Seaman, -	214 89	August, "	Ezekiel Young.
Charles Ordeen, -	do. -	214 89	July, "	Himself.
James Murray, -	do. -	214 89	June, "	do.
Levi Branch, -	Ordinary seaman, -	214 89	July, "	do.
Peter Austin, -	Seaman, -	214 89	July, "	do.
John Otto, -	Quartermaster, -	447 39	July, "	do.
John Johnson Ray, -	Seaman, -	214 89	July, "	Peter V. Hamot, attorney.
Anthony Williams, -	Boy, -	214 89	December 20, "	G. Sanford, per order.
Reuben Wright, -	Carpenter's mate, -	811 35	July, "	Himself.
Heyden Armstrong, -	Seaman, -	214 89	November 7, "	Giles Sanford.
Eli Steward, -	Quarter-gunner, -	447 39	July, "	Himself.
Isaac B. Seal, -	Pilot, -	447 39	December, 1816,	Major Brevoort, for heirs.
Godfrey Bowman, -	Landsman, -	214 89	July, 1814,	Himself.
Willard Martin, -	Ordinary seaman, -	214 89	December 25, "	S. Woolverton, per order.
William Pase, -	Landsman, -	214 89	July, "	Himself.
James Taneyhill, -	do. -	214 89	November 11, "	Amos Lee, attorney.
Peter Ozee, -	Seaman, -	214 89	July, "	Himself.
John Smith, -	Soldier, -	214 89	December 25, "	Ezra Younglove.
Benjamin Hall, -	do. -	214 89	July, "	Himself.
Joseph Wright, -	do. -	214 89	September 12, "	John Hamm. [remote.]
Hugh Larimore, -	do. -	214 89	February 23, 1815,	John Hamm, att'y to Mr. Lar-
E. L. Burtin, -	do. -	214 89	July, 1814,	Himself.
Thomas Crossin, -	Marine, -	214 89	July, 1815,	His widow.
Thomas Holdup, -	Lieut. command't, -	2,293 00	July, 1814,	John Wallace, per order.
Alexander McCully, -	Master's mate, -	1,214 29	July, "	Himself.
Patrick Fitz Patrick, -	Pilot, -	447 39	July, "	do.
John Brown, -	Boatswain's mate, -	811 35	November 8, "	Giles Sanford, attorney.
William Boyle, -	Seaman, -	214 89	July, "	Himself.
James Gardner, -	do. -	214 89	September 18, "	Mr. Woolverton.
Peter Dunn, -	do. -	214 89	November 6, "	Giles Sanford.
James Clark, -	do. -	214 89	July 7, "	Stephen Hodgman, attorney.
Thomas Jones, -	Ordinary seaman, -	214 89	November 7, "	Giles Sanford, attorney.
Samuel Dunn, -	do. -	214 89	November 6, "	do.
Palmer Sweet, -	do. -	214 89	January 20, 1815,	S. Woolverton.
Thomas Folks, -	Landsman, -	214 89	November 6, 1814,	Giles Sandford.
Jeremiah Ryan, -	do. -	214 89	November, "	do.
Wm. B. Brady, -	Steward, -	811 35	August 18, "	Himself.
Henry McEwen, -	Landsman, -	214 89	November 6, "	do.
Alex. McKillup, -	do. -	214 89	November, "	do.

## ACCOUNT—Continued.

Names.	Rank.	Amount.	When paid.	To whom paid, as per vouchers filed at the office of the Fourth Auditor of the Treasury.
James Blair,	Lieut. infantry,	\$1,214 29	November 6, 1814,	Himself.
John Brown,	Corporal,	447 39	November,	John Hamm, attorney.
William Woods,	Private,	214 89	November,	Perry Watkins.
Garret Rush,	do.	214 89	February 9, 1815,	Hon. Mr. Griffin, M. C. per or.
Sim. Flaherty,	do.	214 89	January 14, "	Hon. Mr. Caldwell, M. C.
David L. Blaney,	do.	214 89	February 13, "	Himself.
Isaac Green,	do.	214 89	November 26, 1814,	Wyly Sylliman, attorney.
Martin Sniff,	do.	214 89	September 12, "	John Hamm, attorney.
John McCarty,	do.	214 89	November 6, "	Himself.
Andrew Holliday,	do.	214 89	November,	do.
Abraham Johnson,	do.	214 89	November,	John Hamm, attorney.
John Henderson,	Lieut. infantry,	1,214 29	November 12, "	Wm. Matthews, attorney.
John Decker,	Private,	214 89	December 20, "	G. Sanford, per order.
John H. Smith,	Master's mate,	1,214 29	April 19, 1815,	Himself.
William Harrison,	Soldier,	214 89	November 21, 1814,	Wm. Matthews, attorney.
Levi Ellis,	Sergeant,	447 39	January 11, 1815,	Himself.
John Maless,	Private,	214 89	January,	do.
Ezra Kiley,	do.	214 89	September 11, 1814,	R. S. Reed, per order.
William Bonner,	do.	214 89	November 28, "	Himself.
A. H. M. Conklin,	Lieut. com'dt,	2,295 00	July,	do.
Henry Griffith,	Quarter-gunner,	447 39	July,	do.
Peter Brown,	Boatswain's mate,	811 35	November 6, "	Giles Sanford, attorney.
Thomas Bradley,	Seaman,	214 89	December 2, "	Thomas Gallagher.
John Lewis,	Ordinary seaman,	214 89	July,	Himself.
Elisha Atwood,	Seaman,	214 89	July,	do.
John McIntire,	Steward,	811 35	July,	R. S. Reed, attorney.
John Rupely,	Landsman,	214 89	November 7, "	Thomas Rees, attorney.
Robert Eakin,	do.	214 89	November 6, "	Himself.
James Gray,	do.	214 89	November,	do.
Jesse Taylor,	do.	214 89	July,	Wm. Irwin, per order.
Martin Cronemiller,	do.	214 89	November 16, "	Himself.
Daniel Phillips,	do.	214 89	November 8, "	James Duncan, attorney.
Alex. C. Stout,	Midshipman,	811 35	July,	Himself.
Hugh Nelson Page,	do.	811 35	July,	R. S. Reed, attorney.
James Lee,	Pilot,	447 39	September 25, "	G. Sanford, attorney.
Robert McGregor,	Boy,	214 89	July, 1814,	Himself.
Alex. McClaskey,	Landsman,	214 89	November 28, "	do.
William Webster,	Corporal,	447 39	March 20, 1815,	John Hamm, per order.
Alex. McCord,	Private,	214 89	March,	do. do.
John Hall,	do.	214 89	July 24, "	do. attorney.
Har. C. Harrington,	do.	214 89	November 21, 1814,	do. do.
Lewis Vanway,	do.	214 89	February 22, 1815,	do. do.
John Martin,	do.	214 89	February 21, 1816,	Thomas Brewer, attorney.
Joseph Pomeroy,	do.	214 89	July, 1814,	Himself.
John Batis,	do.	214 89	July,	do.
George W. Drake,	do.	214 89	September 25, "	Thomas H. Sill, attorney.
Jesse D. Elliott,	Master com'dt,	7,140 00	June, 1814,	Himself.
John J. Edwards,	Lieutenant,	2,295 00	September 23, "	Ed. Lynch, att'y of heirs at law.
Nelson Webster,	Act. sailing-master,	2,295 00	July,	Himself.
Robert R. Barton,	Surgeon,	1,214 29	November,	do.
Humphrey Magrath,	Purser,	1,214 29	July,	do.
Richard O'Neill,	Pilot,	447 39	July,	do.
John B. Montgomery,	Midshipman,	811 35	September 12, "	do.
John L. Cumings,	do.	811 35	July,	do.
Charles Smith,	do.	811 35	July,	do.
Samuel W. Adams,	do.	811 35	November 6, "	R. S. Reed, per order.
Robert S. Tatem,	do.	811 35	July,	Himself.
Simeon Warn,	do.	811 35	November 10, "	His heirs.
Edward Bridgeport,	Gunner,	1,214 29	November 3, "	Giles Sanford, per order.
Peter Barry,	Boatswain,	1,214 29	November 8, "	Himself.
George Southwick,	Carpenter,	1,214 29	November 6, "	Giles Sanford, per order.
William Woodman,	Steward,	811 35	July,	S. Woolverton, attorney.
John Coddington,	Armorer,	811 35	December 7, "	Himself.
John Murray,	Coxswain,	811 35		Captain J. D. Elliott.
Lemuel Palmer,	Carpenter's mate,	811 35	November 6, "	Giles Sanford, attorney.
John Donnelly,	do.	811 35	November 3, "	Giles Sanford, per order.
William Arnot,	Boatswain's mate,	811 35	August 27, 1815,	Jonathan Meredith, Esq.
Edward Coffee,	do.	811 35	November 30, 1814,	Himself.
George Adams,	Quartermaster,	447 39	July,	Freeman West, attorney.
Charles Squires,	do.	447 39	May 12, 1815,	James Bowden.
John Gill,	Quarter-gunner,	447 39	December 24, 1814,	Rufus S. Reed, per order.
William Chapman,	do.	447 39	November 18, "	Giles Sanford, attorney.
Hector Holcomb,	Seaman,	214 89	August 10, "	J. B. Colvin, att'y to Mrs. H.
Charles Dossen,	do.	214 89	July,	Himself.
Daniel Bennett,	do.	214 89	July,	do.
Owen Cathcart,	do.	214 89	December 15, "	Giles Sanford, attorney.
Ebenezer Allen,	do.	214 89	February, 1817,	Hon. Mr. Reed, M. C. attorn.
Henry Davidson,	do.	214 89	December 19, 1814,	Thomas Williams, attorney.
George Platt,	do.	214 89	August 12, "	Himself.
John Smith,	do.	214 89	July,	P. S. V. Hamot, attorney.
John Lilley,	do.	214 89	November 7, "	J. N. Bailey, attorney.
Edward Martin,	do.	214 89	June 14, 1815,	John Bellamy.
Summer Adams,	do.	214 89	November 29, 1814,	Himself.
George Brown,	do.	214 89	November 7, "	John Dunn.



## ACCOUNT—Continued.

Names.	Rank.	Amount.	When paid.	To whom paid, as per vouchers filed at the office of the Fourth Auditor of the Treasury.
Thomas Justice,	Seaman,	214 89	April 17, 1816,	Himself.
David C. Bonnell,	do.	214 89	October 5, 1815,	Charles P. Curtis, attorney.
William D. Edwards,	do.	214 89	November 7, 1814,	R. S. Reed, attorney.
Gabriel Henburgh,	do.	214 89	July,	John Dickson, attorney.
Benjamin Fleming,	do.	214 89	July,	Himself.
James Timmons,	do.	214 89	February 27, 1816,	Captain Crain, attorney.
James H. Lansford,	do.	214 89	August, 1814,	Himself.
George Berry,	do.	214 89	November 7, "	Giles Sanford, attorney.
John H. Wingate,	do.	214 89	September 18, "	do.
James Matthews,	do.	214 89	November, "	William Foster, attorney.
James Bowden,	do.	214 89	September 23, "	Giles Sanford, attorney.
William White,	do.	214 89	July, "	Himself.
Reuben Taylor,	Ordinary seaman,	214 89	July, "	do.
Japhtha Southland,	do.	214 89	November 28, "	do.
John Deviney,	do.	214 89	July, "	do.
John Anthony,	do.	214 89	December 15, "	Giles Sanford, per order.
Richard Devaux,	do.	214 89	July, "	Himself.
Ethan Baneker,	do.	214 89	December 15, "	Giles Sanford, attorney.
William Robinson,	Landsman,	214 89	December 14, "	S. Woolverton.
Roswell Hall,	do.	214 89	November 26, "	Himself.
Samuel Poole,	Ordinary seaman,	214 89	July, "	do.
John James,	do.	214 89	December 15, "	Giles Sanford, per order.
Moses Amos,	do.	214 89	November 14, "	Giles Sanford, attorney.
Elijah Burdine,	Landsman,	214 89	September 25, 1818,	E. W. Duvall, attorney.
John Freeman,	Ordinary seaman,	214 89	December 21, 1814,	Himself.
Edwin Johnson,	do.	214 89	April 16, 1816,	Giles Sanford, attorney.
Francis Bogle,	do.	214 89	December 4, 1814,	Giles Sanford.
Nathaniel Sanford,	do.	214 89	July 5, "	Rufus S. Reed.
Stephen Stacey,	Seaman,	214 89	July,	Himself.
Anthony Levery,	Ordinary seaman,	214 89	December 23, "	Giles Sanford, per order.
Colin Cobbins,	do.	214 89	December 5, "	Susan McNorton.
Isaac Johnson,	do.	214 89	January 11, 1815,	William Reed, per order.
John Bellamy,	do.	214 89	November 2, 1814,	Himself.
Bernard Crandle,	do.	214 89	July,	do.
Andrew Norton,	do.	214 89	October 11, 1815,	William A. Fales, attorney.
Francis Cadens,	do.	214 89	October 5, "	Charles P. Curtis.
Jonathan Ford,	do.	214 89	July, 1814,	Freeman West, attorney.
Peter Diest,	Ordinary seaman,	214 89	July,	Himself.
John Roderick,	do.	214 89	October 5, 1815,	C. P. Curtis, attorney.
John M. Strebeck,	do.	214 89	July, 1814,	Himself.
John Colston,	do.	214 89	July,	Rufus S. Reed, attorney.
John Frank,	do.	214 89	November 21, "	G. Sanford.
Zephtha Wood,	do.	214 89	November 8, "	Himself.
John Ewen,	do.	214 89	September 18, "	G. Sanford.
Franklin Drew,	do.	214 89	November 26, "	Himself.
Elias Wiley,	do.	214 89	November 6, "	Giles Sanford.
Asael Matthewson,	Landsman,	214 89	September 25, "	Thomas H. Sill, attorney.
John Bryan,	Ordinary seaman,	214 89	July,	Himself.
John Manuel,	Boy,	214 89	July,	do.
John F. Miller,	Landsman,	214 89	January 11, 1815,	William Reed, per order.
William Snow,	do.	214 89	December 20, 1814,	G. Sanford, do.
Israel Bailey,	do.	214 89	November, 1816,	C. P. Curtis, att'y of his widow.
William Newton,	Boy,	214 89	November 26, 1814,	Himself.
Jacob Webber,	Quartermaster,	447 39	November 26, "	do.
Benjamin Myrick,	Seaman,	214 89	November 21, "	G. Sanford, attorney.
Henry White,	Ordinary seaman,	214 89	July,	Himself.
David Birdsall,	Seaman,	214 89	July,	John Cowan, attorney.
John Wharfe,	do.	214 89	November 28, "	Himself.
John Haggerman,	do.	214 89	September 11, "	R. S. Reed, per order.
John Starr,	Ordinary seaman,	214 89	November 21, "	G. Sanford.
Joseph E. Smith,	Lieutenant,	2,295 00	July,	His father.
Jonathan Curtis,	Sergeant marines,	447 39	January 19, 1815,	Himself.
Henry B. Breevoort,	Captain infantry,	2,295 00	November 6, 1814,	do.
William Murray,	Private,	214 89	February 15, 1815,	do.
Freeman West,	do.	214 89	July, 1814,	do.
London Cochran,	do.	214 89	July,	do.
Daniel Maltzbocker,	do.	214 89	July,	Conrad Brown, executor.
William Henry,	do.	214 89	November 6, "	Himself.
Samuel Cochran,	do.	214 89	November 8, "	Alexander Cochran, his father.
Samuel McKenney,	do.	214 89	November 6, "	Himself.
Lyman Griswold,	do.	214 89	September 18, "	Alfred Hodge, attorney.
William Gray,	do.	214 89	July,	P. S. V. Hamot.
William Blair,	do.	214 89	August 19, "	Himself.
Sanford A. Mason,	Sergeant,	447 39	May 16, 1816,	Wm. P. Duvall, by Col. Owings.
Andrew D. Scott,	Corporal,	447 39	July, 1814,	Himself.
Ezra Younglove,	Second corporal,	447 39	September 18, "	Giles Sanford.
George Scofield,	Private,	214 89	November 29, 1815,	William W. Taylor, attorney.
Samuel Hadfield,	do.	214 89	January 10, "	William P. Fleming, do.
Griffin Burnett,	do.	214 89	January 31, 1816,	Captain Stockton, do.
William Hockensmith,	do.	214 89	November 6, 1814,	Andrew Jackson, do.
John B. Duncanson,	do.	214 89	December 9, "	Andrew D. Scott, do.
John Reems,	do.	214 89	May 16, 1815,	Col. Thos. D. Owings, do.
William Ellis,	do.	214 89	July, 1814,	Andrew Scott, do.
John McCoy,	do.	214 89	November 6, "	G. Sanford, do.

## ACCOUNT—Continued.

Names.	Rank.	Amount.	When paid.	To whom paid, as per vouchers filed at the office of the Fourth Auditor of the Treasury.
Henry Tate,	Private,	\$214 89	May 16, 1815,	Col. T. D. Owings, attorney.
James Bailey,	do.	214 89	May 16, "	do. do.
Charles Lynam,	do.	214 89	May 16, "	Col. Owings.
Thomas Miller,	do.	214 89	January 31, 1816,	His father.
John Thompson,	do.	214 89	May 16, 1815,	Col. Owings.
John Osburn,	do.	214 89	May 16, "	do.
William Hocker,	do.	214 89	May 16, "	do.
Alexander Wright,	do.	214 89	December 7, "	James Joyce, attorney.
Henry Webster,	do.	214 89	November 21, 1814,	Order of Curtis Ballard, attor'y.
Charles Harten,	do.	214 89	September 18, "	Giles Sanford, attorney.
George McManomy,	do.	214 89	May 16, 1815,	Col. Owings, do.
Joseph Morris,	do.	214 89	May 16, "	do. do.
Frederick Miller,	do.	214 89	May 16, "	do. do.
Frederick Vantruce,	do.	214 89	May 16, "	do. do.
Aaron Coats,	do.	214 89	May 16, "	do. do.
Joshua Trapnell,	do.	214 89	June 7, 1814,	His widow, Eliza, per order Rob. G. Harper, attorney.
John Bromwell,	do.	214 89	January 20, 1815,	Samuel McKeeham, attorney.
John Denton,	do.	214 89	November 6, 1814,	Andrew Jackson, do.
John H. George,	do.	214 89	June 26, 1815,	Stephen Mack, do.
David Flagg,	do.	214 89	November 6, 1814,	Andrew Jackson, do.
John Felton,	Boatswain's mate,	811 35	October 5, 1815,	Charles P. Curtis, do.
Daniel Dobbins,	Sailing-master,	2,395 00	November 20, "	Himself.
James Fritz,	Boy,	214 89	December 1, "	John A. Graham, attorney.
John W. Palmer,	Master's mate,	1,214 29	December 24, "	Himself.
James Benner,	Seaman,	214 89	December 23, "	John A. Graham, attorney.
Abednego Hayes,	do.	214 89	January 18, 1816,	Nathan B. Graham, do.
George Stockton,	Captain army,	2,395 00	March 6, "	Himself.
John Heddelsdon,	Lieutenant,	1,214 29	April 24, "	do.
William Ramsdale,	Seaman,	214 89	May 16, "	John A. Graham, attorney.
William Anderson,	do.	214 89	June 21, "	do. do.
John Cherry,	Quarter-gunner,	447 39	July 24, "	do. do.
James Coburn,	Army lieutenant,	1,214 29	February 20, 1818,	Himself.
John Daniels,	Seaman,	214 89	May 4, "	do.
Dollars,		234,020 53		

Amount of prize money received at the Navy Department, being amount appropriated, with the exception of one-twentieth reserved for Commodore Chauncey, June 6, 1814, - \$242,250 00  
Amount expended, as per foregoing roll, - 234,020 53

\$8,229 47

S. HAMBLETON, *Prize Agent.*

## D.

*List of prize money paid by George Beale, Jun. prize agent for captures on Lake Champlain, September 11, 1814.*

No.	Names.	Rank.	Amount.	To whom paid.
1	Thomas McDonough,	Commodore,	\$22,807 00	Thomas McDonough.
2	Joseph Smith,	Lieutenant,	2,012 75	Joshua Barker.
3	Benjamin Latham,	Steward,	1,427 13	Solemon D. Townsend.
4	William Ireland,	Seaman,	120 42	Anthony Rock.
7	James Stillings,	Ordinary seaman,	120 42	John L. Boss.
8	Thomas Robinson,	Seaman,	120 42	John Law.
12	Arthur Reed,	Ordinary seaman,	120 42	do.
14	George Clifford,	do.	120 42	Samuel Hankins.
15	John Robinson,	do.	120 42	M. Wheeler.
16	Henry Clark,	do.	120 42	Henry Clark.
18	Henry Williams,	do.	120 42	Henry Williams.
28	David Elmore,	do.	120 42	David Elmore.
30	George Tyroke,	Quartermaster,	668 10	Joseph Cassin.
31	Peter Johnson,	Quarter-gunner,	668 10	David Anderson.
32	John Almistead,	Seaman,	120 42	do.
33	John Peters,	do.	120 42	John Peters.
34	Richard Smith,	Ordinary seaman,	120 42	James Warren.
35	Jacob Jacobson,	Seaman,	120 42	Jacob Jacobson.
37	Francis Cantro,	Ordinary seaman,	120 42	Francis Cantro.
38	Francis Lodica,	do.	120 42	Richard Chew.
40	Thomas Palmer,	Boy,	120 42	David Logan.
41	Antonia Silva,	Seaman,	120 42	Anto. Silva.
42	Paddy Allen,	do.	120 42	A. H. Palmer.
48	Thomas Bowes,	do.	120 42	T. W. Blagge.
51	Rogers Carter,	Sailing-master,	2,012 75	Samuel Carter.
57	Jacob Eagles,	Seaman,	120 42	Daniel Badger.
58	John H. Barnes,	do.	120 42	John H. Barnes.
59	Edward Van Orden,	Ordinary seaman,	120 42	Edward Van Orden.
61	William Smith,	Landsman,	120 42	Thomas H. Gillis.



## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
66	James Groves,	Seaman,	130 42	James Groves.
72	Amos Medel,	Ordinary seaman,	130 42	Thomas Welsh.
75	Moses Simmons,	Landsman,	130 42	Moses Simmonds.
76	James Barnes,	Ordinary seaman,	130 42	James Barnes.
77	David Mure,	do.	130 42	William Jones.
78	William Hawkins,	do.	130 42	William Lambert.
80	Michael Preston,	do.	130 42	William Keese.
81	Scipio Hanson,	Seaman,	130 42	T. H. Gillis.
82	Francis Freeman,	do.	130 42	John L. Boss.
84	Charles Lee,	Ordinary seaman,	130 42	T. H. Gillis.
85	Cornelius Tilford,	do.	130 42	John C. Conger.
86	Henry Dorset,	do.	130 42	C. D. Tylee.
88	John Oakley,	Landsman,	130 42	Thomas Welsh.
89	George Marshall,	Ordinary seaman,	130 42	John L. Boss.
92	William Thompson,	do.	130 42	Francis Mallaby.
93	John Demetre,	do.	130 42	William Jones.
94	Samuel A. Sibley,	Landsman,	130 42	Samuel A. Sibley.
95	Elie C. Bliss,	Seaman,	130 42	Bryan Toner.
96	John Williams, 3d,	Ordinary seaman,	130 42	John Williams, 3d.
97	John Smith,	do.	130 42	John Smith.
100	Joseph Stephens,	Seaman,	130 42	Joseph Stephens.
101	John Stonford,	do.	130 42	Thomas H. Gillis.
107	John Peters,	do.	130 42	John Lane.
108	Robert Blair,	Ordinary seaman,	130 42	Thomas Welsh, Jun.
109	Charles A. Budd,	Lieutenant,	2,012 75	Charles A. Budd.
110	Rodman Guy,	Ordinary seaman,	130 42	Rodman Guy.
116	David Crany,	Steward,	1,427 13	Daniel Crany.
118	Charles McBride,	Ordinary seaman,	130 42	John Law.
123	William McCarty,	Landsman,	130 42	George Lane.
124	Anthony Jay,	do.	130 42	do.
125	John Kibby,	Seaman,	130 42	John Kibby.
132	James Cumberland,	Boy,	130 42	James Cumberland.
134	Archibald McLean,	Seaman,	130 42	G. Clark.
136	John Degray,	Ordinary seaman,	130 42	George Lane.
135	John Roxbury,	do.	130 42	do.
138	Thomas Your,	Quarter-gunner,	668 10	Thomas H. Gillis.
141	Bartholomew Hudson,	Ordinary seaman,	130 42	George Lane.
147	William Crawford,	do.	130 42	A. H. Palmer.
148	Jerome Williams,	do.	130 42	do.
150	Jesse Thompson,	Landsman,	130 42	Thomas H. Gillis.
152	John Strand,	Boy,	130 42	John Strand.
153	Thomas Butler,	Quarter-gunner,	668 10	John Williams.
154	William Brice,	Ordinary seaman,	130 42	Patrick Cathell.
156	Jesse Miller,	do.	130 42	Jesse Miller.
161	George Williams,	do.	130 42	George Lane.
166	William Thomas,	Boy,	130 42	William Thomas.
167	John Stoneman,	Ordinary seaman,	130 42	George Lane.
168	Joseph Lecolier,	Seaman,	130 42	Joseph Lecolier.
169	Peter Joseph,	do.	130 42	Peter Joseph.
173	Joseph Carrington,	do.	130 42	George Lane.
179	Edward Rowland,	Ordinary seaman,	130 42	S. Cowdry.
180	Joseph Valentine,	do.	130 42	J. Macdaniel.
181	Edward Brooks,	do.	130 42	Edward Brooks.
182	Peter Stepson,	do.	130 42	Peter Stepson.
183	Richard Thatcher,	do.	130 42	George Lane.
189	Arthur W. Smith,	do.	130 42	Mary Smith.
192	John Verdier,	Coxswain,	1,427 13	John Townsend, Jun.
193	James Tredle,	Ordinary seaman,	130 42	Richard B. Magruder.
194	Antonio Nesbit,	Seaman,	130 42	Antonio Nesbit.
198	Gustavus R. Brown,	Surgeon's mate,	1,427 13	John Reed.
199	E. A. F. Valette,	Lieutenant,	2,012 75	E. A. F. Valette.
201	Stephen Cassin,	Lieutenant command't,	4,552 25	Stephen Cassin.
203	John Stansbury,	Lieutenant,	2,012 75	Tobias E. Stansbury.
204	Samuel Kettletas,	Sailing-master,	2,012 75	Samuel Kettletas.
205	Charles T. Platt,	Midshipman,	1,427 13	Charles T. Platt.
207	John Fielding,	Boy,	130 42	James Sloan.
208	Ezekiel Pardel,	Gunner,	1,163 62	Ezekiel Pardel.
210	James Simpson,	Ordinary seaman,	130 42	James Simpson.
213	Samuel Galloway,	Seaman,	130 42	George Lane.
216	Henry Scott,	Ordinary seaman,	130 42	do.
219	John Barrett,	Seaman,	130 42	Anthony Rock.
220	William Williams,	Ordinary seaman,	130 42	Thomas Brewer.
221	Thomas Reeves,	do.	130 42	Thomas Reeves.
222	Charles Johnson,	Landsman,	130 42	John L. Boss.
223	Michael Legge,	Ordinary seaman,	130 42	Michael Legge.
225	Henry Miller,	Boy,	130 42	Henry Miller.
226	Joshua Turner,	Ordinary seaman,	130 42	Joshua Turner.
229	Joseph Tompkins,	do.	130 42	John Law.
232	William Sorrell,	do.	130 42	Ozias Buell.
233	Samuel Prime,	Landsman,	130 42	John L. Boss.
236	William Buckell,	Seaman,	130 42	Thomas H. Gillis.
237	John Blasdell,	do.	130 42	John K. Paulding.
240	Elisha Doty,	do.	130 42	E. Doty.
241	Norton Knowles,	do.	130 42	Eliza Bittner.
242	Thomas A. Conover,	Midshipman,	1,427 13	Nathan Luffborough.

## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
243	Martin Roads, -	Seaman, -	120 42	Carlton Wood.
247	Benjamin Yellow, -	do. -	120 42	John L. Boss.
248	James Harman, -	Ordinary seaman, -	120 42	James Harman.
249	William McLaughlin, -	Seaman, -	120 42	William McLaughlin.
250	Littleton Wicks, -	Ordinary seaman, -	120 42	Samuel Hawkins.
251	William Newton, -	do. -	120 42	Thomas H. Gillis.
252	Philip Brown, -	do. -	120 42	do.
253	Robert Ellims, -	Seaman, -	120 42	do.
256	William Hyer, -	Ordinary seaman, -	120 42	William Hyer.
258	Andrew McEwen, -	Seaman, -	120 42	M. Wheeler.
259	Stephen Cheek, -	do. -	120 42	John L. Boss.
260	Perry Johnson, -	do. -	120 42	do.
261	John Hamelton, -	Ordinary seaman, -	120 42	do.
264	John Hubbard, -	Seaman, -	120 42	John Hubbard.
265	Daniel Hazard, -	Sailing-master, -	2,020 75	James Hopson.
266	Walter Clements, -	Seaman, -	120 42	J. Macdaniel.
267	William H. Ward, -	do. -	120 42	W. H. Ward.
268	W. M. Robins, -	Sailing-master, -	2,020 75	W. M. Robins.
269	Hiram Paulding, -	Mid-shipman, -	1,427 13	Hiram Paulding.
271	William Caton, -	Surgeon, -	1,163 62	William Caton.
272	James Sloan, -	Steward, -	1,427 13	James Sloan.
274	William P. Creighton, -	Boy, -	120 42	John Macdaniel.
277	Edward Smith, -	Quarter-gunner, -	668 10	F. Mallaby.
278	John Henry, -	Ordinary seaman, -	120 42	John Macdaniel.
279	Samuel Stevenson, -	do. -	120 42	do.
281	William Trusty, -	do. -	120 42	do.
282	George Thompson, -	do. -	120 42	George Thompson.
283	Francis H. Penny, -	Chaplain, -	1,163 62	F. H. Penny.
284	John Smith, -	Seaman, -	120 42	John L. Boss.
285	John Carson, -	do. -	120 42	John Macdaniel.
286	Richard Barrowby, -	Ordinary seaman, -	120 42	William H. Stewart.
287	John Peterson, -	do. -	120 42	John Peterson.
289	John Hollingworth, -	Seaman, -	120 42	W. Dicuase.
290	Thomas Warren, -	Ordinary seaman, -	120 42	John Macdaniel.
293	John Brooks, -	do. -	120 42	Thomas H. Gillis.
294	Samuel Winslow, -	Master's mate, -	1,163 62	Justice Rice.
295	John Wilson, -	Boatswain, -	1,163 62	Patty Smith.
296	David Smith, -	Gunner, -	1,163 62	John Macdaniel.
297	William Roberts, -	Quarter-gunner, -	668 10	A. H. Palmer.
298	John Carter, -	do. -	668 10	John Carter.
299	Matthew Fargo, -	do. -	668 10	James Scott.
300	John Hall, -	do. -	668 10	John Hall.
301	Mitchel Maltby, -	Seaman, -	120 42	John Macdaniel.
302	Thomas Smith, -	do. -	120 42	T. H. Gillis.
305	William B. Downes, -	do. -	120 42	W. B. Downes.
306	Harman Jeroloman, -	Ordinary seaman, -	120 42	John W. Graham.
307	John O. Hinell, -	Seaman, -	120 42	John Atwill.
308	Luke Doyle, -	Ordinary seaman, -	120 42	John Macdaniel.
309	James Holland, -	do. -	120 42	John Binney.
310	James Vanasdel, -	do. -	120 42	James Vanasdel.
311	Joseph Bruce, -	do. -	120 42	T. H. Gillis.
312	Thomas Lewis, 2d, -	do. -	120 42	John Macdaniel.
313	John Davis, -	do. -	120 42	Joel Cruttenden.
314	George Fergusson, -	Steward, -	1,427 13	Daniel Crany.
315	James Hanson, -	Landsman, -	120 42	John Macdaniel.
316	Peter Johnson, 3d, -	do. -	120 42	Peter Johnson.
319	John Anderson, -	do. -	120 42	John Anderson.
320	Jonathan Hills, -	do. -	120 42	Jonathan Hills.
321	John Daniels, -	do. -	120 42	John Daniels.
322	Isaac Jay, -	do. -	120 42	Isaac Jay.
323	Peter Tinkham, -	Armorer, -	1,427 13	Peter Tinkham.
324	Frederick Traverse, -	Seaman, -	120 42	Joseph Cassin.
326	Ford Cutter, -	Ordinary seaman, -	120 42	Smith Cutter.
328	Henry Buckless, -	Seaman, -	120 42	Henry Buckless.
329	William F. Slocum, -	Master's mate, -	1,163 62	William F. Slocum.
330	Brazilla Lisbon, -	Ordinary seaman, -	120 42	Brazilla Lisbon.
334	John Francis, -	do. -	120 42	John Macdaniel.
336	Stephen Francis, -	Seaman, -	120 42	Stephen Francis.
337	Jacob Giles, -	Ordinary seaman, -	120 42	Jacob Giles.
338	John James, -	Quarter-gunner, -	668 10	John Law.
339	Francis Orford, -	Seaman, -	120 42	Francis Orford.
340	John Cooper, -	do. -	120 42	Thomas Brewer.
341	John Fisher, -	Boatswain's mate, -	1,427 13	Thomas Dickenson.
342	Robert Paxton, -	Master's mate, -	1,163 62	Robert Paxton.
343	William Miles, -	Seaman, -	120 42	Richard Chew.
350	Peter Post, -	do. -	120 42	John Hall.
352	Daniel Howard, -	do. -	120 42	Daniel Howard.
353	Henry Rollins, -	Ordinary seaman, -	120 42	John Macdaniel.
357	William Jackson, -	do. -	120 42	do.
359	Benjamin Bradford, -	do. -	120 42	Thomas H. Gillis.
361	William Edwards, -	do. -	120 42	William Edwards.
362	Henry Towson, -	do. -	120 42	Anthony Rock.
363	John Macartny, -	Landsman, -	120 42	John Macdaniel.
364	Samuel Giles, -	do. -	120 42	Samuel Giles.
368	John Day, -	do. -	120 42	John Macdaniel.



## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
370	Francis Drake,	Boy,	120 42	Francis Drake.
372	Lewis Cooper,	do.	120 42	Thomas H. Gillis.
373	Andrew Gordon,	do.	120 42	Andrew Gordon.
374	John Bush,	Quartermaster,	668 10	John Bush.
375	Lewis Green,	Ordinary seaman,	120 42	Lewis Green.
377	John Gay,	do.	120 42	John Macdaniel.
378	John Andrews,	Seaman,	120 42	Ch. P. Curtis.
379	James George,	Ordinary seaman,	120 42	John Macdaniel.
380	James Sweetman,	Seaman,	120 42	Pat. Brown.
381	Daniel Lafferty,	do.	120 42	John Macdaniel.
382	David Wright,	Quarter-gunner,	668 10	do.
383	George Ward,	do.	668 10	do.
384	Joseph Valentine,	Seaman,	120 42	do.
385	Alexander A. Allen,	do.	120 42	C. P. Curtis.
386	Francis Joseph,	do.	120 42	John L. Boss.
387	John S. Hammond,	do.	120 42	M. Wheeler.
390	Eben. W. Chadwick,	Steward,	1,427 13	E. W. Chadwick.
391	David Service,	Seaman,	120 42	Samuel Hawkins.
392	Stephen Hall,	Ordinary seaman,	120 42	Caswell Beall.
393	John Hendrick,	do.	120 42	John Macdaniel.
394	Frank Ellery,	Midshipman,	1,427 13	Christopher Ellery.
395	Anto. Desaint,	Seaman,	120 42	S. D. Gibson.
396	Jeremiah Mills,	Quarter-gunner,	668 10	Constant Freeman.
397	John Mansfield,	Seaman,	120 42	John L. Boss.
398	David Griffith,	Steward,	1,427 13	David Griffith.
399	John Lopez,	Seaman,	120 42	Thomas H. Gillis.
400	John Blagrove,	Ordinary seaman,	120 42	J. Macdaniel.
401	Philip Slaver,	do.	120 42	Stephen Storm.
402	John Cook,	do.	120 42	George Lane.
403	Allen McLean,	Seaman,	120 42	John L. Boss.
405	John Hollis,	do.	120 42	Joel Cruttenden.
406	John Hutchinson,	do.	120 42	C. P. Curtis.
407	John Ratliff,	do.	120 42	do.
408	John Jones,	Boy,	120 42	John Macdaniel.
409	Richard Bulfinch,	Ordinary seaman,	120 42	Richard Bulfinch.
410	John Kneeland,	Seaman,	120 42	John Macdaniel.
411	Michael Flake,	Ordinary seaman,	120 42	R. H. French.
412	John Freeto,	do.	120 42	John Freeto.
413	Joseph Lindsay,	Sailing-master,	2,012 75	Joseph Lindsay.
414	John White,	Seaman,	120 42	Thomas H. Gillis.
418	Peter Oberg,	do.	120 42	Peter Oberg.
416	Peter Lombarre,	do.	120 42	Peter Lombarre.
419	Emanuel Gonsel,	do.	120 42	Samuel Mane.
420	Antonio Tounsil,	do.	120 42	do.
421	Samuel Byrnes,	do.	120 42	John Macdaniel.
422	Earl Hanneman,	do.	120 42	E. Bittner.
423	James Spires,	Boy,	120 42	John Macdaniel.
425	Silas Duncan,	Lieutenant,	2,012 75	Nathaniel Weed.
426	Joel Abbot,	Midshipman,	1,427 13	John L. Boss.
427	Henry Turner,	Seaman,	120 42	H. Turner.
428	Joseph S. Cannon,	Midshipman,	1,427 13	Joseph S. Cannon.
429	Antonio Joseph,	Seaman,	120 42	Anto. Joseph.
430	Emanuel Fernandez,	Ordinary seaman,	120 42	John L. Boss.
432	Antonio Francis,	do.	120 42	do.
433	Antonio Silva, 2d,	do.	120 42	Anto. Silva.
434	John Silva,	do.	120 42	John Silva.
435	Emanuel Martin,	Seaman,	120 42	E. Martin.
436	Thomas Morell,	do.	120 42	John Macdaniel.
437	William Devire,	do.	120 42	do.
438	Christian Jepson,	do.	120 42	C. Jepson.
439	Henry Tew,	Sailing-master,	2,012 75	Joseph Thurston.
441	William Boden,	Midshipman,	1,427 13	W. Boden.
442	James Curran,	Seaman,	120 42	James Curran.
445	Henry Hudson,	do.	120 42	John Law.
446	Mason Amy,	do.	120 42	John Macdaniel.
447	John Higbee,	do.	120 42	Samuel Berrian.
448	Aaron Titus,	do.	120 42	A. Titus.
450	Richard Lee,	Ordinary seaman,	120 42	John L. Boss.
451	Charles Schultz,	Seaman,	120 42	Thomas H. Gillis.
452	Christian Frederick,	do.	120 42	C. Frederick.
453	Charles Seaman,	do.	120 42	J. Cruttenden.
455	Willis Manning,	do.	120 42	John L. Boss.
456	Reuben Marshal,	do.	120 42	R. Marshall.
458	John W. B. Thompson,	Master's mate,	1,163 62	J. W. B. Thompson.
459	Isaac Shelly,	Seaman,	120 42	I. Shelly.
460	John Brannan,	do.	120 42	John Brannan.
461	John Huxbury,	do.	120 42	R. B. Magruder.
462	Thomas Page,	do.	120 42	Thomas H. Gillis.
463	George Desner,	do.	120 42	John Macdaniel.
464	Thomas Stephens,	do.	120 42	Nathan Sanford.
467	James Barlow,	do.	120 42	William Keese.
469	Jacob Prout,	do.	120 42	Jacob Prout.
470	Charles Gilbert,	do.	120 42	John Coyle.
472	Henry Dean,	do.	120 42	John Macdaniel.
474	John Thompson,	do.	120 42	John Thompson.
475	Oaky Vankirk,	do.	120 42	O. Vankirk.

## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
477	Franklin Jones,	Ordinary seaman,	120 42	E. Morse.
478	John Butler,	do.	120 42	John Butler.
479	Charles Potter,	do.	120 42	Thomas H. Gillis.
480	James Belden,	do.	120 42	J. Robins.
481	Thomas Powell,	do.	120 42	John L. Boss.
483	James Nagle,	do.	120 42	James Nagle.
485	Charles Fairchild,	do.	120 42	Ogden Edwards.
486	Hugh Rynders,	do.	120 42	C. P. Curtis.
488	John Battist,	Landsman,	120 42	John Macdaniel.
490	Joseph Couch,	do.	120 42	Joseph Couch.
493	David Davis,	Boy,	120 42	John L. Boss.
491	John Martin,	do.	120 42	John Macdaniel.
494	Alex. J. Franks,	do.	120 42	Thomas H. Gillis.
495	Peter Lewis,	Ordinary seaman,	120 42	John Macdaniel.
496	John Brown,	Seaman,	120 42	Thomas H. Gillis.
500	William A. Spencer,	Lieutenant,	2,012 75	A. Spencer.
501	Lawrence Montgomery,	Midshipman,	1,427 13	L. Montgomery.
502	Lewis Shaler,	Ordinary seaman,	120 42	L. Shaler.
504	Peter Colburg,	Seaman,	120 42	John Macdaniel.
505	Magnus Johnson,	do.	120 42	do.
506	Charles Hollingberg,	do.	120 42	do.
507	Neil J. Heidmont,	do.	120 42	do.
509	Augustus Stephenson,	do.	120 42	do.
511	Samuel Smith,	do.	120 42	John Binney.
513	Charles Ratchie,	do.	120 42	John Macdaniel.
515	John Giese,	do.	120 42	do.
516	John Lannan,	do.	120 42	M. Wheeler.
517	Fred. Hanson,	do.	120 42	F. Hanson.
518	John Sellack,	do.	120 42	E. Bittner.
519	L. Bridsden,	do.	120 42	John Macdaniel.
520	Benjamin Briscoe,	do.	120 42	do.
521	Charles Johnson,	do.	120 42	Thomas Welsh, Jun.
523	James Norberry,	Boatswain's mate,	1,427 13	Gerasus Clark.
524	John Freeborn,	Master's mate,	1,163 62	C. P. Van Ness.
526	Abel Twist,	Ordinary seaman,	120 42	John Macdaniel.
527	S. P. Thernström,	Seaman,	120 42	John Benney.
528	Henry Bent,	do.	120 42	John Macdaniel.
529	Antony Locur,	do.	120 42	do.
530	Mark Brestage,	do.	120 42	do.
531	Michael Pearce,	do.	120 42	John L. Boss.
532	Abraham Nelson,	do.	120 42	do.
534	Charles Scriggins,	Ordinary seaman,	120 42	Charles Scriggins.
536	Richard Jones,	do.	120 42	John Macdaniel.
537	William Rynoke,	do.	120 42	do.
538	David Evans,	do.	120 42	Chauncey Langdon.
539	John Davis,	do.	120 42	Joseph Watson.
540	John Johnson,	do.	120 42	Thomas H. Gillis.
541	Samuel Lawrence,	Boy,	120 42	E. Blagge.
545	Charles Greenland,	Seaman,	120 42	Lewis Deblois.
546	Lars Eckland,	do.	120 42	John Macdaniel.
547	Jocum Brigham,	do.	120 42	J. Brigham.
550	W. R. F. Chamberlain,	Midshipman,	1,427 13	James Sloan.
555	James Steward,	Seaman,	120 42	Jason C. Pierce.
556	Lewis Joseph,	do.	120 42	Stephen Storm.
557	Lawrence Seloris,	do.	120 42	L. Seloris.
559	John Johnson,	do.	120 42	E. Morse.
560	Paul Norris,	do.	120 42	W. C. Alwyn.
562	Joseph Maury,	do.	120 42	John L. Boss.
563	John Cooper,	do.	120 42	John Cooper.
564	Samuel Lolly,	Quarter-gunner,	668 10	M. Annabell.
565	John Pedro,	Seaman,	120 42	John L. Boss.
567	Daniel Gray,	Quarter-gunner,	668 10	Mary Gray.
568	Robert Richmond,	Seaman,	120 42	F. Mallaby.
569	Thomas Murry,	Ordinary seaman,	120 42	John Macdaniel.
570	John Runy,	Seaman,	120 42	John L. Boss.
571	Augustus Kurtman,	do.	120 42	John Delafield.
572	Christian Lears,	do.	120 42	John Macdaniel.
573	Seymour Frederickson,	do.	120 42	C. Frederickson.
574	Henry Redlington,	Quartermaster,	668 10	Nathaniel Emmes.
576	Frank Phillip,	Seaman,	120 42	John Macdaniel.
577	Manuel Raymond,	do.	120 42	do.
578	Samuel Thuing,	Midshipman,	1,427 13	Benjamin Homans.
579	Philip Brum,	Sailing-master,	2,012 75	Philip Brum.
580	Richard Powers,	Ordinary seaman,	120 42	George Lane.
581	John Baker,	Gunner,	1,163 62	John Baker.
583	Robert Gary,	Quarter-gunner,	668 10	Robert Gary.
913	David Black,	do.	668 10	John Law.
914	John Hughes,	do.	668 10	John Hughes.
586	William Preston,	Boatswain,	1,163 62	William Preston.
587	John Myers,	do.	1,163 62	John Myers.
588	George Metcalf,	Boatswain's mate,	1,427 13	George Metcalf.
591	John Dubois,	Quartermaster,	668 10	John Dubois.
592	William Wyer,	Sail-maker,	1,163 62	Timothy Wyer.
593	John Hayward,	Master's mate,	1,163 62	John Hayward.
594	John Martin,	Landsman,	120 42	John Martin.



## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
595	John Stephenson,	Seaman,	120 42	F. Mallaby.
596	John Allen,	do.	120 42	J. Allen.
597	William Thompson,	do.	120 42	W. Thompson.
599	Cornelius Bernard,	Ordinary seaman,	120 42	C. Bernard.
600	Anthony Bars,	do.	120 42	Anthony Bars.
601	Thomas Drake,	do.	120 42	Thomas Drake.
602	John B. Benson,	do.	120 42	John Macdaniel.
524	Peter Gamble,	Lieutenant,	2,012 75	Alexander Kerr.
603	Joseph Bakewell,	Ordinary seaman,	120 42	John Macdaniel.
604	James Thompson,	Seaman,	120 42	James H. Hooke.
605	Francis Comage,	Ordinary seaman,	120 42	John L. Boss.
606	Robert Guile,	do.	120 42	Robert Guile.
607	Thomas Adams,	do.	120 42	Thomas H. Gillis.
608	Cæsar Cotterill,	do.	120 42	C. Cotterill.
609	Emanuel Poulis,	do.	120 42	John Macdaniel.
610	Elijah Dominick,	do.	120 42	do.
611	John Richardson,	do.	120 42	Thomas H. Gillis.
612	Henry McCabe,	Seaman,	120 42	H. McCabe.
614	Enos Marks,	do.	120 42	Samuel Hawkins.
617	William Bailey,	Ordinary seaman,	120 42	William Bailey.
618	Michael Callaham,	do.	120 42	John Macdaniel.
619	Edward Gomer,	Seaman,	120 42	Edward Gomer.
620	David Wright, 2d,	Ordinary seaman,	120 42	D. Wright.
621	John Thurston,	do.	120 42	John L. Boss.
622	Peter Olson,	do.	120 42	Thomas Welsh.
623	Adam Brown,	Quartermaster,	668 10	Adam Brown.
624	William Goodwin,	Seaman,	120 42	Samuel Hawkins.
625	Stephen G. Clark,	Master's mate,	1,163 62	S. G. Clark.
626	Peter Henry,	Ordinary seaman,	120 42	John Macdaniel.
628	John Strain,	Boy,	120 42	John Strain.
632	Andrew Covert,	do.	120 42	Joel Cruttenden.
633	Matthew McCrossin,	Ordinary seaman,	120 42	C. P. Curtis.
634	John Leeds,	Seaman,	120 42	John Leeds.
635	Parnal Smith,	do.	120 42	G. Clark.
636	Monmouth Harr,	Ordinary seaman,	120 42	John L. Boss.
637	George Bevins,	Seaman,	120 42	John Macdaniel.
638	John Philips,	do.	120 42	Joseph Bulkley.
640	John Atkinson,	do.	120 42	William Keese.
641	Stephen Bostwich,	do.	120 42	John Macdaniel.
642	Abraham Davis,	Quartermaster,	668 10	Mary Davis.
643	Antonio Philips,	Ordinary seaman,	120 42	John L. Boss.
644	Henry Collins,	Seaman,	120 42	N. Negus.
645	George Graham,	Ordinary seaman,	120 42	John Macdaniel.
647	Henry Bradford,	Seaman,	120 42	H. Bradford.
649	Nicholas Neaburg,	do.	120 42	John Macdaniel.
651	James Bowen,	do.	120 42	do.
652	John Carroll,	Ordinary seaman,	120 42	J. Carroll.
653	Thomas Cain,	Seaman,	120 42	F. Mallaby.
654	Lud. W. Crary,	Master's mate,	1,163 62	Gerardus Clark.
655	Francis Breese,	do.	1,163 62	John M. Breese.
656	John Thompson,	Seaman,	120 42	Peter Garring.
657	Matthew Hoyt,	do.	120 42	W. Smith.
658	Daniel Langtors,	do.	120 42	D. Crary.
659	William Thompson,	do.	120 42	George Sullivan.
660	Swan Buck,	do.	120 42	Thomas Law.
662	James Robinson,	do.	120 42	J. Bleeker.
663	John Dusk,	Ordinary seaman,	120 42	do.
664	James Smith,	Seaman,	120 42	Anthony Rock.
665	Thomas Snowden,	do.	120 42	N. Negrees.
666	Henry Schermon,	do.	120 42	W. Keese.
667	Jonas Rosenberg,	do.	120 42	J. Rosenberg.
668	John Bernard,	do.	120 42	M. Wheeler.
669	Gilbert Armstrong,	Ordinary seaman,	120 42	Thomas H. Gillis.
670	John Thompson,	do.	120 42	John Thompson.
671	Samson Cæsar,	do.	120 42	John Macdaniel.
673	James James,	do.	120 42	C. P. Curtis.
674	Robert Titus,	do.	120 42	Thomas H. Gillis.
675	Luther Coggershall,	do.	120 42	John Macdaniel.
676	Nathaniel Gowns,	Seaman,	120 42	do.
677	Peter Griffin,	do.	120 42	William Keese.
678	John Harris,	do.	120 42	John Macdaniel.
679	David Vanhorn,	do.	120 42	D. Vanhorn.
680	Hiram Goff,	Ordinary seaman,	120 42	Jo. Watson.
681	Stephen Holland,	Master's mate,	1,163 62	S. Holland.
682	Joshua H. Justin,	do.	1,163 62	Joshua Justin.
684	Thomas Bates,	Seaman,	120 42	Anthony Rock.
685	James Baker,	do.	120 42	B. Toner.
686	William Hunter,	do.	120 42	Joseph Watson.
687	William Carnes,	do.	120 42	G. Clark.
689	Daniel Miller,	do.	120 42	John D. Hammond.
692	John Brown,	do.	120 42	J. Brown.
696	E. Burbrege,	do.	120 42	J. Macdaniel.
697	Thomas Frazier,	do.	120 42	do.
698	John Gall,	do.	120 42	do.
700	Samuel Smith, 2d,	do.	120 42	B. L. Lear.
701	James Kellsa,	do.	120 42	John Macdaniel.

## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
702	David Couchet,	Quarter-gunner,	668 10	John Macdaniel.
703	John Wood,	Seaman,	120 42	do.
704	Peter Cole,	do.	120 42	G. Clark.
705	Will Winchester,	Ordinary seaman,	120 42	M. Wheeler.
707	Rufus Fletcher,	do.	120 42	R. Fletcher.
708	John Walls,	Seaman,	120 42	John L. Boss.
709	Will Cutchens,	do.	120 42	Lewis Deblois.
712	John Hodge,	do.	120 42	Daniel Badger.
714	David Bennet,	do.	120 42	D. Bennet.
715	Samuel Sawyer,	do.	120 42	Samuel C. Thompson.
716	James Springer,	do.	120 42	John Macdaniel.
720	Samuel E. Godman,	do.	120 42	S. E. Godman.
722	Laughlin McKennon,	Ordinary seaman,	120 42	R. C. Ludlow.
723	Jesse Miller, 2d,	do.	120 42	F. Mallaby.
726	John Green,	do.	120 42	John Boyle.
727	William Toby,	do.	120 42	John L. Boss.
729	Richard Bailey,	do.	120 42	John Macdaniel.
730	Peter Azou,	do.	120 42	John Davidson.
731	Richard Deremer,	do.	120 42	John Macdaniel.
733	James Buckway,	do.	120 42	John L. Boss.
734	William Connor,	Seaman,	120 42	John A. Graham.
735	John Norton,	do.	120 42	John Macdaniel.
737	Joseph Barron,	Pilot,	668 42	Ida Barron.
740	Ezekiel Goud,	Ordinary seaman,	120 42	John Binny.
741	John Buckland,	do.	120 42	E. Browning.
742	Henry Tardy,	Midshipman,	1,427 13	H. Tardy.
743	Francis Mitchell,	Lieutenant,	2,012 75	C. P. Van Ness.
744	Samuel L. Breeze,	Midshipman,	1,427 13	Samuel L. Breeze.
745	Frank Bernard,	Boy,	120 42	F. Mallaby.
746	John King,	Seaman,	120 42	John L. Boss.
748	Thomas Babcock,	Pilot,	668 10	Thomas Babcock.
749	W. N. Montieith,	Midshipman,	1,427 13	J. C. Pierce.
751	Jairus Loomis,	Sailing-master,	2,012 75	J. Loomis.
752	John Lawrence,	Seaman,	120 42	Eben Cusliff.
754	William Dixon,	Ordinary seaman,	120 42	Thomas Brewer.
755	James Hamilton,	Seaman,	120 42	C. P. Curtis.
757	John Jerome,	do.	120 42	John Jerome.
758	William Rook,	do.	120 42	Henry Nazro.
759	John Felix,	Ordinary seaman,	120 42	F. Mallaby.
760	Henry Ten Eyck,	do.	120 42	Thomas Welsh.
761	Pierre Toumelins,	do.	120 42	John L. Boss.
762	George Templeton,	do.	120 42	John Macdaniel.
763	John Robertson,	do.	120 42	John Robinson.
764	George Clark,	do.	120 42	John Macdaniel.
765	Stephen Tuttle,	Seaman,	120 42	S. Tuttle.
879	Robert Howard,	do.	120 42	Samuel Hawkins.
766	Thomas Richardson,	Ordinary seaman,	120 42	William Kees.
767	George Cassin,	Quartermaster's mate,	668 10	Thomas Welsh.
768	John Brown,	Master-at-arms,	1,427 13	John Macdaniel.
769	Henry Bancroft,	Sailing-master,	2,012 75	H. Bancroft.
770	James M. Baldwin,	Midshipman,	1,427 13	J. M. Baldwin.
771	Abraham Walters,	Pilot,	668 10	A. Walters.
772	John McDermot,	Seaman,	120 42	John Macdaniel.
773	Henry Fisher,	Ordinary seaman,	120 42	Henry Fisher.
774	James Anderson,	Seaman,	120 42	Thomas H. Gillis.
777	James Smith,	do.	120 42	F. Mallaby.
779	Robert Buckley,	do.	120 42	W. Cooper.
780	Thomas Ainuright,	do.	120 42	F. Deblee.
781	Zeb. Cocklin,	Ordinary seaman,	120 42	Thomas Hazard.
783	Hezekiah Thompson,	do.	120 42	E. Macdaniel.
785	James Carr,	do.	120 42	J. Carr.
782	William Bates,	do.	120 42	W. Bates.
786	John Miclan,	do.	120 42	J. C. Pierce.
787	James Stewart, 2d,	do.	120 42	John A. Graham.
788	James Anderson,	do.	120 42	James Sloan.
789	Richard Jane,	Seaman,	120 42	J. Cruttenden.
790	Benjamin Sullivan,	Steward,	1,427 13	A. H. Palmer.
791	John Gilmore,	do.	1,427 13	O. A. White.
792	Jacob Acker,	Ordinary seaman,	120 42	Tho. H. Gillis.
794	Oliver Mann,	do.	120 42	John Macdaniel.
795	John Palmer,	Master's mate,	1,163 62	M. Wheeler.
801	Dan Stellwaggon,	Sailing-master,	2,012 75	D. Stellwaggon.
802	John Trumbull,	Master's mate,	1,163 62	John Trumbull.
797	John Hartly,	Seaman,	120 42	Stephen Storm.
798	John Freek,	Ordinary seaman,	120 42	John M. Freek.
800	James M. Freeman,	Midshipman,	1,427 13	J. M. Freeman.
803	John Brera,	Ordinary seaman,	120 42	John Macdaniel.
804	William Wright,	Pilot,	668 10	M. Wheeler.
805	John H. Graham,	Midshipman,	1,427 13	J. H. Graham.
806	Thomas Molany,	Ordinary seaman,	120 42	T. Malony.
808	William Spratt,	do.	120 42	S. D. Townsend.
809	John Davis,	Seaman,	120 42	John Davis.
810	Robert Dodd,	Ordinary seaman,	120 42	Robert Dodd.
811	Ony Lines,	do.	120 42	D. Dagett.
812	Ben. Smith,	Seaman,	120 42	John H. Clout.



## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
813	Andrew Long,	Seaman,	120 42	Andrew Long.
814	Peter Deist,	Ordinary seaman,	120 42	John Macdaniel.
815	John Lewis, 3d,	do.	120 42	do.
816	John Barnet,	do.	120 42	do.
817	Ben. Bartley,	do.	120 42	Ben. Bartley.
818	John Harkley,	Seaman,	120 42	John Harkley.
820	A. Y. Parmaley,	Ordinary seaman,	120 42	A. R. Parnaly.
822	Joseph Williams,	Seaman,	120 42	S. D. Townsend.
824	Peter Williams,	do.	120 42	P. Williams.
825	Oliver Young,	do.	120 42	Francis Mallaby.
826	Jacob Larawy,	do.	120 42	M. S. Concklin.
830	James Stringger,	do.	120 42	Thomas Brewer.
831	Robert Clark,	Ordinary seaman,	120 42	John Macdaniel.
832	John Hinds,	do.	120 42	Charles Helims.
833	Joseph Piper,	do.	120 42	Joseph Piper.
835	Paul Bayo,	do.	120 42	Anthony Rock.
837	Andrew Brown,	Quartermaster,	668 10	John Macdaniel.
838	Abraham Thompson,	Ordinary seaman,	120 42	John L. Boss.
839	William Machesney,	Midshipman,	1,427 13	David Reynolds.
840	Charles L. Williamson,	do.	1,427 13	Charles L. Williamson.
842	Magnus Springport,	Seaman,	120 42	John L. Boss.
843	Billings Burdick,	Master's mate,	1,163 62	William Hunter.
844	Robert Dickey,	Seaman,	120 42	John Macdaniel.
846	Anthony Astick,	do.	120 42	do.
847	Christ. Espaniola,	do.	120 42	do.
848	John Williams,	Quarter-gunner,	668 10	John L. Boss.
849	William Allen,	Quartermaster,	668 10	Charles Townsend.
850	Sewell Prince,	Steward,	1,427 13	Lewis Deblois.
852	Edward R. Butler,	do.	1,427 13	E. R. Butler.
853	Joseph Fouquet,	Seaman,	120 42	R. C. Ludlow.
854	Thomas Pine,	Quarter-gunner,	668 10	Thomas Pine.
855	Peter Bowlin,	do.	668 10	P. Bowlin.
857	William Osborne,	Seaman,	120 42	F. Mallaby.
858	William Williams, 2d,	do.	120 42	D. Logan.
860	P. F. Vandevere,	Master's mate,	1,163 62	Geo. Farmer.
861	Joseph Panteleon,	Seaman,	120 42	John L. Boss.
863	James Watson,	do.	120 42	do.
865	James Kelley,	Carpenter's mate,	1,427 13	John Macdaniel.
866	James Duich,	Quarter-gunner,	668 10	E. B. Caldwell.
867	James Jackson,	Ordinary seaman,	120 42	James Jackson.
870	Adam Johnson,	Seaman,	120 42	John Macdaniel.
875	John Terry,	Ordinary seaman,	120 42	John Fellows.
876	Joseph Fernandes,	do.	120 42	Samuel Hawkins.
877	Lewis Dickson,	do.	120 42	F. Mallaby.
878	Peter Tatspur,	Seaman,	120 42	Thomas H. Gillis.
885	John Smith,	do.	120 42	Samuel Hawkins.
887	George Young,	do.	120 42	John Macdaniel.
888	Perkins Moore,	Ordinary seaman,	120 42	Nancy Sanders.
889	Garrison Gill,	do.	120 42	John Macdaniel.
890	Thomas Williams,	Seaman,	120 42	Thomas H. Gillis.
891	Thomas Skinner,	do.	120 42	do.
892	Stephen Nicholson,	do.	120 42	S. Nicholson.
895	Orson Brink,	Ordinary seaman,	120 42	John L. Boss.
898	William Richards,	do.	120 42	C. P. Curtis.
864	Andrew Manbury,	Boy,	120 42	John Macdaniel.
899	James Winship,	Ordinary seaman,	120 42	William Harris.
900	Benjamin Howard,	do.	120 42	G. Hammond.
901	Elias Beale,	do.	120 42	John Macdaniel.
902	Thomas Phillips,	Seaman,	120 42	Thomas H. Gillis.
903	Samuel Fletcher,	Quartermaster,	668 10	Samuel Fletcher.
904	Henry Johnson,	Seaman,	120 42	Thomas H. Gillis.
905	Benjamin Randall,	do.	120 42	David Logan.
906	Alexander Luther,	do.	120 42	S. D. Townsend.
907	Jonas Twist,	Boy,	120 42	John Macdaniel.
908	John Brooks,	Seaman,	120 42	Thomas Dickinson.
909	Israel Stoddard,	Surgeon's mate,	1,427 13	J. Stoddard.
912	Cornelius Moore,	Seaman,	120 42	Catharine Moore.
915	Jonathan Evans,	do.	120 42	A. H. Palmer.
	George Beale, Jun.	Purser,	1,163 62	George Beale, Jun.
	Daniel Record,	Sailing-master,	2,012 75	Daniel Record.
	W. B. Howell,	Lieutenant,	1,163 62	W. B. Howell.
	James Young,	do.	1,163 62	James Young.
	Joseph Morrison,	do.	1,163 62	Joseph Morrison.
	John P. Briggs,	Surgeon,	1,163 62	John P. Briggs.
	Samuel Glines,	Corporal,	668 10	Samuel Glines.
7	Joseph D. Benton,	Private,	120 42	Joseph D. Benton.
16	Elias Banks,	do.	120 42	Elias Banks.
18	Aaron Brooks,	do.	120 42	Richard Wallach.
19	Moses Hale,	do.	120 42	Moses Hale.
20	William Burnham,	do.	120 42	William Burnham.
21	Barrett McKenney,	do.	120 42	William Keese.
22	Benjamin Carpenter,	do.	120 42	D. Chase.
23	J. Elbridge,	do.	120 42	H. Pierce.
31	Charles Austin,	do.	120 42	do.
33	Perley Foster,	do.	120 42	Joseph Watson.

## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
39	Solomon Baldwin,	Private,	120 42	J. C. Pierce.
40	Thomas Haskins,	do.	120 42	Lewis Deblois.
42	Joseph Amory,	do.	120 42	J. C. Pierce.
44	Josiah Elliott,	do.	120 42	Josiah Elliott.
45	John Chandler,	do.	120 42	B. H. Fosdell.
47	William Fogg,	do.	120 42	J. C. Pierce.
53	Jonathan Crosby,	do.	120 42	do.
54	Joseph Cotton,	do.	120 42	W. Keese.
60	Joseph Cornish,	Corporal,	668 10	B. G. Orr.
61	Joseph Blasiell,	Private,	120 42	J. Wilcox.
62	Nathaniel Harman,	do.	120 42	Anson Judd.
64	Joel Hall,	do.	120 42	George Lane.
67	Samuel Lord,	do.	120 42	J. C. Pierce.
69	Benjamin Sanborn,	do.	120 42	Anson Judd.
70	James Merrow,	do.	120 42	J. Merrow.
71	Samuel Heath,	do.	120 42	Anson Judd.
73	Jeremiah Lovering,	do.	120 42	J. C. Pierce.
74	Samuel Jenkins,	do.	120 42	Samuel Jenkins.
76	Abijah Dudley,	do.	120 42	J. Watson.
78	Ira Penny,	do.	120 42	J. C. Pierce.
80	Paul Percival,	do.	120 42	J. Wilcox.
83	Russell Lambkins,	do.	120 42	J. C. Pierce.
84	David Edmister,	do.	120 42	Noah Edmister.
86	John Gerry,	do.	120 42	Jason C. Pierce.
93	Benjamin Upham,	do.	120 42	do.
94	Jacob Tripp,	do.	120 42	E. Macdaniel.
95	Robert McGouch,	do.	120 42	Cyrus King.
96	James Wallace,	do.	120 42	Anson Judd.
97	John Vittim,	do.	120 42	do.
103	John Clark,	Sergeant,	668 10	Joseph Alexander.
149	John Tichenor,	Private,	120 42	M. Wheeler.
160	William Beardsley,	Sergeant,	668 10	W. Miller.
163	John Fuller,	Private,	120 42	Chauncey Langdon.
166	Jeremiah Olmstead,	do.	120 42	J. Olmstead.
167	Calvin Houghton,	do.	120 42	W. Miller.
169	Stephen Rice,	do.	120 42	Benjamin Homans.
170	Edwin Stodder,	do.	120 42	Sat. Clark.
187	Sandford Grundy,	do.	120 42	W. Miller.
243	Joseph Lewis,	do.	120 42	Joseph Lewis.
244	Jesse Roberts,	do.	120 42	John T. Lacy.
246	Henry Thomas,	do.	120 42	M. Wheeler.
247	John Jones,	do.	120 42	Thomas H. Gillis.
248	John S. Foster,	do.	120 42	M. Wheeler.
250	James Cook,	do.	120 42	Thomas H. Gillis.
252	David Birch,	do.	120 42	H. Nazro.
253	John Harwood,	do.	120 42	J. C. Pierce.
254	Thomas Shoots,	do.	120 42	S. D. Townsend.
255	Joseph Rice,	do.	120 42	Joseph Rice.
257	Thomas Lahy,	do.	120 42	S. Cowdry.
258	William Covenhoven,	do.	120 42	C. Covenhoven.
260	James Sewillas,	do.	120 42	M. Wheeler.
261	John Stebbins,	do.	120 42	J. C. Pierce.
263	James Hanna,	do.	120 42	M. Wheeler.
264	Abraham Ellis,	do.	120 42	Asa H. Center.
265	Andrew Jordon,	do.	120 42	J. C. Pierce.
266	Thomas Dimond,	do.	120 42	Asa H. Center.
268	Michael Grandecker,	do.	120 42	Samuel Hawkins.
269	John Madison,	do.	120 42	M. Wheeler.
262	William Britton,	do.	120 42	W. Miller.
260	Alpheus Wardswell,	do.	120 42	H. Nazro.
270	Absalom Brown,	do.	120 42	M. Wheeler.
271	George Johnston,	do.	120 42	Asa H. Center.
272	Henry P. Harris,	do.	120 42	Thomas H. Gillis.
273	Samuel Wilson,	do.	120 42	James Warren.
274	Richard Heaton,	do.	120 42	J. C. Pierce.
275	John Conden,	do.	120 42	John Condon.
278	Hugh White,	do.	120 42	Samuel F. Cutler.
279	John Owley,	do.	120 42	Thomas H. Gillis.
280	Hugh McLean,	do.	120 42	James Warren.
281	Samuel Sampson,	do.	120 42	J. C. Pierce.
282	William Corey,	do.	120 42	James Warren.
283	Deodrick Think,	do.	120 42	E. W. Duval.
284	Daniel Boyle,	do.	120 42	Samuel F. Cutler.
285	Thomas Dennie,	do.	120 42	Thomas Dennie.
286	Peter McCormic,	do.	120 42	J. C. Pierce.
288	Joseph Lee,	do.	120 42	do.
289	James Wilson,	do.	120 42	do.
290	Lilliston Banks,	do.	120 42	Joseph Alexander.
291	Elijah Cole,	do.	120 42	M. Wheeler.
293	John McCollum,	do.	120 42	John McCollum.
294	Thomas Fudge,	do.	120 42	M. Wheeler.
295	John Filson,	do.	120 42	J. Alexander.
296	James Place,	do.	120 42	M. Wheeler.
297	Jacob Mutzenbecher,	do.	120 42	do.
299	George Douglass,	do.	120 42	S. D. Townsend.
300	John Burke,	do.	120 42	M. Wheeler.



## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
301	John Myers.	Private,	120 42	Samuel Hawkins.
302	Jacob Sweazy,	do.	120 42	James Warren.
305	James Allen,	do.	120 42	Samuel F. Cutler.
305	John De Joy,	do.	120 42	Jason C. Pierce.
307	Anthony Gallagher,	do.	120 42	W. Miller.
309	William Britton, 2d,	do.	120 42	S. D. Townsend.
316	Peter Whetmore,	do.	120 42	W. Miller.
317	Thomas Blaxton,	do.	120 42	Sat. Clark.
318	John Stray,	do.	120 42	W. Miller.
319	Moses Kennedy,	do.	120 42	do.
320	John Brown,	do.	120 42	E. W. Duval.
323	George Harmon,	do.	120 42	J. C. Pierce.
325	John Martin,	do.	120 42	Ozias Buell.
326	Ambrose Fuller,	do.	120 42	Jason C. Pierce.
329	Ira Shefferd,	do.	120 42	J. C. Pierce.
330	Isaac Bradbury,	do.	120 42	do.
331	Robert Hamilton,	Sergeant,	668 10	Jo. Watson.
334	Smith Drew,	Private,	120 42	J. C. Pierce.
335	Josiah Hackett,	do.	120 42	Joseph Watson.
338	Josiah Carter,	do.	120 42	J. C. Pierce.
340	Elijah Close,	do.	120 42	Joseph Watson.
341	Elijah Randolph,	do.	120 42	do.
342	Robert McIntire,	do.	120 42	Ozias Buell.
343	John Ambrose,	do.	120 42	J. C. Pierce.
344	Benjamin Sapp,	do.	120 42	O. Buell.
345	Samuel Parsons,	do.	120 42	J. C. Pierce.
348	Eben. Cobb,	Corporal,	668 10	Eben. Cobb.
352	Luther Goodspeed,	Private,	120 20	Anson Judd.
353	Nathaniel Bancroft,	do.	1.0 42	do.
354	Patrick McGeough,	do.	120 42	H. Nazro.
351	Nathaniel Masters,	do.	120 42	Chauncey Langdon.
356	Ben. Southard,	do.	120 42	Anson Judd.
357	Henry Kortz,	do.	120 42	James H. Hooker.
358	Thomas Waldron,	do.	120 42	John A. Kerman.
359	Erastus C. Harvey,	do.	120 42	R. B. Magruder.
360	William Bissell,	do.	120 42	Elhu French.
362	James Hale,	do.	120 42	W. Hale.
363	John Hooper,	do.	120 42	S. Cowdry.
366	James Hargrave,	do.	120 42	O. Buell.
369	George Mainwarring,	Musician,	668 10	George Mainworry.
370	Sullivan Newell,	Private,	120 42	J. C. Pierce.
381	James Brown,	do.	120 42	M. Wheeler.
382	Mark Matthewson,	do.	120 42	W. D. Cheever.
383	Abraham Jones,	do.	120 42	H. Nazro.
390	John L. Ketroough,	Corporal,	668 10	J. L. Ketroough.
395	Seth Johnson,	Private,	120 42	George Lane.
397	John Beechman,	do.	120 42	R. B. Magruder.
399	James Houghtail,	do.	120 42	M. Wheeler.
400	James Brooks,	do.	120 42	J. C. Pierce.
404	William Huason,	do.	120 42	O. Buell.
405	Stephen Cooper,	do.	120 42	J. C. Pierce.
406	Charles Dowers,	do.	120 42	Jos. Watson.
407	Daniel Lownsbury,	do.	120 42	O. Buell.
408	Charles Lowhorn,	do.	120 42	Jos. Watson.
409	John Miller,	do.	120 42	J. C. Pierce.
410	Jacob Miller,	do.	120 42	do.
411	Thomas Withers,	do.	120 42	Jos. Watson.
412	James Rhodes,	do.	120 42	J. C. Pierce.
413	Samuel Arnott,	do.	120 42	do.
414	George Miller,	do.	120 42	O. Buell.
415	Terry Powe,	do.	120 42	C. King.
416	John Dow,	do.	120 42	J. C. Pierce.
417	John Block,	do.	120 42	John Block.
418	Thomas Henderson,	do.	120 42	M. Wheeler.
419	John Russell,	do.	120 42	J. C. Pierce.
422	George Roberts,	do.	120 42	do.
423	Joseph Clark,	do.	120 42	E. Macdaniel.
424	Thomas Tripp,	do.	120 42	J. L. Eastman.
425	Levi Sampson,	do.	120 42	do.
427	David Merrill,	do.	120 42	J. C. Pierce.
428	William Babcock,	do.	120 42	Samuel Bernard
429	James Day,	do.	120 42	John Davidson.
431	Henry Goulding,	do.	120 42	James Warren.
432	Ben. Smart,	do.	120 42	Anson Judd.
433	William Taylor,	do.	120 42	Henry Nazro.
1	William Poole,	do.	120 42	O. Buell.
2	Matthew Ormond,	do.	120 42	do.
3	Robert Burton,	do.	120 42	do.
4	Pat. Moulton,	do.	120 42	J. C. Pierce.
5	William Barns,	do.	120 42	do.
6	Benj. Jackson,	do.	120 42	M. Wheeler.
451	James Morris,	do.	120 42	Jacob N. Hart.
910	Donald McIntosh,	Surgeon's mate,	1,427 13	D. McIntosh.
911	Rufus Herrick,	Private,	120 42	John W. Taylor.
277	James Jordon,	do.	120 42	Samuel Hawkins.

## LIST—Continued.

No.	Names.	Rank.	Amount.	To whom paid.
	R. H. J. Perry, - -	Lieutenant navy, -	2,012 75	E. Fitzgerald.
	Erastus Loomis, - -	Lieutenant marines, -	1,443 20	E. Loomis.
36	John Johnson, - -	Seaman, - -	120 42	J. Bluker.
598	Thomas Domingo, - -	do. - -	120 42	J. Hannon.
373	Josiah Bragdon, - -	Private, - -	120 42	N. Miner.
377	Henry Jones, - -	do. - -	120 42	John Law.
379	Ozias Osborne, - -	do. - -	120 42	J. C. Pierce.
Amount paid,			\$266,711 17	

## RECAPITULATION.

Amount received,	-	-	-	-	-	-	-	\$290,438 19
Amount paid,	-	-	-	-	-	-	-	266,711 17
Balance,	-	-	-	-	-	-	-	\$23,727 02

WASHINGTON, October 22, 1818.

GEORGE BEALE, JUN., *Prize Agent.*

E.

PHILADELPHIA, September 2, 1818.

SIR:	I have paid to the officers and crew of the United States' ship Hornet, as prize money,	-	\$22,763 45
My commissions,	-	-	1,350 00
Expenses,	-	-	87 62
			<u>\$24,161 07</u>

Your most obedient servant,

CHARLES BIDDLE, JUN.

To the Honorable B. W. CROWNINGSHIELD, *Secretary of the Navy.*

PHILADELPHIA, September 2, 1818.

DEAR SIR:

I received, some time since, a letter from the Secretary of the Navy, requesting information relative to the distribution of prize money. Before the money was paid to me, I was required to exhibit at the Department the power of attorney from the officers and crew under which I claimed it, dated 29th November, 1813, a notarial copy of which is deposited in the Navy Office.

Under a general power, I consider my receipt as complete a discharge as the Secretary can wish, and precisely the same as a receipt from each individual composing the crew. I was never regulated by, nor did I ever receive, any instructions or authority from the Department; but claimed the money (as I should have done from an individual) by virtue of the power of attorney, and received it accordingly.

Under these circumstances, I know not the object of the inquiry; but, being unwilling to show a want of respect for the officers of Government, I enclose you a statement, which you can hand over to the Secretary of the Navy, if you think proper.

The cause of any money being unpaid arises, in a great measure, from conflicting powers of attorney, which I presume is no novelty at the Navy Office. The consequence has been *attachments*, which creates a responsibility on my part.

With esteem, I remain your most obedient servant,

CHARLES BIDDLE, JUN.

BENJAMIN HOMANS, Esq., *Washington City.*

15th CONGRESS.]

No. 165.

[2d Session.]

## INCREASE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 4, 1819.

DECEMBER 31, 1818.

*To the House of Representatives of the United States:*

In compliance with a resolution of the House of Representatives, of the 7th instant, requesting me to lay before it "the proceedings which have been had under the act entitled an act for the gradual increase of the navy of the United States; specifying the number of ships which have been put on the stocks, and of what class, and the quantity and kind of materials which have been procured, in compliance with the provisions of said act; and also the sums of money which have been paid out of the fund created by the said act, and for what objects; and likewise the contracts which have been entered into, in execution of said act, on which moneys may not yet have been advanced," I transmit a report from the acting Secretary of the Navy, together with a communication from the Board of Navy Commissioners, which, with the documents accompanying it, comprehends all the information required by the House of Representatives.

JAMES MONROE.



SIR:

NAVY DEPARTMENT, December 30, 1818.

In compliance with a resolution of the House of Representatives of the 7th instant, I have the honor to transmit to you, to be laid before the House, statements of the proceedings which have been had under the act entitled an "Act for the gradual increase of the navy of the United States," comprising the papers herewith, marked A, B, C, and D,\* together with the copy of a communication from the Commissioners of the Navy.

I have the honor to be, with the highest respect, sir, your most obedient servant,

J. C. CALHOUN,

*Acting Secretary of the Navy.*

THE PRESIDENT OF THE UNITED STATES.

SIR:

NAVY COMMISSIONERS' OFFICE, December 24, 1818.

The Board of Navy Commissioners have had the honor of receiving your letter of the 9th instant, enclosing a resolution of the honorable the House of Representatives of the 7th instant, calling for information as to the proceedings which have been had under the act, entitled "An act for the gradual increase of the navy of the United States," specifying the number of ships which have been put on the stocks, and of what class, and the quantity and kind of materials which have been procured in compliance with the provisions of the said act, and also of the sums of money which have been paid out of the fund created by said act, and for what objects; and likewise the contracts which have been entered into in execution of the said act, on which moneys may not yet have been advanced.

Referring to the Fourth Auditor of the Treasury for information as to the sums of money which have been paid out of the fund for the gradual increase of the navy, the Board of Navy Commissioners respectfully submit the enclosed papers, which they hope will afford satisfactory information upon all other points embraced by the resolution. These papers are marked—

A. Which shows the number and class of the ships which have been put on the stocks, and the progress made in building them.

B. Which shows the quantity and kind of materials which have been procured, and are now in deposite, in compliance with the provisions of the acts and

C. Which exhibits a view of the contracts made under the act for the gradual increase of the navy, and designates those on which moneys have not yet been advanced.

The paper C shows that special contracts for the live oak frames of eleven ships of the line and twelve frigates have been made by the Navy Commissioners from time to time. These, with the line-of-battle ship building at this place, and the materials of live oak on hand, and those procuring from Blackbeard's and Grover's islands, which are estimated as equal to the frames of two frigates, exceed the whole number authorized by the act for the gradual increase, three frames for line-of-battle ships, and four frames for frigates. This excess, however, is only nominal, for of the contracts made, two, viz: those with Mr. Livingston and Mr. Snow, which embrace the frames of three line-of-battle ships and four frigates, have, as was expected and intimated in our letter of the 20th January last, been forfeited by the contractors. This failure on the part of the contractors compelled the Navy Commissioners, in the months of June and September last, to enter into contract with Messrs. Swift, Green, and Grice, for the frames of three line-of-battle ships and four frigates, to supply the place of those which Messrs. Livingston and Snow had failed, agreeably to their respective contracts, to deliver. Hence, the contracts now existing, including those which have been completely executed, and the timber procured at Blackbeard's and Grover's islands, embrace the frames of nine line-of-battle ships and ten frigates only, which is the number authorized by the act for the gradual increase of the navy.

Of these frames of live oak thus contracted for, and otherwise provided and providing, three for line-of-battle ships, and two for frigates, have been completed, three more complete frames for line-of-battle ships, and two more for frigates, (a considerable proportion of which has already been delivered,) will, no doubt, be delivered early in the ensuing spring; and the commissioners trust that they will be able to procure from Blackbeard's and Grover's islands, and other sources, all the pieces yet required to complete two more frames for frigates. The residue of the frames authorized by law, viz: three for line-of-battle ships, (part of one which has been procured by the Navy Commissioners at Blackbeard's island,) and four for frigates, are to be delivered during the year 1820; and from the known responsibility of the contractors, the amount of the bonds they have respectively given for the faithful and punctual execution of their respective contracts, and the arrangements which it is known they have made, the Commissioners rely with great confidence upon the faithful execution of their engagements.

Satisfactory progress is making by the contractors for cannon, carrouades and shot, and no doubt is entertained of these munitions being in readiness by the time they will be wanted.

All the copper originally contemplated for all the line-of-battle ships and frigates, authorized by law, has been procured. It has, however, since the original estimate upon this subject was made, been judged expedient to use copper bolts in many parts of the ship instead of locust treenails. Copper rods for bolts being offered on good terms, and being essentially better than locust treenails, contracts have accordingly been made for the additional quantity which this decision made necessary. These contracts have been partly executed, and will, no doubt, be completed in due time.

The contractors for oak and pine plank, beams and ledges, long combings, mast pieces, and all the other timber required in the construction of ships, are progressing, and it is expected that the contracts will be executed in due season.

With respect to iron, we have purchased and contracted for nearly all required in the construction of six line of battle ships, and six frigates, and we have purchased nearly all the lead required.

Paper A will show that five ships of the line have been put on the stocks, viz: one at Boston, one at New York one at Philadelphia, one at Washington, and one at Norfolk. Another would have been put on the stocks at Portsmouth, New Hampshire, if it had been possible to procure in that neighborhood suitable pieces for the keel and keelson. The attempt to procure those pieces in that quarter was made, and not abandoned till it was found impracticable to procure them. The Commissioners have found it necessary to send these pieces from the southward. They have accordingly been ordered, and the keel of a line of battle ship will, therefore, be laid at Portsmouth, New Hampshire, early the ensuing spring.

Of the line of battle ships now on the stocks, the one at Washington will be ready to launch the ensuing spring. Those at New York and Norfolk, can, if required, be prepared for launching next fall; and, during the ensuing year, considerable progress will be made in building those at Philadelphia, Boston, and Portsmouth.

All the tarred rope, excepting the standing rigging, required for the line-of-battle ship building at this place has been contracted for.

Canvass being a perishable article, the Commissioners have not deemed it expedient to contract for any for the gradual increase. They have, however, satisfactorily ascertained, that canvass, of a superior quality, of American manufacture, can be procured on moderate terms, and in sufficient quantities.

Owing to the imperfection in the manufacture of heavy anchors, which have hitherto been supplied from private shops, and the high price asked for them, the Navy Commissioners have established at this yard an anchor shop, where all the anchors for the ships authorized by the act for the gradual increase of the navy will be made. They have also attached to the steam engine at this yard the machinery for making blocks, which, while it will enable them to provide all the blocks for the gradual increase at a rate much cheaper than by purchase, will be a means of preserving that uniformity in the construction of blocks which is essential.

The Commissioners have also established at this yard a factory of chain cables, which are more secure, and from their great durability, much less expensive than hempen cables. At this factory, a chain cable for each of the ships authorized by the act for the gradual increase of the navy will be provided.

\* The paper D is an abstract of the warrants drawn by the Secretary of the Navy from the 29th April, 1816, to 30th November, 1818, inclusive, out of the appropriation for the gradual increase of the navy, amounting to \$1,367,172 42.

With respect to the steam batteries, the Commissioners have engaged one complete set of engines and boilers for a steam frigate. The engines are to be constructed upon the most approved principles, and to be put effectually and completely in operation.

All which is respectfully submitted.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS, *President of the Navy Board.*

The Honorable J. C. CALHOUN, *Acting Secretary of the Navy.*

#### A.

*Exhibit showing the number and class of the ships which have been put on the stocks under the act for the gradual increase of the navy of the United States, and the progress made in building them.*

No.	Class.	Where put on the stocks.	Progress made in building them.
1	Ship of the line, -	Boston, - - -	Keel bolted and laid on the blocks; a large proportion of the live oak frame, nearly all the white oak timber, a considerable quantity of the pine, and nearly all the other materials, which will be required in her construction, are on the spot.
1	Ship of the line, -	New York, - - -	Frame, stern, and bow, are completely raised and regulated, sheer streak on her, lower hold sealed, orlop clamps on, and beams in and kneed, deck partly framed, keelson in and bolted; all the live oak, and nearly all the other materials, are on the spot. If required, this ship can be launched next fall.
1	Ship of the line, -	Philadelphia, - - -	Keel is laid, all the futtocks and floors worked to their proper shape, and well secured from the weather. The frame of live oak will be completely delivered in the spring; a great proportion of the other materials is now on the spot.
1	Ship of the line, -	Washington, - - -	This ship is in such forwardness that she will be ready to launch the ensuing spring.
1	Ship of the line, -	Norfolk, - - -	This ship is timbered, with the exception of half top timbers and stanchions, keelson in and bolted, false keel on and coppered, lower wales on; all the live oak, and nearly all the other materials, now on the spot. If required, this ship can be launched next fall.
1	Ship of the line, -	Portsmouth, N. H. -	A considerable quantity of the live oak, and other materials, are on the spot, as will appear by reference to paper B; and the keel of a ship of the line would have been laid, if every attempt to procure keel and keelson pieces in that quarter had not failed. The Board have at length been compelled to order these pieces from the southward. The keel of a ship of the line will therefore be laid at Portsmouth early the ensuing spring.

#### B.

*Showing the quantity and kind of materials which have been procured in compliance with the provisions of the act for the gradual increase of the navy of the United States.*

##### PROCURED AND NOW DEPOSITED AT NORFOLK.

###### *To be used in the construction of ships of the line.*

213,198 feet of pine plank,	29,109 $\frac{2}{3}$ cubic feet of moulded live oak,
258,525 feet of oak plank,	308 live oak knees,
305 pieces of promiscuous timber,	47,400 lbs. of square bar iron,
123 beams,	44,838 lbs. of flat and square iron,
30 ledges,	4,475 sheets of copper sheathing,
425 knees,	37,937 lbs. of copper bolt rods,
15 mast and spar pieces,	19,177 lbs. of copper rods for spikes,
10 pieces of thick stuff for caps, &c.	3,760 lbs. of copper sheathing nails.

###### *To be used in the construction of frigates.*

77,876 feet of pine plank,	520 knees,
192,560 feet of oak plank,	24 mast and spar pieces,
214 pieces of promiscuous timber.	21 pieces of thick stuff for caps, &c.
41 beams,	31,853 lbs. of square bar iron,
45 ledges,	9,667 lbs. of flat and square iron,
2 combings,	

##### AT BALTIMORE.

###### *For two ships of the line and one frigate.*

12,210 sheets of sheathing copper,	127,036 lbs. of copper rods and nails.
------------------------------------	--

##### AT WASHINGTON.

Besides the materials which have been used in the construction of the ship of the line now on the stocks, there is now collected a considerable part of the frames of two frigates, and the residue is providing.



## PROCURED AND NOW DEPOSITED AT PHILADELPHIA.

*To be used in the construction of a ship of the line and a frigate.*

658,198 feet oak plank and thick stuff,  
 400,168 feet of yellow pine plank,  
 731 round oak logs,

46 pieces of square timber,  
 10,663 feet of scantling,  
 60,000 locust treenails.

*For a ship of the line.*

1 lower stem piece,  
 2 dead woods,  
 236 knees,  
 2 rising timber and breast hooks,  
 1 complete set of orlop beams,

1 complete set of spar deck beams,  
 735 pieces of moulded live oak,  
 57,161 lbs. of smith's work, such as ring and eye bolts, ring plates, set bolts, wedges, riband nails, rivets, auger shanks, &c. &c.

*For two ships of the line and four frigates.*

22,611 sheets of copper,  
 251,906 lbs. of copper rods and sheathing nails,

1 set of beams complete for a 44.

## AT NEW YORK.

*To be used in the construction of ships of the line.*

37,324½ cubic feet of live oak,  
 5,982 cubic feet of Jersey w. oak,  
 95 cubic feet of locust,  
 26,439 cubic feet North river pine,  
 14,992 cubic feet Georgia pine,  
 496 white oak knees,  
 175 pieces spruce spars,  
 2,476 in. do. do.

186,623 feet Jersey oak plank,  
 173,501 feet southern pine plank,  
 4,335 cubic feet beams and ledges,  
 103,768 lbs. of assorted iron,  
 9,153 sheets of sheathing copper,  
 122,142 lbs. of bolt copper and sheathing nails,  
 85 tons 13 cwt. lead for ships of the line and frigates.

*To be used in the construction of frigates.*

35,449 cubic feet of live oak,  
 150,000 feet of southern pine plank,

2,932 sheets of sheathing copper,  
 35,642 lbs. of bolt copper and sheathing nails.

## AT BOSTON.

7,057 cubic feet, moulded live oak, for a ship of the line,

3,800 cubic feet moulded live oak, for a frigate.

*To be used in the construction of one ship of the line and one frigate.*

2,322 cubic feet promiscuous live oak,  
 32,462 do. white oak,  
 8,069 do. southern pine,  
 3,123 do. northern pine,  
 321 do. elm  
 830 do. gun carriage stuff,  
 347 white oak knees,

149 hacmetac knees,  
 30,476 feet white oak plank,  
 8,590 feet southern pine plank,  
 3,359 feet of white pine,  
 21,002 locust treenails,  
 381,326 lbs. of assorted round, flat, and square iron.

*Enough for one ship of the line and four frigates.*

18,235 sheets of copper sheathing,

221,628 lbs. of copper rods and nails.

## AT PORTSMOUTH, N. H.

*To be used in the construction of a ship of the line.*

372 pieces of moulded live oak,  
 17,502 feet of white oak plank,  
 159 white oak knees,

76,377 lbs. of assorted iron,  
 4,551 sheets of sheathing copper,  
 42,965 lbs. of copper bolt rods.

*To be used in the construction of a frigate.*

310 pieces of moulded live oak,

249 knees.

Promiscuous live oak enough for one ship of the line and one frigate.





## EXHIBIT C.—Continued.

When made.	With whom made.	For what articles made.	Price.	Where to be delivered.	Remarks.
June 9, 1817,	N. P. Tatem,	Oak and pine plank, knees, beams, ledges, mast stuff, long combings, &c. for a 44,	\$3 per 100 feet for the plank, 45 cents per inch for knees, 38 cents per foot for beams, &c.	Norfolk,	These contracts have been executed in part, and it is expected that they will all be completed in the course of the ensuing spring.
" 7, "	A. Butt, and others,	Same as above, for a 74, -	\$3 per 100 feet for plank, &c.		
Sept. 1, "	William Cannack,	Same as above, for a 74, -	\$3 &c.		
" 17, "	Sweepson Whitehead,	Same as above, for a 74 and 44, -	\$3 &c.		
June 10, "	John F. Tice,	Keel and keelson pieces for a 74, -	\$1 per cubic foot,	New York, Portsmouth, N. H. New York,	Completed. 408 delivered; the residue shortly expected.
" 16, "	Ebenezer Thompson,	Knees for a 74 and 44, -	50 cents per inch sided,		
Sept. 20, "	James Murphy,	592,850 feet Jersey oak, for a 74 and 44, -	\$4 per 100 feet for first quality, \$2 66 for second.		
Feb. 24, 1818,	Amos Upham,	740 white oak knees for a 74, -	7½ cents per inch,		
April 28, "	Andrew Leighton,	2,000 hachmetac knees, -	\$3 25 to \$4 25 each knee,	New York, Portland,	Partly executed.
May 20, "	James C. Hutchinson,	160,146 legger and other staves, -	\$14 to 100, per 1,000 of 1,200,	Washington,	Partly executed.
July 17, "	Andrew Leighton,	240 hachmetac knees, -	\$660 for the whole,	Portland, Maine,	Part delivered.
March 28, "	John Snow,	Masts, spars, beams, long combing & ranging yellow pine timber for a 74 and 44, -	42 to 45 cents per cubic foot,	Portsmouth, N. H.	Executed.
June 24, "	Peter H. Green,	79,000 feet white pine, and 5,000 feet ash, -	\$35 per M superficial feet,	Washington,	Part delivered.
Nov. 26, 1817,	Charles Ridgely,	110 tons of best American iron, -	\$118 to \$124 per ton of 2,240 pounds.	Baltimore,	Executed.
July 23, 1818,	† John D. Sloat,	400 dozen patent augers, -	34 cents per one-quarter inch,	Philadelphia, New York, Boston, Washington, and Norfolk.	To be completed by the 23d July, 1819.
Oct. 21, "	John Mason,	All the iron castings required at Washington.	6 cents per pound,	Washington,	
	† Michael Williamson,	[For these articles contracts are not yet signed, although the articles are engaged; the contracts are daily expected, they have been sent to the agents to be signed.]			
		All the American iron for one 74 & one 44,	\$115 to \$140 per ton of 2,240 pounds.	Philadelphia.	
	† J. W. Patterson,	Cask hoop iron for two 74's and two 44's, -	\$120 for 50 tons, 130 for residue,	Baltimore.	
	† George French,	Do. for one 74 and one 44, -	\$125 per ton of 2,240 pounds,	Washington.	
		Do. for one 74 and one 44, -	do. do.	Philadelphia.	
	† P. Israel,	Do. for two 74's and two 44's, -	\$130 do. do.	Boston and Portsmouth,	
	† Charles Ridgely,	All the American iron required for two 74's and five 44's, -	\$118 to 140 do.	Norfolk, New York, & Washington.	
	† Robert McQueen & Co.	Engines complete, for one steam frigate, -	\$43,000.		
		Boilers, public furnishing the copper, -	10 cents per pound.		

NOTE.—This mark † denotes that no moneys have yet been advanced or paid upon the contracts so marked.

[15th CONGRESS.]

No. 166.

[2d SESSION.]

## NAVY AGENTS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 5, 1819.

Mr. PLEASANTS made the following report:

The Committee on Naval Affairs, to whom was referred a resolution, "directing them to inquire into the expediency of increasing the amount of the security to be hereafter required from navy agents; and also requiring security to a greater amount from those now in office," have had the same under consideration, and report:

The committee find, upon examination, that most of the bonds given by navy agents now in office are in the sum of twenty thousand dollars with two sureties; in some few instances the sum is less and the number of sureties smaller, and in one or two cases the number larger. The committee refer to a document annexed to this report, marked A, giving the names of agents now in office, their places of residence, amount of bond and number of sureties. The committee also refer to a document annexed to this report, marked B, giving a list of the names of agents now out of office, against whom balances stand charged in favor of the public, with the amount of those balances, &c. The amount of bonds given, with the number of sureties as heretofore directed by law, has been at the discretion of the President. The committee think that, from the large sums of money continually passing through the hands of those officers, it will be proper to fix by law the minimum amount of the bond, with the number of sureties to be given by each, before entering upon the duties of his office; and that after a stated period those agents, at present in office, shall conform to the same rule by giving new bonds, with the requisite number of sureties; to effect these objects the committee herewith report a bill.

NAVY DEPARTMENT, December 21, 1818.

SIR:

In compliance with the request of the Naval Committee of the House of Representatives, under date of the 9th instant, I have the honor to transmit to you, herewith, a list of the navy agents now in office, marked A, which designates their residence, the amount of bond given by each, and the names of their respective sureties.

Also an abstract statement, marked B, containing the names of former agents, and the amount of balances due by them to the United States, and with which they stand charged on the books of the Fourth Auditor of the Treasury.

The losses will eventually be considerable upon the two last naval agencies at Norfolk; the precise state of the accounts of the late navy agent at New York cannot, at present, be ascertained.

The returns from navy agents are made every three months by a special requisition from this Department, dated 31st November, 1817, addressed to the agents respectively, in the form of a circular.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN C. CALHOUN, *Acting Secretary Navy.*HON. JAMES PLEASANTS, JUN., *Chairman Naval Committee, House of Representatives.*

A.

*Names of the Navy Agents of the United States, where situated, the amount of their bonds, and the number and names of the sureties to each.*

Names.	Where situated.	Amount of bonds.	Sureties' Names.
John L. Storer,	Portland, Dis. Me.	\$20,000	Seth Storer, Joseph Storer.
Henry S. Langdon,	Portsmouth, N. H.	20,000	John Langdon, Jun. Edward Cutts.
Amos Binney,	Boston, Mass.	20,000	Jacob Rhoades, Joseph N. Howe, Eben. Larkin, John Binney.
Constant Taber,	Newport, R. I.	20,000	James Fenner.
Joseph Hull,	Middletown, Con.	10,000	Canfield Gillet, William Thompson, Samuel J. Andrews, James Lewis.
Robert Swartwout,	New York, N. Y.	10,000	John Swartwout, William Irving.
George Harrison,	Philadelphia,	20,000	Charles Francis.
James Riddle,	Newcastle, Del.	20,000	George Read.
James Beatty,	Baltimore, Md.	20,000	Nathan Levering, George Williams.
Joshua Potts,	Wilmington, N. C.	20,000	Hanson Kelly, Aaron Lazarus, Richard Bradley.
Arch. S. Bulloch,	Savannah, Geo.	10,000	John H. Morel, Thomas Bourke.
Jeremiah Brown,	Newbern, N. C.	20,000	William Hollister.
Miles King,	Norfolk, Va.	20,000	Robert C. Jennings, John Hodges.
James Morrison,	Lexington, Ky.	20,000	Charles Wilkins, Lewis Sanders.
John Morgan,	Hartford, Con.	20,000	Moses Tryon, Jun.
John Robertson,	Charleston, S. C.	20,000	Richard Cunningham, Stephen Shrewsbury, Frederick Kohne.
John Randall,	Annapolis, Md.	10,000	John Muir, John Johnson.
John K. Smith,	New Orleans,	20,000	William Hawkins, D. A. Smith.



## B.

*A list of Navy Agents who are now out of service; exhibiting the balances due from each, as appears by the books of this office, and those of the Accountant of the Navy.*

Names.	Place of residence.	Balance due the United States.	Remarks.
Daniel Ludlow,	New York, N. Y.	\$1,769 27	Transferred from the Accountant's Office to 1st Comptroller of the Treasury, January 20, 1816.
Daniel Bedinger,	Norfolk, Va.	18 23	Ditto, - - - January 30, 1816.
William Smith, Sen.	Charleston, S. C.	1,421 64	Ditto, - - - July 28, 1810.
William Smith & Co.	Do.	863 56	Ditto, - - - January 20, 1816.
Samuel Brown,	Boston, Mass.	1,527 03	Ditto, - - - January 20, 1810.
Archibald Campbell,	Baltimore, Md.	3,030 73	Ditto, - - - March 9, 1810.
William Crafts,	Charleston, S. C.	707 64½	Ditto, - - - July 28, 1810.
Samuel Storer,	Portland, Me.	271 61	[These balances having been transferred from the book of the Accountant of the Navy to the books of the Register of the Treasury, previous to the establishment of this office, their final result can only be known by a reference to the Register's Office.]
John Beekman,	New York, N. Y.	30	
Theodorick Armistead,	Norfolk, Va.	241,217 86	
John H. Fawn,	Do.	151,463 93	
Nath. Ingraham & Son,	Charleston, S. C.	21,649 95	
John Stricker,	Baltimore,	50	
John Bullers,	New York, N. Y.	560,141 94	

To this balance of - - - - - \$560,141 94  
 Must be added this sum credited by him in his accounts on file in this office, under examination received for the sale of the United States' brig Tom Bowline, - - - - - 6,388 00

From which amount is to be deducted his expenditures from 1st January to 30th June, 1818, as appears by his accounts on file in this office, - - - - - 566,529 94  
 268,458 37

Leaving a balance against him of - - - - - \$298,071 57

As no account of his expenditures from 1st July 1818, to the day of his death, (the latter end of September following,) has been received, the actual balance against him cannot be ascertained. His expenditures for that period, judging from those of the two preceding quarters, will probably amount to about \$130,000, to which may be added the last remittance made him of \$40,000, and by him received a few hours previous to his death; no part of which, it is presumed, has been expended. By a regulation of the Treasury Department, adopted the 21st November, 1817, the agents were required to transmit their accounts, for settlement, quarterly. This regulation has been generally complied with by the agents since that period.

CONST. FREEMAN, *Fourth Auditor.*

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, December 18, 1818.

15th CONGRESS.]

No. 167.

[2d Session.]

# REGISTER OF THE NAVY FOR THE YEAR 1819.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, BY THE SECRETARY OF THE NAVY, JANUARY 5, 1819.

## CAPTAINS.

Names.	Dates of commissions.	Where stationed.
Alexander Murray,	July 1, 1793,	Philadelphia navy yard.
John Rodgers,	March 5, 1799,	President of the Navy Board.
James Barron,	May 22,	Not on duty.
William Bainbridge,	May 20, 1800,	Commanding at Boston.
Hugh G. Campbell,	October 16,	Commanding at Charleston, S. Carolina.
Stephen Decatur,	February 16, 1804,	Commissioner of the Navy.
Thomas Tingey,	November 23,	Navy yard, Washington.
Charles Stewart,	April 22, 1806,	Franklin 74.
Isaac Hull,	April 23,	Navy yard, Charlestown, Massachusetts.
Isaac Chauncey,	April 24,	Washington 74.
John Shaw,	August 27, 1807,	Frigate Constellation.
John H. Dent,	December 29, 1811,	Not on duty.
David Porter,	July 2, 1812,	Commissioner of the Navy.
John Cassin,	July 3,	Navy yard, Norfolk, Virginia.
Samuel Evans,	July 4,	Navy yard, New York.
Jacob Jones,	March 3, 1813,	Frigate Constitution.
Charles Morris,	March 5,	Portsmouth, New Hampshire.
Arthur Sinclair,	July 24,	Superior 74, at Gosport.
Oliver H. Perry,	Sept. 10,	Commanding at Newport.

## CAPTAINS.

Names.	Dates of commissions.	Where stationed.
Thomas Macdonough, - - -	September 11, 1814, -	Frigate Guerriere.
Lewis Warrington, - - -	November 22, " -	Frigate Java.
Joseph Bainbridge, - - -	November 23, " -	Steam frigate Fulton.
William M. Crane, - - -	November 24, " -	Frigate United States.
James T. Leonard, - - -	February 4, 1815, -	Lake Champlain.
James Biddle, - - -	February 28, " -	Ship Ontario.
Charles G. Ridgely, - - -	" " -	Not on duty.
Robert T. Spence, - - -	" " -	Commanding at Baltimore.
Daniel T. Patterson, - - -	" " -	Commanding at New Orleans.
Samuel Angus, - - -	April 27, 1816, -	Recruiting at New York.
Melancthon T. Woolsey, - - -	" " -	Commanding at Sackett's Harbor.
John Orde Creighton, - - -	" " -	Not on duty.
Edward Trenchard, - - -	March 5, 1817, -	Corvette Cyane.
John Downes, - - -	" " -	Frigate Macedonian.
John D. Henley, - - -	" " -	Frigate Congress.
Jesse D. Elliott, - - -	March 27, 1818, -	On survey of coast.

## MASTERS COMMANDANT.

Robert Henley, - - -	August 12, 1814, -	Gosport, Virginia.
Stephen Cassin, - - -	September 11, " -	Navy yard, Washington.
James Renshaw, - - -	December 10, " -	Recruiting at Boston, Massachusetts.
David Deacon, - - -	" " -	Commanding at Lake Erie.
Louis Alexis, - - -	" " -	New Orleans.
Sidney Smith, - - -	February 28, 1815, -	Lake Champlain.
Thomas Brown, - - -	March 1, " -	Recruiting at Philadelphia.
Samuel Woodhouse, - - -	April 27, 1816, -	On furlough.
Charles C. B. Thompson, - - -	" " -	Mediterranean.
Alexander S. Wadsworth, - - -	" " -	Corvette John Adams.
George W. Rodgers, - - -	" " -	Sloop Peacock.
George C. Read, - - -	" " -	Sloop Hornet.
Henry E. Ballard, - - -	" " -	Franklin 74.
Thomas Gamble, - - -	" " -	Sloop Erie.
William Carter, Jr., - - -	" " -	Norfolk.
Joseph J. Nicholson, - - -	March 5, 1817, -	Brig Spark.
Wolcott Chauncey, - - -	" " -	Philadelphia.
John H. Elton, - - -	" " -	Navy yard, New York.
Edmund P. Kennedy, - - -	" " -	Navy yard, Gosport, Virginia.
Alexander J. Dallas, - - -	" " -	Philadelphia.
John B. Nicholson, - - -	" " -	Recruiting, Baltimore.
Beekman V. Hoffman, - - -	" " -	New York.
Jesse Wilkinson, - - -	April 18, 1818, -	Recruiting at Norfolk, Virginia.

## LIEUTENANTS.

Francis J. Mitchell, - - -	February 18, 1809, -	On furlough.
Joseph Nicholson, - - -	June 15, " -	Navy yard, Philadelphia.
John Pettigrew, - - -	April 22, 1810, -	Portsmouth, New Hampshire.
George Budd, - - -	May 23, 1812, -	Philadelphia.
Thomas A. C. Jones, - - -	May 24, " -	Do.
Joseph S. McPherson, - - -	May 26, " -	Recruiting, Philadelphia.
John Porter, - - -	May 27, " -	Navy yard, Washington.
William B. Finch, - - -	January 4, 1813, -	Brig Prometheus.
William B. Shubrick, - - -	January 5, " -	Washington 74.
Henry Wells, - - -	January 6, " -	Portsmouth, New Hampshire.
Benjamin W. Booth, - - -	January 7, " -	Recruiting, New York.
Alexander Claxton, - - -	" " -	Schooner Nonesuch.
Charles W. Morgan, - - -	March 3, " -	Navy yard, Philadelphia.
Samuel P. Macomber, - - -	March 4, " -	Charlestown, Massachusetts.
Raymond H. J. Perry, - - -	March 5, " -	Newport, Rhode Island.
Lawrence Kearney, - - -	March 6, " -	Brig Enterprise.
William H. Watson, - - -	March 7, " -	Baltimore, recruiting.
Thomas Hendry, Jun., - - -	March 8, " -	On furlough.
Foxhall A. Parker, - - -	March 9, " -	Navy yard, New York.
Edward R. McCall, - - -	March 11, " -	Charleston, South Carolina.
Daniel Turner, - - -	March 12, " -	Do.
William H. Allen, - - -	July 24, " -	Frigate Congress.
David Connor, - - -	" " -	Sloop Ontario.
John Gallagher, - - -	" " -	Franklin 74.
Thomas Holdup Stevens, - - -	" " -	Ship Alert.
Henry S. Newcomb, - - -	" " -	On furlough.
James P. Oellers, - - -	" " -	Franklin 74.
William M. Hunter, - - -	" " -	Boston, recruiting.
John D. Sloat, - - -	" " -	New York.
John Packett, - - -	" " -	Not on duty.
William H. Cocke, - - -	" " -	Norfolk, Virginia.
Matthew C. Perry, - - -	" " -	New York.
Charles W. Skinner, - - -	" " -	Philadelphia.
Joseph Wragg, - - -	" " -	Franklin 74.
Samuel W. Adams, - - -	" " -	Schooner Lady of the Lake.



## LIEUTENANTS.

Names.	Dates of commissions.		Where stationed.
John R. Madison,	July 24,	1813,	Schooner Lynx.
Dugomier Taylor,	"	"	New York.
George Pearce,	"	"	Lake Erie.
Frederick W. Smith,	"	"	Schooner Asp.
Nathaniel D. Nicholson,	"	"	Charlestown, Massachusetts.
Otho Norris,	"	"	Not on duty.
John T. Newton,	"	"	Sloop Hornet.
P. A. I. P. Jones,	"	"	Charlestown, Massachusetts.
Samuel Henley,	"	"	Frigate Java.
A. H. M. Conklin,	"	"	Not on duty.
Joseph Smith,	"	"	Frigate Guerriere.
Lawrence Rousseau,	"	"	New Orleans.
George W. Storer,	"	"	Frigate Java.
Lewis German,	"	"	Sackett's Harbor.
Joseph Cassin,	"	"	Sloop Peacock.
Robert M. Rose,	"	"	Independence 74.
Beverly Kennon,	"	"	On furlough.
Edward Shubrick,	"	"	Corvette John Adams.
Charles A. Budd,	October 9,	"	Lake Champlain.
Francis H. Gregory,	June 18,	1814,	Washington 74.
John M. Maury,	December 9,	"	Frigate Macedonian.
Robert Spedden,	"	"	New Orleans.
John H. Clack,	"	"	Frigate Constellation.
Philip F. Voorhees,	"	"	Frigate Congress.
Benjamin Cooper,	"	"	Corvette Cyane.
William L. Gordon,	"	"	Frigate Guerriere.
James Ramage,	"	"	Schooner Hornet.
Silas Duncan,	"	"	Independence 74.
Dulany Forrest,	"	"	Gunboat 168.
John Tayloe, Jr.,	"	"	Not on duty.
David Geisinger,	"	"	Corvette John Adams.
Robert F. Stockton,	"	"	Sloop Erie.
Thomas S. Cunningham,	"	"	Schooner Firebrand.
Isaac McKeever,	"	"	New Orleans.
Paul Zantzing,	"	"	Frigate Constellation.
Charles E. Crowley,	"	"	Sloop Guerriere.
Henry Gilliam,	"	"	On furlough.
William D. Salter,	"	"	Corvette John Adams.
Charles S. McCauley,	"	"	Frigate United States.
John H. Bell,	"	"	Independence 74.
Thomas M. Newell,	"	"	Collecting timber, Georgia.
Eli A. F. Vallette,	"	"	Frigate Guerriere.
William A. Spencer,	"	"	New York.
Francis B. Gamble,	"	"	Frigate United States.
William Laughton,	"	"	Sloop Peacock.
Nelson Webster,	"	"	Frigate Constellation.
Richard Dashiell,	"	"	New York.
Thomas T. Webb,	"	"	Navy yard, Gosport, Virginia.
Richard M. Winter,	"	"	Not on duty.
John Percival,	"	"	Frigate Macedonian.
Charles T. Stallings,	"	"	Frigate Constellation.
John H. Aulick,	"	"	Sloop Ontario.
William V. Taylor,	"	"	Newport, Rhode Island.
Mervine P. Mix,	"	"	On furlough.
Bladen Dulany,	"	"	Frigate Guerriere.
Charles T. Clark,	"	"	Franklin 74.
James McGowan,	"	"	On furlough.
George Vancleave,	"	"	Navy yard, Charlestown, Massachusetts.
Silas H. Stringham,	"	"	Sloop Erie.
Nathaniel L. Montgomery,	"	"	Do.
William A. C. Farragut,	"	"	New Orleans.
George B. McCulloch,	"	"	Brig Spark.
Walter G. Anderson,	"	"	Gosport, Virginia.
Stephen Champlin,	"	"	Lake Erie.
William Lowe,	"	"	On furlough.
Walter N. Monteath,	"	"	Not on duty.
Richard G. Edwards,	"	"	On furlough.
Isaac Mayo,	February 4,	1815,	Sloop Hornet.
William K. Latimer,	"	"	Frigate Macedonian.
William Mervine,	"	"	Sackett's Harbor.
Thomas Crabb,	"	"	Gosport, Virginia.
Edward B. Babbitt,	May 1,	"	Navy yard, Charlestown, Massachusetts.
George W. Hamersley,	May 3,	"	Sloop Hornet.
Thomas Paine, Jr.,	December 1,	"	Charleston, South Carolina.
John Hill, Jr.,	April 27,	1816,	Sackett's Harbor.
James Armstrong,	"	"	On furlough.
Joseph Smoot,	"	"	Frigate Macedonian.
Robert B. Randolph,	"	"	Not on duty.
William Berry,	"	"	Mediterranean.
Samuel L. Breese,	"	"	Sackett's Harbor.
John Evans,	"	"	Sloop Peacock.
Benjamin Page, Jr.,	"	"	Franklin 74.
John T. Ritchie,	"	"	Brig Prometheus.
John A. Wish,	"	"	Erie, Pennsylvania.
John Gwinn,	"	"	Sloop Hornet.

## LIEUTENANTS.

Names.	Dates of commissions.		Where stationed.
William A. Weaver, - - -	April 27,	1816,	Franklin 74.
Thomas W. Wyman, - - -	"	"	Frigate Congress.
James L. Morris, - - -	"	"	Washington 74.
John A. Belsches, - - -	"	"	Schooner Asp.
Andrew Fitzhugh, - - -	"	"	Frigate Congress.
William M. Caldwell, - - -	"	"	Brig Prometheus.
John K. Carter, - - -	"	"	New York, recruiting.
Joseph Cross, - - -	"	"	Frigate Guerriere.
Abraham S. Ten Eick, - - -	"	"	New York.
Thomas Hamersley, - - -	"	"	Sloop Peacock.
John White, - - -	"	"	On furlough.
William M. Robins, - - -	"	"	Do.
Robert Field, - - -	"	"	Sloop Erie.
Hiram Paulding, - - -	"	"	Frigate Macedonian.
Jonathan D. Williamson, - - -	"	"	Franklin 74.
Charles L. Springer, - - -	"	"	Philadelphia.
James Trant, - - -	March 5,	1817,	New York.
Uriah P. Levy, - - -	"	"	Frigate United States.
Enoch H. Johns, - - -	"	"	Schooner Asp.
Charles Lacy, - - -	"	"	New York.
Clement W. Stevens, - - -	"	"	Sloop Ontario.
Charles Boorman, Jr., - - -	"	"	Navy yard, Washington.
French Forrest, - - -	"	"	Schooner Despatch.
Edgar Freeman, - - -	"	"	New York.
Thomas A. Tippet, - - -	"	"	Norfolk, Va.
William E. McKenney, - - -	"	"	Schooner Despatch.
William J. Belt, - - -	"	"	Schooner Asp.
Charles H. Caldwell, - - -	"	"	Schooner Lynx.
William Jameson, - - -	"	"	Frigate Constellation.
James W. H. Ray, - - -	"	"	Brig Spark.
William Boerum, - - -	"	"	Steam frigate Fulton.
Charles L. Williamson, - - -	"	"	Corvette John Adams.
Charles Gaunt, - - -	"	"	Frigate Macedonian.
William W. Ramsey, - - -	"	"	Corvette John Adams.
Ralph Voorhees, - - -	"	"	Not on duty.
James Nicholson, - - -	"	"	Baltimore, recruiting.
James B. Taylor, - - -	"	"	Schooner Lynx.
Robert E. Searcy, - - -	"	"	On furlough.
Thomas H. Bowyer, - - -	"	"	Baltimore.
Alexander Eskridge, - - -	"	"	Brig Prometheus.
Ebenezer Ridgeway, - - -	"	"	Franklin 74.
Thomas A. Conover, - - -	"	"	Frigate Guerriere.
Archibald S. Campbell, - - -	"	"	New Orleans.
William Taylor, - - -	"	"	Independence 74.
George W. Isaacs, - - -	"	"	Do.
John C. Long, - - -	"	"	On furlough.
Henry R. Warner, - - -	"	"	Brig Enterprise.
John H. Graham, - - -	"	"	New York, recruiting.
Nathaniel Carter, Jr., - - -	"	"	Navy yard, Charlestown, Massachusetts.
Henry Ward, - - -	"	"	Do.
James E. McDonald, - - -	"	"	On furlough.
Henry Henry, - - -	"	"	Norfolk, Va.
Samuel W. Downing, - - -	"	"	New York.
Richard S. Hunter, - - -	"	"	Baltimore.
William Pottenger, - - -	"	"	Steam frigate Fulton.
Henry W. Ogden, - - -	"	"	Washington 74.
John H. Lee, - - -	"	"	Frigate Congress.
Walter Abbot, - - -	"	"	Charleston, South Carolina.
James M. McIntosh, - - -	April 1,	1818,	Schooner Firebrand.
Josiah Tatnall, - - -	"	"	Frigate Macedonian.
William Temple, - - -	"	"	Schooner Despatch.
George McCawley, - - -	"	"	Sloop Alert.
Hugh N. Page, - - -	"	"	Do.
James A. Perry, - - -	"	"	Frigate United States.
Archibald McNeal, - - -	"	"	Frigate Constitution.
John A. Cook, - - -	"	"	Corvette John Adams.
William Inman, - - -	"	"	Brig Spark.
Joel Abbot, - - -	"	"	Frigate Guerriere.
Lewis E. Simonds, - - -	"	"	Corvette John Adams.
John M. Dale, - - -	"	"	Frigate Congress.
Peleg K. Dunham, - - -	"	"	Brig Prometheus.
Harrison H. Cocke, - - -	"	"	New York.
William H. Mott, - - -	"	"	On furlough.
Henry Gray, - - -	"	"	New Orleans.
William J. McCluney, - - -	"	"	New York.
Albert G. Wall, - - -	"	"	Sloop Erie.
Ephraim D. Whitlock, - - -	"	"	Philadelphia, recruiting.
James F. Curtis, - - -	"	"	On furlough.
James Goodrum, - - -	"	"	Schooner Nonesuch.
John B. Montgomery, - - -	"	"	Sloop Hornet.
Horace B. Sawyer, - - -	"	"	Sloop Alert.
Cornelius K. Stribling, - - -	"	"	Frigate Constellation.
James E. Legare, - - -	"	"	Schooner Hornet.
Joshua R. Sands, - - -	"	"	New York.
Allen B. W. Griffin, - - -	"	"	Sloop Peacock.
Richard M. Potter, - - -	"	"	Brig Spark.



## LIEUTENANTS.

Names.	Dates of commissions.		Where stationed.
John L. Cummings, - - -	April 1,	1818, -	Philadelphia.
Samuel A. Eakin, - - -	"	" -	Mediterranean.
Frederick S. Gibbon, - - -	April 18,	" -	Schooner Hornet.
Samuel W. Adams, acting, - - -	"	" -	Lake Erie.
Charles C. Russell, do. - - -	"	" -	Norfolk, Va.
Nicholas Marchand, do. - - -	"	" -	New Orleans.
Nathaniel A. Prentiss, do. - - -	"	" -	Do.

## SURGEONS.

Edward Cutbush, - - -	June 24,	1799, -	Hospital, Washington.
Peter St. Medard, - - -	July 14,	" -	Boston.
Samuel R. Marshall, - - -	January 16,	1800, -	Hospital, New York.
Lewis Heerman, - - -	November 27,	1804, -	New Orleans.
Joseph G. T. Hunt, - - -	"	" -	Marine barracks, New York.
Jonathan Cowdery, - - -	"	" -	Norfolk, recruiting rendezvous.
Samuel D. Heap, - - -	"	" -	Hospital, Mediterranean.
Robert L. Thorn, - - -	March 3,	1809, -	Portsmouth, New Hampshire.
Samuel R. Trevett, Jr. - - -	"	" -	Boston.
William P. C. Barton, - - -	April 28,	" -	Hospital, Philadelphia.
George Logan, - - -	April 14,	1810, -	Charleston, South Carolina.
Amos A. Evans, - - -	" 20,	" -	On furlough.
Robert S. Kearney, - - -	July 28,	" -	Frigate Constellation.
James Page, - - -	March 5,	1811, -	Baltimore.
John D. McReynolds, - - -	October 2,	" -	Lake Erie.
Thomas Harris, - - -	July 6,	1812, -	Philadelphia.
William Turk, - - -	July 24,	1813, -	Lake Champlain.
Hyde Ray, - - -	"	" -	Annapolis.
William Baldwin, - - -	"	" -	Not on duty.
Walter W. Buchanan, - - -	"	" -	Sackett's Harbor.
E. L. Lawton, - - -	"	" -	Not on duty.
Charles Cotton, - - -	"	" -	Newport, Rhode Island.
Gerard Dayers, - - -	"	" -	Independence 74.
William Caton, - - -	"	" -	Not on duty.
Robert R. Barton, - - -	"	" -	On furlough.
Benjamin P. Kissam, - - -	"	" -	Steam frigate Fulton.
John A. Kearney, - - -	"	" -	Franklin 74.
Richard C. Edgar, - - -	"	" -	Frigate Macedonian.
Bailey Washington, - - -	"	" -	Washington 74.
George T. Kennon, - - -	"	" -	Norfolk, Va.
Walter W. New, - - -	October 6,	" -	New Orleans.
Samuel Horsley, - - -	April 5,	1814, -	Norfolk, Va.
Robert C. Randolph, - - -	April 15,	" -	New Orleans.
Charles B. Hamilton, - - -	"	" -	Marine barracks, Washington.
Usher Parsons, - - -	"	" -	Frigate Guerriere.
William Swift, - - -	"	" -	New York.
Josephus M. S. O'Conway, - - -	June 27,	" -	On furlough.
Richard K. Hoffman, - - -	July 16,	" -	Sloop Ontario.
Thomas B. Salter, - - -	May 22,	1815, -	Frigate United States.
William Barnwell, Jr. - - -	April 27,	1816, -	Frigate Congress.
William C. Whittelsey, - - -	"	" -	Not on duty.
Peter Christie, - - -	"	" -	Erie, Pennsylvania.
Charles M. Reese, - - -	"	" -	Philadelphia.
Samuel Jackson, - - -	March 27,	1818, -	New York.
Andrew B. Cook, - - -	"	" -	Sackett's Harbor.
John H. Gordon, - - -	"	" -	Sloop Hornet.
Leonard Osborne, - - -	"	" -	Corvette John Adams.
Thomas Williamson, - - -	"	" -	Brig Prometheus.
John Dix, - - -	"	" -	New York.
John Cadle, - - -	"	" -	Sloop Peacock.
Silas D. Wickes, - - -	"	" -	Corvette Cyane.
George S. Sproston, - - -	"	" -	Baltimore.

## SURGEONS' MATES.

John Harrison, - - -	January 16,	1805, -	Navy yard, Washington.
Manuel Phillips, - - -	July 18,	1809, -	On furlough.
William Belt, - - -	September 23,	1811, -	On furlough.
John D. Armstrong, - - -	May 27,	1812, -	Navy yard, Philadelphia.
James C. Garrison, - - -	December 22,	" -	Sackett's Harbor.
Samuel M. Kissam, - - -	July 24,	1813, -	Franklin 74.
Benjamin Austin, Jun. - - -	"	" -	Corvette John Adams.
Leuco Mitchell, - - -	"	" -	Do.
Wilmot F. Rodgers, - - -	"	" -	Norfolk, Va.
John C. Richardson, - - -	May 17,	1814, -	On furlough.
John W. Peaco, - - -	June 23,	" -	Brig Spark.
Alexander M. Montgomery, - - -	July 16,	" -	Sloop Erie.
Oliver Le Chevalier, - - -	December 10,	" -	Schooner Lynx.
William Butler, Jun. - - -	"	" -	Charleston, South Carolina.
Francis Gerrish, - - -	"	" -	On furlough.
Benjamin A. Welles, - - -	"	" -	Navy yard, Charlestown, Massachusetts.

## SURGEONS' MATES.

Names.	Dates of commissions.	Where stationed.
Frederick P. Markham, - - -	December 10, 1814, -	Franklin 74.
William D. Conway, - - -	" " -	Norfolk, Va.
Robert C. Wardle, - - -	" " -	New Orleans.
James Norris, - - -	" " -	Washington 74.
Thomas C. Gardiner, - - -	" " -	Sloop Ontario.
Benajah Tickner, - - -	" " -	Frigate Macedonian.
Charles Chase, - - -	" " -	Washington 74.
Thomas W. Wiesenthal, - - -	" " -	Charlestown, Massachusetts.
George B. Doane, - - -	" " -	Hospital, Mediterranean.
Nathaniel W. Miller, - - -	January 6, 1815, -	Frigate Guerriere.
William Birchmore, - - -	" 10, " -	Navy yard, Charlestown, Massachusetts.
John S. Wiley, - - -	December 20, " -	Hospital, New York.
James R. Boyce, - - -	April 27, 1816, -	Frigate Macedonian.
Benjamin T. Williams, A. S. M. -	" 1818, -	Schooner Asp.
Richard Stevens, do. - - -	May 7, " -	Frigate Guerriere.
Thomas W. Dawley, do. - - -	- - -	Norfolk, Va.
David S. Edwards, do. - - -	- - -	Frigate Congress.

## PURSERS.

Isaac Garretson, - - -	April 25, 1812, -	Not on duty.
Clement S. Hunt, - - -	" " -	Newport, Rhode Island.
Gwinn Harris, - - -	" " -	Franklin 74.
John H. Carr, - - -	" " -	Lake Erie.
Nathaniel Lyde, - - -	" " -	Portsmouth, New Hampshire.
Samuel Robertson, - - -	" " -	Gosport, Virginia.
Samuel Hambleton, - - -	" " -	Baltimore.
Robert C. Ludlow, - - -	" " -	Not on duty.
John B. Timberlake, - - -	" " -	Not on duty.
Thomas I. Chew, - - -	" " -	Washington 74.
Thomas Shields, - - -	" " -	New Orleans.
Richard C. Archer, - - -	" " -	Not on duty.
Lewis Deblois, - - -	" " -	Charlestown, Massachusetts.
George S. Wise, - - -	" " -	New York.
Francis A. Thornton, - - -	" " -	Sloop Ontario.
James M. Halsey, - - -	" " -	Frigate Guerriere,
Edward Fitzgerald, - - -	" " -	Frigate Java.
Alexander P. Darragh, - - -	" " -	Frigate Congress.
Edward W. Turner, - - -	" " -	Frigate United States.
Henry Denison, - - -	" " -	Not on duty.
William S. Rogers, - - -	February 26, 1813, -	Independence 74.
John R. Shaw, - - -	" 28, " -	Not on duty.
Samuel P. Todd, - - -	March 1, " -	Philadelphia.
George Beale, Jun. - - -	July 24, " -	Accounting.
James H. Clark, - - -	" " -	Frigate Constellation.
Joseph Wilson, Jun. - - -	" " -	Frigate Macedonian.
Thomas Waine, - - -	" " -	Not on duty.
Joseph B. Wilkinson, - - -	March 26, 1814, -	Not on duty.
Benjamin F. Bourne, - - -	" " -	Sloop Peacock.
William Sinclair, - - -	" " -	Charleston, South Carolina.
Matthew C. Atwood, - - -	" " -	Sloop Erie.
John N. Todd, - - -	March 1, 1815, -	Sloop Hornet.
Timothy Winn, - - -	May 17, " -	Navy Yard, Washington.
William M. Sands, - - -	" 20, " -	Sackett's Harbor.
Joseph H. Terry, - - -	June 6, " -	Steam frigate Fulton.
Thomas Breese, - - -	July 8, " -	Frigate Constitution.
Gardner Thomas, - - -	" 12, " -	Corvette John Adams.
Ashton Y. Humphreys, - - -	" 12, " -	Brig Spark.
John Debee, - - -	December 29, 1817, -	Ship Alert.
Charles O. Handy, - - -	" " -	Brig Prometheus.
Joseph H. Causten, - - -	" " -	Brig Enterprise.
Joseph B. Fanning, acting, - - -	" " -	Schooner Lynx.
Silas Butler, - - -	" " -	Corvette Cyane.
Joseph Cassin, - - -	" " -	Not on duty.
Thomas Burrows, - - -	" " -	Not on duty.

## CHAPLAINS.

Andrew Hunter, - - -	March 5, 1811, -	Navy yard, Washington.
David P. Adams, - - -	May 10, " -	On furlough.
John Cook, - - -	May 9, 1812, -	On furlough.
Cheever Felch, - - -	" 12, " -	Independence 74.
Nathaniel Andrews, - - -	August 16, 1816, -	Franklin 74.
John Ireland, - - -	" " -	New York.
Philander Chase, Jun. acting, - - -	June 8, 1818, -	Frigate Guerriere.
James Brooks, do. - - -	- - -	Sackett's Harbor.
James Everett, do. - - -	- - -	Independence 74.



## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Albert A. Alexander, - - -	September 1, 1811, -	Frigate United States.
Joseph H. Ashbridge, - - -	August 14, 1813, -	On furlough.
Henry A. Adams, - - -	March 14, 1814, -	Franklin 74.
Alexander McKim Andrew, - - -	April 13, -	On furlough.
Robert Armistead, - - -	July 30, -	Not on duty.
Nathaniel Alexander, - - -	Nov. 30, -	Franklin 74.
William M. Armstrong, - - -	" - - -	Frigate United States.
Roderick R. Adams, - - -	March 2, 1815, -	St. Mary's, Georgia.
Francis Armstrong, - - -	January 1, 1817, -	Frigate Congress.
Thomas A. Anderson, - - -	" - - -	Do.
J. B. Abercrombie, - - -	" - - -	Frigate Macedonian.
Thomas S. Brown, - - -	December 17, 1810, -	Frigate United States.
James A. D. Brown, - - -	" - - -	Do.
Samuel Barron, - - -	January 1, 1812, -	Gosport, Virginia.
Horatio Beatty, - - -	" - - -	New Orleans.
Yorick Baker, - - -	" 18, -	Not on duty.
Charles H. Bell, - - -	" - - -	Frigate Guerriere.
Eliphalet Ball, - - -	" - - -	Not on duty.
Abraham Bigelow, - - -	" - - -	On furlough.
William Boden, - - -	" - - -	On furlough.
Russell Baldwin, - - -	May 17, 1813, -	Frigate Guerriere.
Henry Bruce, - - -	November 9, -	Franklin 74.
John Buber, - - -	" - - -	Norfolk, Va.
Edmund Byrne, - - -	February 1, 1814, -	Schooner Nonesuch.
John D. Bird, - - -	April 16, -	New Orleans.
Timothy G. Benham, - - -	November 30, -	Independence 74.
Cyrus A. Branch, - - -	" - - -	Not on duty.
Benjamin Bartholomew, - - -	" - - -	Do.
John P. Babbidge, - - -	" - - -	On furlough.
James S. Boughan, - - -	January 11, 1815, -	Frigate United States.
Franklin Buchanan, - - -	" 28, -	Franklin 74.
Arthur Bainbridge, - - -	February 22, -	Frigate Congress.
John M. Boardley, - - -	March 7, -	Sloop Peacock.
Joseph Bowman, - - -	July 8, -	On furlough.
Lyttleton M. Booth, - - -	June 1, 1816, -	Do.
Archibald R. Bogardus, - - -	January 1, 1817, -	Brig Spark.
Benjamin F. Bache, - - -	" - - -	Not on duty.
Oscar Bullus, - - -	" - - -	Sloop Ontario.
Abraham Bennet, - - -	" 1818, -	Baltimore.
Edward Barnewall, - - -	" - - -	On furlough.
Robert S. Bullus, - - -	" - - -	Not on duty.
George S. Blake, - - -	" - - -	Independence 74.
Robert Beale, - - -	" - - -	Not on duty.
Joshua Barney, - - -	" - - -	On furlough.
Theodorus Bailey, Jun. - - -	" - - -	Not on duty.
Joseph R. Blake, - - -	" - - -	Do.
John S. Chauncey, - - -	" 1812, -	Washington 74.
Lodowick Crary, - - -	" - - -	On furlough.
Joseph S. Cornwell, - - -	" - - -	Do.
Lachlan A. J. Cuthbert, - - -	" - - -	Not on duty.
Enos R. Childs, - - -	June 18, -	New York.
John P. Cambreling, - - -	" - - -	On furlough.
James M. Cutts, - - -	" - - -	Not on duty.
Thomas B. Curtis, - - -	September 28, -	On furlough.
Edward W. Carpenter, - - -	July 10, 1813, -	Frigate United States.
Benjamin Carpenter, - - -	" - - -	Schooner Hornet.
John M. Channing, - - -	November 9, -	On furlough.
Augustus Cutts, - - -	" - - -	Frigate Macedonian.
Hercules Cottineau, - - -	" - - -	Corvette John Adams.
Joseph W. Cochran, - - -	February 1, 1814, -	Frigate United States.
Joseph S. Cannon, - - -	" 26, -	Schooner Asp.
Robert B. Cunningham, - - -	November 30, -	Sloop Erie.
Joseph Cutts, Jun. - - -	December 6, -	Franklin 74.
James S. Cox, - - -	January 10, 1815, -	Sloop Ontario.
Charles B. Childs, - - -	" 28, -	Frigate Macedonian.
Richard Cochrane, - - -	February 7, -	On furlough.
John Cremer, - - -	March 1, -	Frigate Congress.
William E. Cambridge, - - -	" 6, -	New Orleans.
Jacob Crowninshield, - - -	" 11, -	Frigate Congress.
James H. Clinton, - - -	April 24, -	Franklin 74.
William Campbell, - - -	May 30, 1816, -	Do.
James E. Calhoun, - - -	" - - -	Frigate Congress.
John Redman Cox, - - -	January 1, 1818, -	Sloop Hornet.
John Addison Carr, - - -	" - - -	Independence 74.
Samuel Cocke, - - -	" - - -	Boston.
Thomas N. Carter, - - -	March 4, -	Frigate Congress.
Charles E. Cutts, - - -	November 3, -	Not on duty.
John T. W. H. Dayton, - - -	September 1, 1811, -	Do.
Oscar Davis, - - -	January 1, 1812, -	On furlough.
John Dennis, Jun. - - -	June 18, -	Not on duty.
Charles P. Derby, - - -	November 9, 1813, -	Independence 74.
Daniel S. De Saussure, - - -	" - - -	Frigate United States.
Thomas Owen Davis, - - -	February 1, 1814, -	Frigate Macedonian.
Richard Dominick, - - -	April 30, -	Sackett's Harbor.
Samuel Dusenberry, A. M. - - -	July 16, -	New York.
Charles Dana, - - -	November 30, -	Not on duty.

## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
George D. Dods, - - - -	November 30, 1814, -	On furlough.
Gaston D. C. Davesac, - - - -	" " " " -	Ditto.
Hugh Dulany, - - - -	" " " " -	Corvette John Adams.
Henry Dyson, - - - -	January 1, 1815, -	Independence 74.
Thomas Dornin, - - - -	May 2, " " -	Franklin 74.
Samuel F. Dupont, - - - -	December 19, " " -	Ditto.
Henry J. Dickenson, - - - -	" " " " -	Corvette John Adams.
Augustus C. Douglas, - - - -	January 1, 1817, -	Not on duty.
Robert E. Duncan, - - - -	" " " " -	Norfolk, Virginia.
Gabriel E. De Saussure, - - - -	" " 1818, -	Not on duty.
Marmaduke Dove, Jun. - - - -	" " " " -	Frigate Macedonian.
Albert E. Downes, - - - -	" " " " -	Ditto.
Edwin Essex, - - - -	November 15, 1809, -	Brig Prometheus.
Frank Ellery, - - - -	January 1, 1812, -	Brig Enterprise.
Charles Ellery, - - - -	March 8, 1814, -	Frigate Guerriere.
Christopher T. Emmet, - - - -	October 1, " " -	Corvette John Adams.
Frederick Engle, - - - -	December 6, " " -	Frigate Guerriere.
Henry Etting, - - - -	January 1, 1818, -	Frigate Congress.
Henry Eagle, - - - -	" " " " -	Frigate Macedonian.
David C. Farragut, - - - -	December 17, 1810, -	Washington 74.
Thomas W. Freeman, A. L. - - - -	June 18, 1812, -	Schooner Lynx.
James M. Freeman, - - - -	May 24, 1814, -	Ditto.
Benjamin Follet, - - - -	December 6, " " -	Frigate Congress.
Robert Y. Fairlie, - - - -	January 1, 1817, -	Sloop Peacock.
William Foster, A. M. - - - -	" " " " -	Frigate Congress.
George B. Forrester, - - - -	" " 1818, -	Ditto.
Peterson Goodwin, - - - -	January 1, 1812, -	Not on duty.
Lewis M. Goldsborough, - - - -	June 18, " " -	Franklin 74.
Jacob E. Gillmeyer, - - - -	January 1, 1813, -	On furlough.
Daniel Goodwin, - - - -	November 30, 1814, -	Independence 74.
Benj. S. Grimke, - - - -	" " " " -	On furlough.
Willis M. Green, - - - -	" " " " -	Ditto.
Thomas R. Gerry, - - - -	December 6, " " -	Sloop Erie.
William H. Gardner, - - - -	" " " " -	On furlough.
Thomas R. Gedney, - - - -	March 4, 1815, -	Ditto.
Timothy Gay, - - - -	June 6, " " -	Frigate Macedonian.
James T. Gerry, - - - -	December 20, " " -	Frigate Congress.
William Green, - - - -	January 1, 1818, -	Independence 74.
Alexander G. Gordon, - - - -	" " " " -	Frigate Macedonian.
William M. Glendy, - - - -	" " " " -	Frigate Guerriere.
Charles W. Gay, - - - -	October 27, " " -	Corvette John Adams.
Thomas P. Harrison, - - - -	January 9, 1811, -	On furlough.
Joseph L. Harper, - - - -	June 1, 1812, -	Not on duty.
Moses H. Hunter, - - - -	June 18, " " -	Ditto.
Levi M. Harby, - - - -	" " " " -	Corvette John Adams.
Joseph L. C. Hardy, - - - -	" " " " -	New Orleans.
Edward W. Hamilton, - - - -	" " " " -	Not on duty.
James Hodge, - - - -	November 9, 1813, -	Sloop Erie.
Joseph Hull, - - - -	" " " " -	Frigate United States.
Thomas B. Handy, - - - -	January 28, 1814, -	Washington.
John F. Howell, - - - -	February 1, " " -	Boston.
George N. Hollins, - - - -	" " " " -	Franklin 74.
Thomas Hayes, - - - -	June 16, " " -	On furlough.
John Heth, - - - -	June 25, " " -	Franklin 74.
William H. Homer, - - - -	November 30, " " -	Sloop Hornet.
Samuel Horton, - - - -	" " " " -	Not on duty.
Harry D. Hunter, - - - -	" " " " -	Sloop Peacock.
John M. Hunt, - - - -	" " " " -	On furlough.
John L. Harris, - - - -	" " " " -	Frigate United States.
William S. Harris, - - - -	" " " " -	Frigate Guerriere.
William L. Howard, - - - -	January 10, 1815, -	Corvette John Adams.
Hubbard H. Hobbs, - - - -	March 4, " " -	Schooner Hornet.
Alexander Hosack, - - - -	January 29, 1816, -	Independence 74.
John E. Heron, - - - -	January 1, 1817, -	Frigate Macedonian.
Abraham Hosack, - - - -	" " " " -	Sloop Hornet.
Lucius C. Heylen, - - - -	" " " " -	Brig Spark.
Peyton T. Henley, - - - -	" " 1818, -	Frigate Congress.
Stern Humphreys, - - - -	" " " " -	Frigate Macedonian.
Robert Harris, Jun. - - - -	" " " " -	Frigate Guerriere.
Patricius Hepburn, - - - -	" " " " -	Independence 74.
Andrew A. Harwood, - - - -	" " " " -	New York.
Charles E. Hawkins, - - - -	March 4, " " -	Frigate Guerriere.
John Hamilton, - - - -	July 4, " " -	Not on duty.
Duncan N. Ingraham, - - - -	June 18, 1812, -	Sloop Hornet.
Ocar Irving, - - - -	January 1, 1817, -	Sloop Ontario.
George Izard, - - - -	" " 1818, -	Not on duty.
James T. Jackson, - - - -	" " 1812, -	Ditto.
Joseph R. Jarvis, - - - -	June 18, " " -	Frigate Guerriere.
Skeffington R. Jameson, - - - -	" " " " -	Schooner Hornet.
Richard A. Jones, - - - -	" " " " -	Not on duty.
William H. Jenkins, - - - -	" " " " -	Ditto.
Frederick Jarrett, - - - -	March 8, 1814, -	Washington 74.
Walter F. Jones, - - - -	June 11, " " -	Frigate Guerriere.
Joshua H. Justin, - - - -	November 30, " " -	Brig Prometheus.
Edward S. Johnson, - - - -	" " " " -	Not on duty.



## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Robert W. Jones, -	January 1, 1818, -	Corvette John Adams.
Zachariah F. Johnston, -	" " " -	Schooner Asp.
Charles H. Jackson, -	March 4, " -	Independence 74.
John C. Jones, -	May 12, " -	Frigate Guerriere.
Adam S. Kuhn, -	February 1, 1814, -	Frigate Constellation.
John Kelly, -	" " " -	Washington 74.
James D. Knight, -	November 30, " -	Sloop Ontario.
Matthew Keogh, -	December 6, " -	Frigate Congress.
William H. Kennon, -	January 1, 1817, -	Franklin 74.
Stephen B. Kingston, -	" " " -	Ditto.
James H. Ludlow, -	November 15, 1809, -	Sloop Hornet.
John M. Luckett, -	" " 1810, -	New Orleans.
Thomas J. Leib, -	September 1, 1811, -	Franklin 74.
John Loveday, -	January 1, 1812, -	Not on duty.
Samuel W. Lecompte, -	June 4, " -	Franklin 74.
George H. Leverett, -	June 18, " -	Sloop Peacock.
Edward A. Lansing, -	" " " -	Sloop Alert.
James K. Lyman, -	July 16, 1814, -	Not on duty.
Stephen B. Lassalle, -	November 4, " -	Independence 74.
Charles Lowndes, -	March 18, 1815, -	Sloop Erie.
Christopher Lowndes, -	January 1, 1817, -	Frigate Congress.
Arthur Lewis, -	" " 1818, -	Schooner Nonesuch.
Andrew K. Long, -	" " " -	Corvette John Adams.
John H. Little, -	" " " -	Ditto.
Charles W. Minchin, -	January 1, 1812, -	Not on duty.
William B. McLane, -	" " " -	Newport, Rhode Island.
Richard Mackall, -	" " " -	Lake Erie.
David Mitchell, -	June 18, " -	Not on duty.
Daniel H. Mackey, -	April 16, 1813, -	Frigate United States.
John Marston, Jun., -	November 9, " -	Brig Prometheus.
Joseph Moorhead, -	" " " -	Frigate United States.
David W. McRorie, -	February 1, 1814, -	Sloop Peacock.
Daniel S. McCauley, -	" " " -	Franklin 74.
Michael Mahony, -	November 30, " -	On furlough.
Joseph Matison, -	" " " -	Brig Spark.
William W. McKean, -	" " " -	Franklin 74.
William McKenzie, -	" " " -	Not on duty.
Joseph Myers, -	December 6, " -	Franklin 74.
Samuel Mercer, -	March 4, 1815, -	Frigate Congress.
Robert F. Martin, -	May 2, " -	Franklin 74.
Robert Marshall, -	November 21, " -	Frigate Guerriere.
Alexander M. Murray, -	January 1, 1817, -	Franklin 74.
Oliver H. Middleton, -	" " " -	Sloop Ontario.
George A. Magruder, -	" " " -	Franklin 74.
James P. McCall, -	" " " -	Corvette John Adams.
Humphrey H. Morris, -	" " " -	Not on duty.
Edward Y. Marshall, -	" " " -	Frigate Macedonian.
Thomas J. Manning, -	" " " -	Frigate Guerriere.
John Marshall, -	" " 1818, -	Ditto.
John G. Melish, -	" " " -	Independence 74.
Alexander M. Mull, -	" " " -	Not on duty.
Charles V. Morris, -	" " " -	Frigate Guerriere.
Robert H. Nichols, -	September 1, 1811, -	Sackett's Harbor.
Walter Newcomb, -	January 1, 1812, -	Independence 74.
Zachariah W. Nixon, -	June 18, " -	On furlough.
Henry C. Newton, -	" " " -	Sloop Ontario.
William C. Nicholson, -	" " " -	Frigate Congress.
William D. Newman, -	February 1, 1814, -	Corvette John Adams.
Joseph B. Nones, -	" " " -	Sloop Hornet.
William B. Nicholson, -	March 17, " -	Brig Enterprise.
John S. Nicholas, -	June 6, 1815, -	Franklin 74.
Joseph M. Nicholson, -	January 1, 1817, -	Frigate United States.
Augustus A. Nicholson, -	" " 1818, -	Frigate Guerriere.
James L. Nowland, -	November 30, 1814, -	Corvette John Adams.
Patrick H. Overton, -	January 1, 1812, -	Sloop Peacock.
Garret J. Pendergrast, -	" " " -	Sloop Erie.
Thomas Pettigru, -	" " " -	Schooner Hornet.
Charles T. Platt, -	June 18, " -	Frigate Guerriere.
Edward Price, -	April 5, 1813, -	Not on duty.
Samuel B. Phelps, -	May 20, " -	Norfolk, Virginia.
John E. Prentiss, -	November 9, " -	On furlough.
Jott S. Paine, -	" " " -	Ditto.
Thomas Patten, -	" " " -	Frigate United States.
William Pollard, -	March 8, 1814, -	On furlough.
John F. Pelot, -	June 10, " -	Ditto.
Alexander B. Pinkham, -	June 17, " -	Sloop Ontario.
Richard S. Pinckney, -	August 3, " -	Frigate Macedonian.
David H. Porter, -	August 4, " -	Franklin 74.
Richard Pickett, -	November 30, " -	Not on duty.
John W. Palmer, -	" " " -	Independence 74.
William H. Potter, -	December 6, " -	On furlough.
Robert Potter, -	March 2, 1815, -	Ditto.
George F. Pearson, -	March 11, " -	Frigate United States.
William P. Piercy, -	" " " -	Lake Erie.
William H. Penneck, -	April 20, " -	Norfolk, recruiting.

## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Edward Pinkney, -	November 21, 1815, -	Sloop Peacock.
John Pope, -	May 30, 1816, -	Not on duty.
Isaac Edson Perkins, -	January 1, 1817, -	Brig Prometheus.
Edward Preble, -	" " -	Frigate Congress.
William W. Page, -	" " -	Schooner Lynx.
John H. Pleasanton, -	" " -	Frigate Congress.
Levin M. Powell, -	" 1818, -	Ditto.
Reuben R. Pinkham, -	" " -	Schooner Hornet.
William Pierson, -	" " -	Corvette John Adams.
John M. Patterson, -	" " -	Mediterranean.
Hugh Y. Purviance, -	November 3, " -	Not on duty.
Henry Pinkney, -	" " -	Ditto.
Samuel Renshaw, -	July 4, 1805, -	Philadelphia.
Edmund M. Russell, -	June 18, 1812, -	On furlough.
Samuel Rogers, -	November 9, 1813, -	Not on duty.
William T. Rodgers, -	" " -	Frigate Macedonian.
William Rice, -	" " -	Ditto.
Robert Ritchie, -	February 1, 1814, -	Sloop Peacock.
Solomon Rutter, -	February 26, " -	On furlough.
Victor M. Randolph, -	June 11, " -	Frigate Constellation.
John Rudd, -	November 30, " -	Franklin 74.
William Roane, -	" " -	New Orleans.
Herman Rutgers, -	" " -	Frigate United States.
William W. Rittenhouse, -	" " -	Not on duty.
Edward C. Rutledge, -	" " -	Washington 74.
John Reed, Jun., -	" " -	Frigate Macedonian.
Isaac H. Rand, -	January 25, 1815, -	Frigate Guerriere.
Thomas M. Randolph, -	May 30, 1816, -	Ditto.
Pierre C. Rion, -	" " -	New Orleans.
Peter B. Randolph, -	January 1, 1817, -	Frigate Macedonian.
John G. Rodgers, -	" 1818, -	Frigate Congress.
John M. Rinker, -	" " -	New Orleans.
Richard Stewart, -	January 15, 1809, -	On furlough.
John L. Saunders, -	November 15, " -	Sloop Ontario.
Augustus Swartwout, -	January 1, 1812, -	On furlough.
William Steele, -	" " -	Not on duty.
Otho Stallings, -	June 18, " -	Frigate United States.
Hugh C. Sweeny, -	" " -	Navy yard, Washington.
John M. Sullivan, -	March 1, 1813, -	Sloop Ontario.
John B. Shute, -	April 16, " -	Corvette John Adams.
William Skiddy, -	May 9, " -	On furlough.
John Swartwout, -	November 9, " -	Not on duty.
Matthew W. Stout, -	November 12, " -	Sloop Erie.
John Stevenson, -	February 1, 1814, -	Lake Erie.
David R. Stewart, -	" " -	Sloop Erie.
Robert M. Summers, -	" " -	Brig Enterprise.
William F. Shields, -	February 2, " -	Frigate United States.
Irvin Shubrick, -	May 12, " -	Sloop Erie.
Egbert Shaler, -	November 30, " -	Frigate Guerriere.
Jonathan W. Sherburne, -	" " -	Baltimore.
George W. Somerville, -	" " -	Sloop Hornet.
Roger C. Shaw, -	" " -	Corvette John Adams.
Merrit S. Scott, -	" " -	Franklin 74.
John H. Smith, -	January 1, 1815, -	Frigate Congress.
Francis Sanderson, -	February 3, " -	Washington 74.
Jesse Smith, -	March 11, " -	Sloop Ontario.
Henry D. Scott, -	May 30, 1816, -	Washington.
William D. Shaler, -	" " -	On furlough.
Alexander Slidell, -	January 1, 1817, -	Frigate Macedonian.
George S. Smith, -	" " -	Not on duty.
George Shute, -	" " -	Franklin 74.
Joseph G. Smith, -	" " -	Frigate Macedonian.
William Seton, -	" 1818, -	Ditto.
Thomas O. Selfridge, -	" " -	Not on duty.
George W. Sims, -	" " -	Independence 74.
Charles H. Starr, -	November 3, " -	Not on duty.
Albert G. Slaughter, -	" " -	Ditto.
Nehemiah Tilton, -	November 9, 1813, -	Schooner Asp.
Joseph S. Townsends, -	November 18, " -	Sloop Peacock.
John P. Tuttle, -	November 30, " -	Frigate United States.
Henry E. Turner, -	" " -	Independence 74.
John Tompkins, -	" " -	Frigate United States.
Benjamin Tallmadge, Jun., -	January 24, 1815, -	On furlough.
William B. G. Taylor, -	February 13, " -	Corvette John Adams.
Alexander Thompson, -	January 1, 1817, -	Ditto.
Richard Taylor, -	" 1818, -	Frigate Macedonian.
John L. Thomas, -	" " -	Corvette John Adams.
Samuel S. Turner, -	March 4, " -	Frigate Guerriere.
Griffin Tompkins, -	July 11, " -	Ditto.
George P. Upshur, -	April 23, " -	Ditto.
Frederick Varnum, -	June 18, 1812, -	Independence 74.
James K. Vallette, -	June 1, 1815, -	Washington 74.
Gashon J. Van Brunt, -	January 1, 1818, -	Independence 74.
Daniel R. Walker, -	June 9, 1811, -	Ditto.
James Williams, -	September 1, " -	Sloop Erie.



## MIDSHIPMEN.

Names.	Dates of warrants.	Where stationed.
Stephen B. Wilson,	January 1, 1812,	Frigate Guerriere.
William S. J. Washington,	February 5, "	Lake Erie.
William C. Wetmore,	June 18, "	Washington 74.
Clement S. Whittington,	" "	Not on duty.
Frederick Wolbert,	" "	On furlough.
Pardon M. Whipple,	" "	Washington 74.
Oliver W. Wood,	November 30, 1814,	Frigate Macedonian.
William S. Walker,	" "	Frigate Guerriere.
Thomas V. Wilson,	January 22, 1816,	Frigate Macedonian.
George F. Weaver,	January 1, 1817,	Sloop Erie.
James P. Wilson,	" "	Frigate Congress.
Thomas B. Worthington,	" "	Frigate Guerriere.
William G. Woolsey,	" 1818,	Franklin 74.
Charles F. Winn,	" "	Not on duty.
Rolla Weems,	" "	Frigate Macedonian.
Mason Wilson,	" "	Ditto.
Oliver S. Wolcott,	" "	Frigate Guerriere.
Charles Wilkes, Jr.	" "	Ditto.
John W. West,	November 3, "	Not on duty.
John Jay Young,	November 1, 1812,	Baltimore.
Henry D. Zantinger,	" 1817,	Frigate Congress.

## SAILING-MASTERS.

Edward Barry,	February 28, 1809,	Navy yard, Washington.
Abraham B. Bloodgood,	June 25, 1812,	New York.
Salvadore Catalano,	August 9, 1809,	Navy yard, Washington.
James B. Cooper, A. L.	July 9, 1812,	Do. Philadelphia.
John Clough,	" 3, 1813,	Receiving vessel, New York.
Alexander Cunningham,	May 5, 1814,	Schooner Despatch.
Samuel P. Chamberlain,	January 8, "	Navy yard, Portsmouth, New Hampshire.
John Carlton,	July 4, 1815,	Sloop Ontario.
Peter Carson,	November 1, 1816,	New Orleans.
Biscoe S. Doney,	June 24, 1812,	Schooner Asp.
Marmaduke Dove,	August 29, "	Navy yard, Washington.
Daniel Dobbins,	September 16, "	Erie, Pennsylvania.
Joseph H. Dill,	April 10, 1813,	On furlough.
George F. De La Roche,	August 3, "	Do.
Shubael Downes,	September 12, "	Navy yard, Charlestown, Massachusetts.
John Drew,	December 6, 1814,	On furlough.
Francis H. Ellison,	July 3, 1813,	Navy yard, New York.
Jonathan D. Ferris,	" "	New Orleans.
James H. Ferguson,	May 27, 1814,	On furlough.
Samuel R. Gerry,	January 17, 1809,	Do.
Thomas Godfrey,	April 18, 1815,	Navy yard, Charlestown, Massachusetts.
George A. Hallowell,	December 5, 1812,	On furlough.
Samuel C. Hixon,	April 30, 1814,	Frigate Guerriere.
Henry D. Hill,	June 16, "	Charleston, South Carolina.
William L. Hudson,	" "	Cyane, New York.
Isaac T. Heartte,	July 6, 1815,	On furlough.
Daniel Jones,	May 8, 1812,	Steam frigate Fulton.
William Johnson,	June 15, 1815,	New Orleans.
William Knight,	October 2, 1799,	Navy yard, Philadelphia.
Simon Kingston,	June 29, 1812,	Philadelphia.
Robert Knox,	July 20, "	Navy yard, Charlestown, Massachusetts.
Sylvester Kemper,	October 30, "	On furlough.
John Kitts,	May 15, 1813,	Do.
John Kidd,	" "	Schooner Nonesuch.
John R. Leacraft,	" 5, 1812,	Corvette John Adams.
Jairus Loomis,	November 11, "	New Orleans.
Alexis Luckett,	December 15, "	Brig Enterprise.
Joseph Lindsay,	March 17, 1814,	Navy yard, White Hall, New York.
William Lee,	April 30, 1815,	On furlough.
William Landen,	December 4, "	Do.
Jacob Mull,	February 13, 1809,	Brig Macedonian.
Francis Mallaby,	July 3, 1813,	Gunboat No. 95.
William T. Malbone,	April 4, 1814,	Independence 74.
Philip S. Meyer,	November 18, "	New York.
William Miller,	January 28, 1815,	Philadelphia.
Edward Mount,	" "	Lake Erie.
John Nantz,	July 7, 1812,	Baltimore.
Thomas Nichols,	" "	Washington 74.
David Phipps,	January 1, 1805,	Steam frigate Fulton.
Lewis B. Page,	March 9, 1809,	Schooner Nonesuch.
James B. Potts,	July 26, 1812,	Navy yard, Gosport, Virginia.
William W. Polk,	" 18, 1814,	New York.
Thomas Pollock,	" "	New Orleans.
John Quinn,	November 1, 1816,	Ketch Surprise.
Edward Rumney,	November 18, 1812,	On furlough.
Samuel Rinker,	September 3, 1813,	Franklin 74.
Thomas Rutter,	November 9, "	On furlough.
John Robinson,	" 27, 1815,	Schooner Lady of the Lake.

## SAILING-MASTERS.

Names.	Dates of warrants.	Where stationed.
Joseph Stevens, - - -	May 3, 1812, -	On furlough.
Thomas W. Story, - - -	April 27, 1813, -	Do.
William W. Sheed, - - -	May 5, " -	Do.
Nathaniel Stoodley, - - -	August 14, " -	Do.
Daniel S. Stellwagen, - - -	May 14, 1814, -	Philadelphia.
James Spilman, - - -	February 3, 1815, -	On furlough.
Joseph Taylor, - - -	July 14, 1812, -	Charleston, South Carolina.
Robert S. Tatem, - - -	" 21, 1814, -	On furlough.
Henry Tew, - - -	March 28, " -	Newport, Rhode Island.
James Terry, - - -	April 20, 1815, -	Brig Spark.
James Tewksbury, - - -	December 14, " -	Lake Erie.
George Ulrick, - - -	" 4, 1809, -	New Orleans.
William Vaughan, - - -	August 22, 1812, -	Sackett's Harbor.
Charles F. Waldo, - - -	March 10, 1813, -	Navy yard, Charlestown, Massachusetts.
Joseph Williston, - - -	November 26, 1814, -	Sloop Peacock.
Nahum Warren, - - -	February 6, 1815, -	Gunboat No. 67.
Henry Worthington, - - -	May 2, " -	Sloop Hornet.
Cæsar R. Wilson, - - -	January 1, 1817, -	Navy yard, Philadelphia.

## BOATSWAINS.

William Berry, - - -	February 20, 1812, -	Navy yard, New York.
James Banks, - - -	" - - - -	Franklin 74.
Stephen G. Clark, - - -	January 1, 1817, -	Navy yard, Charlestown, Massachusetts.
James Culbertson, - - -	" - - - -	" - - - -
Benjamin Evans, - - -	" - - - -	Sloop Erie.
David Eaton, - - -	August 8, 1811, -	Corvette John Adams.
George Hodge, - - -	May 11, 1798, -	Navy yard, Washington.
Edward Linscot, - - -	March 29, 1809, -	Navy yard, Gosport, Virginia.
John McLoud, - - -	August 1, " -	Independence 74.
John McFate, - - -	July 15, 1813, -	New York.
Watson Morris, - - -	" - - - -	Ketch Surprise.
Thomas Penny, - - -	" - - - -	Sloop Peacock.
Samuel F. Parker, - - -	" - - - -	Brig Enterprise.
John Robeson, - - -	January 1, 1817, -	Navy yard, New York.
Michael M. Roberts, - - -	November 18, 1814, -	Do. Charlestown, Massachusetts.
Thomas R. Smith, - - -	" 5, " -	Washington 74.
John Smith, - - -	" - - - -	New Orleans.
John Simmes, - - -	" - - - -	Frigate United States.
Abraham Walton, - - -	September 17, 1815, -	Navy yard, Charlestown, Massachusetts.
James Wolf, - - -	" - - - -	Frigate Constellation.
James Watson, - - -	" - - - -	Frigate Guerriere.
John Woods, - - -	July 8, " -	Philadelphia.

## GUNNERS.

John Baker, - - -	June 16, 1814, -	Lake Champlain.
Thomas Barry, - - -	July 2, 1814, -	Philadelphia.
James Bogman, - - -	December 14, 1815, -	Navy yard, Charlestown, Massachusetts.
John Blight, - - -	" - - - -	Sloop Ontario.
Antonio Corraei, - - -	January 28, 1809, -	Navy yard, Portsmouth, New Hampshire.
James Cosgrove, - - -	" 30, 1813, -	Do. New York.
William C. Cowan, - - -	" - - - -	Frigate Congress.
George Davis, - - -	" - - - -	Ketch Surprise.
William Devers, - - -	" - - - -	Washington 74.
John Fair, - - -	" - - - -	Frigate Guerriere.
Henry Hunt, - - -	" - - - -	Frigate Constellation.
George Jackson, - - -	February 2, 1810, -	New Orleans.
John Johnson, - - -	May 6, 1813, -	Lake Erie.
Stephen Jones, - - -	" - - - -	Brig Spark.
William Johnson, - - -	" - - - -	Frigate Congress.
Joseph Lum, - - -	" - - - -	Navy yard, Gosport, Virginia.
John Lord, - - -	" - - - -	Franklin 74.
George Marshall, - - -	July 15, 1809, -	Sloop Erie.
Thomas Marshall, - - -	" - - - -	Brig Enterprise.
Elijah Marchant, - - -	" - - - -	Schooner Nonesuch.
Matthew Rogers, - - -	August 17, 1812, -	Sackett's Harbor.
John S. Wilson, - - -	" - - - -	Sloop Peacock.



## CARPENTERS.

Names.	Dates of warrants.	Where stationed.
Samuel Brown, - - - -	December 18, 1816, -	Franklin 74.
Breasted Barnes, - - - -	- - - - -	Washington 74.
Peter Demeritt, - - - -	- - - - -	Frigate Congress.
Abraham Demott, - - - -	- - - - -	Sackett's Harbor.
John Deacon, - - - -	- - - - -	Brig Enterprise.
Baruch M. Evans, - - - -	- - - - -	Frigate Congress.
John Floyd, - - - -	- - - - -	Navy yard, New York.
Zaccheus R. Fuller, - - - -	- - - - -	Frigate United States.
Robert Fell, - - - -	- - - - -	New Orleans.
Richard Lowell, - - - -	- - - - -	New York.
William Pook, - - - -	- - - - -	Sackett's Harbor.
Samuel Phillips, - - - -	- - - - -	Sloop Ontario.
Nehemiah Parker, - - - -	- - - - -	Independence 74.
James Stephens, - - - -	April 8, 1815, -	Sloop Peacock.
John Stewart, - - - -	- - - - -	Brig Spark.
Richard Thomas, - - - -	January 22, 1814, -	Sloop Erie.

## SAILMAKERS.

John L. Brown, - - - -	September 28, 1816, -	Frigate Congress.
William H. Baldwin, - - - -	- - - - -	Sloop Ontario.
Samuel B. Banister, - - - -	- - - - -	Franklin 74.
Amos Cutter, - - - -	- - - - -	Washington 74.
Charles Cassell, - - - -	- - - - -	Brig Spark.
William Edwards, - - - -	- - - - -	-
John J. Fleming, - - - -	- - - - -	Sloop Peacock.
William Fleming, - - - -	- - - - -	New York.
John Speir, - - - -	- - - - -	Sloop Hornet.
Samuel Trebby, - - - -	- - - - -	Frigate United States.
John Trimble, - - - -	- - - - -	Frigate Congress.

## MASTERS' MATES.

Lewis Coradi, - - - -	- - - - -	Washington 74.
Thomas King, - - - -	- - - - -	Independence 74.
Robert Long, - - - -	November 16, 1816, -	Franklin 74.
Richard Mulford, - - - -	- - - - -	Brig Spark.
Andrew Pouquet, - - - -	- - - - -	Do.
Jacob D. Stout, - - - -	- - - - -	Charleston, South Carolina.
Elias Taylor, - - - -	November 16, 1816, -	Franklin 74.

*Names and force of the ships and vessels of the United States' navy.*

Names.	Guns.	Names.	Guns.	Names.	Guns.
Alert, ship, - - -	None.	Guerriere, frigate, -	44	Niagara, brig, - - -	18
Asp, schooner, - -	"	General Pike, ship, -	24	Nonesuch, schooner, -	6
Block ship, (Tchifonta,) -	"	Ghent, schooner, -	1	Ontario, ship, - - -	18
Constitution, frigate, -	44	Hornet, ship, - - -	18	Oneida, brig, - - -	14
Congress, frigate, -	36	Hornet, schooner, -	6	Peacock, ship, - - -	18
Constellation, frigate, -	36	Independence, ship, -	74	Porcupine, schooner, -	1
Chippewa, ship, - -	74	Java, frigate, - - -	44	Queen Charlotte, ship, -	14
Corporation, schooner, -	None.	John Adams, ship, -	24	Ranger, brig, - - -	14
Confiance, ship, - -	32	Jefferson, brig, - -	18	Raven, brig, - - -	14
Cyane, ship, - - -	24	Jones, brig, - - -	18	Superior, frigate, - -	44
Detroit, brig, - - -	18	Louisiana, ship, - -	18	Saratoga, ship, - - -	22
Despatch, schooner, -	2	Lawrence, brig, - -	20	Sylph, brig, - - -	16
Erie, ship, - - -	18	Linnet, schooner, -	16	Spark, brig, - - -	12
Enterprise, brig, - -	12	Lynx, schooner, - -	6	Spitfire, brig, - - -	Bomb.
Etna, brig, - - -	None.	Lady of the Lake, sloop, -	1	Surprise, schooner, -	6
Eagle, schooner, - -	12	Macedonian, frigate, -	36	Ticonderoga, schooner, -	14
Franklin, ship, - -	74	Mohawk, frigate, - -	32	United States, frigate, -	44
Fulton, steam frigate, -	-	Madison, brig, - - -	18	Vengeance, schooner, -	Bomb.
Firebrand, schooner, -	6	New Orleans, ship, - -	74	Washington, ship, - -	74
Fox, schooner, - -	4				

*Barges, galleys, gunboats, &c.*

At Sackett's Harbor, - - -	15 Barges, no armament.
Whitehall, - - - -	6 Galleys, 2 guns each.
Boston, - - - -	1 Anchor hoy.
Newport, - - - -	Gunboat No. 95.
New York, - - - -	Gunboat No. 8.
Baltimore, - - - -	3 Barges.
Norfolk, - - - -	Gunboats Nos. 72 and 76.
Charleston, South Carolina, -	Gunboats Nos. 10, 158, and 168.
New Orleans, - - - -	Bulldog, (felucca), 2 guns, and 2 launches.

## COMMISSION OFFICERS OF THE MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

## CAPTAINS.

Names.	Dates of commissions.	Where stationed.
Anthony Gale, brevet major, - - -	April 24, 1804, -	New Orleans.
Arch. Henderson, do. - - -	April 1, 1811, -	Head-quarters.
Richard Smith, do. - - -	March 13, 1812, -	New York.
Robert D. Wainwright, - - -	September 29, " -	Boston.
William Anderson, - - -	June 18, 1814, -	Norfolk, Virginia.
S. Miller, brevet major, adj. and insp. - - -	" " -	Head-quarters.
John M. Gamble, brevet major, - - -	" " -	Philadelphia.
Alfred Grayson, quartermaster, - - -	" " -	Head-quarters.
F. B. De Bellevue, - - -	November 7, 1818, -	New Orleans.

## FIRST LIEUTENANTS.

Lyman Kellogg, - - -	June 18, 1814, -	Frigate Guerriere.
Samuel E. Watson, - - -	" " -	Portsmouth, New Hampshire.
William L. Brownlow, - - -	" " -	Mediterranean.
William H. Freeman, - - -	" " -	Sackett's Harbor.
Joseph L. Kuhn, - - -	" " -	Mediterranean.
Henry Olcott, - - -	" " -	Do.
Charles R. Broom, - - -	" " -	Philadelphia.
Benjamin Richardson, - - -	" " -	Franklin 74.
Francis B. White, - - -	" " -	Boston.
William Nicoll, - - -	" " -	Frigate Congress.
Charles Lord, - - -	" " -	Mediterranean.
Levi Twiggs, - - -	" " -	New York.
John Harris, - - -	" " -	Erie, Pennsylvania.
Samuel B. Johnson, - - -	" " -	Frigate Macedonian.
Thomas A. Linton, - - -	April 18, 1817, -	Head-quarters.
Richard Auchmuty, - - -	" " -	Boston.
James Edelin, - - -	" " -	Head-quarters.
Christian Ford, - - -	" " -	Mediterranean.
Park G. Howle, - - -	" " -	Norfolk, Virginia.
George B. English, - - -	" " -	Mediterranean.
Richard D. Green, - - -	" " -	Head-quarters.
Robert M. Desha, P. M. - - -	" " -	Do.
Henry E. Dix, - - -	" " -	Boston.

## SECOND LIEUTENANTS.

Edwin B. Newton, - - -	January 16, 1817, -	Franklin 74.
Elijah J. Weed, - - -	" " -	Philadelphia.
Charles K. Porter, - - -	January 28, 1818, -	New Orleans.
Joseph C. Hall, - - -	" " -	Boston.
Thomas S. English, - - -	" " -	Do.
Henry W. Gardner, - - -	" " -	Head-quarters.
James M. Clements, - - -	" " -	Do.
Thomas B. Barton, - - -	" " -	Do.
Richard W. Ashton, - - -	" " -	Sackett's Harbor.
George W. Walker, - - -	" " -	New York.
William W. Dulany, - - -	February 13, " -	Head-quarters.
William W. Whetcroft, - - -	" 19, " -	Do.
Christopher Floyd, - - -	September 9, " -	Do.
Charles C. Tupper, - - -	" " -	Not joined head-quarters.
Abraham Britton, - - -	" " -	Do.
John McClure, - - -	" " -	Do.

15th Congress.]

No. 168.

[2d Session.]

## CONTRACTS FOR THE YEAR 1818.

COMMUNICATED TO THE SENATE ON THE 8TH OF JANUARY, 1819.

NAVY DEPARTMENT, January 7, 1819.

SIR:

I have the honor of transmitting herewith a statement of the contracts made by the commissioners of the navy, during the year 1818, prepared in obedience to the act of the 3d March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, very respectfully, sir, your obedient servant,

SMITH THOMPSON.

The Hon. the PRESIDENT OF THE SENATE.



*Statement of the contracts made by the Commissioners of the Navy in 1918.*

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Francis Adams, Jun., - James Johnson,	January 5, " 27,	Freight of the ship Fair Trader from Alexandria to Gibraltar; 800 barrels of pork, 1,400 barrels of beef, Such quantity of Hedh's best quality of coals as may be re- quired for the use of the navy yard at the city of Washing- ton, for the year 1818,	- - - -	- In the course of present winter and spring,	Gibraltar. New Orleans.
Joseph C. Reilly,	February 9,	148 cypress beams, for a seventy-four, 48 ledges, for do. 3 long combings, for do. 100 promiscuous logs, for do. 232,550 feet of cypress plank, for do. 500 do. do. do. suited to a long 43 pound cannon, 300 do. do. do. 32 200 do. do. do. 24 900 do. do. do. 18	- - - - -\$3 per 100 superficial feet, \$30 25 each, \$26 40 each, \$23 10 each, \$20 90 each, 75 cents per inch, 34 pence per inch, Virginia currency, do.	- When required, In the course of the present year, Do. Do. Do. 400 in the year 1818, 400 do. 1818, 400 do. 1820,	N. yard, Washington, Navy yard at Gosport, Virginia. Do. Do. Do. At such place or places, within the U. S., as the board of navy commis- sioners may designate. Navy yard, New York. Navy yard at Gosport, Virginia. Washington city. U. States navy yard, Brooklyn, New York. To order navy com'r's, Portland, Maine. Do.
William Cammack,	" 12,	744 white oak or rock oak knees, 35 spars for a frigate, 2d class, 22 do.	- - -	- Within 4 m. from date, Within 40 days from date. In the year 1818,	Navy yard at Gosport, Virginia. U. States navy yard, Washington city.
Robert L. Stevens,	" 24,	1,500 pairs of shoes for marines, For erecting a building at the United States' navy yard at Brooklyn, and furnishing materials.	\$1 37½ per pair, \$4,350,	[next, On or before 25th May Within 12 m. from date, Within 18 m. from do.	Navy yard, Charles- town, Mass.
Amos Upham, Nathaniel P. Tatem,	March 6, " 31,	2,000 barrels of navy bread, 1,000 hackmatack knees, 1,000 do. All the cordage required to fit out the three frigates—the Constitution, the Macedonian, and the Java, Cables and spun-yarns.	4½ cents per pound, \$4 25 each, \$3 25 each, - - -	- As required by the the commandant of the navy yard. Do. On or before 10th Aug. next.	Navy yard, Charles- town, Mass.
Patience Minchen, E. Thompson, William McKenney, Andrew Leighton,	April 10, " 9, " 28,	Breechings, bolt-tops, standing and running rigging, 2,000 barrels of navy bread, All the blocks that may be required for the frigates at the navy yard, Charlestown, that may be fitted out during 1818,	- - - viz: In. S. mortice. Double do. Triple do. 4 \$0 31 \$0 43 \$0 63 5 " 0 31 " 0 63 6 " 0 31 " 0 63 7 " 0 30 " 0 60 8 " 0 40 " 0 80 9 " 0 50 " 1 00 10 " 0 60 " 1 20 11 " 0 70 " 1 40 12 " 0 85 " 1 90 13 " 1 10 " 2 30 14 " 1 25 " 2 50 15 " 1 50 " 3 00 16 " 1 65 " 3 30	At such times as the commandant of the navy yard at Charles- town may require.	Navy yard, Charles- town, Mass.
Isaac P. Davis,	May 2,				
William McKenney, Alexander Donaldson,	" 9, " 7,				

## STATEMENT, &amp;c.—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.		When to be delivered.	Where to be delivered.
Alexander Donaldson,	1818. May 7,	All the blocks that may be required for the frigates at the navy yard, Charlestown, that may be fitted out during 1818,  Dead eyes,           Hearts,	In. S. mortice.	Double do.	At such times as the commandant of the navy yard at Charlestown may require.	Navy yard, Charlestown, Mass.
			17 \$1 60	Treble do. \$5 40		
			18 2 30	3 60		
			19 2 70	4 40		
			20 3 20	5 40		
			8 40 each,	6 40		
			9 50 do.			
			10 60 do.			
			11 70 do.			
			12 80 do.			
			13 1 10 do.			
			14 1 20 do.			
			15 1 40 do.			
			16 1 60 do.			
			10 90 do.			
			11 1 00 do.			
			12 1 10 do.			
			13 1 30 do.			
			14 1 50 do.			
			15 1 75 do.			
			16 2 00 do.			
			In. S. mortice.	Double do.		
			1 \$0 28	Treble do. \$0 84		
			2 0 38	0 56		
			3 0 38	0 56		
			7 0 40	0 80		
			8 0 54	1 08		
			9 0 67	1 34		
			10 0 80	1 60		
			11 0 94	1 88		
			12 1 27	2 54		
			13 1 47	2 94		
			14 1 67	3 34		
			15 2 00	4 00		
			16 2 20	4 40		
			17 2 40	4 80		
			18 2 94	5 88		
			19 3 60	7 20		
			20 4 27	8 54		
			37½ cents per pound,			
			25 cents each,			
			25 cents,			
			10 cents,			
			25 cents per mortice,			
			\$17 per barrel,			
James Johnson,	May 11,	Composition cogs,			[1818, On or before 30th June,	New Orleans.
		Cast iron cogs,				
		Setting each cog into sheave,				
		Riveting each cog,				
		Block pins, 500 barrels of navy pork,				





## STATEMENT, &amp;c.—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Richard Parrot,	1818,				
- July 13,		All the tarred rope, of every description, excepting the standing rigging, that may be required for the ship of the line building at Washington city.	\$12 25 per every 112 pounds,	As required,	Navy yard, Washington.
- " 17,		240 hackmetack knees,	\$860,	Within 2 mo. from date,	Portland, Maine.
- " 23,		400 dozen of patent augers, of sixteen different sizes,	34 cents per every quarter inch said augers measure.	Within 12 months from date.	New York, Philadelphia, Boston, Washington, and Norfolk, Virginia.
Hugh Smith and Co.	August 22,	Freight of the ship Winifred from the port of Georgetown, D. C., to the port of Gibraltar,	\$1 50 (and 5 per cent. primeage) per barrel,	The ensuing winter and spring.	Gibraltar.
James Johnson,	July 31,	2,000 barrels of pork,	\$17 per barrel,	In one year from date,	Such port in the U. S. as navy comm's designate.
Joseph W. Revere,	Sep. 1,	257,750 pounds of copper rods for bolts,	38 cents per pound; to be paid for, in part, by a quantity of old burnt bolt copper,	In the year 1820,	Navy yard, Charlestown, Massachusetts.
Samuel Grice,	" 10,	One full and complete frame of live oak timber, cut to moulds, for a ship of the line, excepting only the particular pieces designated.	\$1 50 per cubic foot,	Do.	Such navy yard or navy yards as the navy comm's may designate.
John Mason,	Oct. 21,	And one full and complete frame of live oak timber, cut to moulds, for a frigate.	\$1 43½ per do,	Do.	Do.
		All such castings in iron, as may be required of him, by the commandant at the navy yard, Washington, according to such patterns as may be prescribed,	6 cents per pound,	When required,	Navy yard, Washington.



15th Congress.]No. 169.[2d Session.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 12, 1819.

NAVY DEPARTMENT, *January 11, 1819.*

SIR:

On behalf of the commissioners of the Navy Pension Fund, and in obedience to the "Act for the better government of the navy of the United States," I have the honor respectfully to report to Congress the following statements in relation to that fund, viz:

- A. Showing the amount of United States' stock belonging to the Navy Pension Fund.
- B. Showing the bank stock belonging to said fund.
- C. The account of the treasurer, Thomas Tudor Tucker, Esq. with the commissioners of the Navy Pension Fund. [Balance against him, \$4,360 91.]
- D. Abstract of warrants drawn by the Secretary of the Navy, on the treasurer of the fund. [Amount, \$228,235.]
- E. List of navy pensioners, with the pensions allowed to each. [Aggregate amount, \$34,970.]

All which is respectfully submitted.

SMITH THOMPSON.

To the Honorable the SPEAKER of the House of Representatives.

A.

*Statement of the Stocks on the Books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued in the year 1818.*

	Nominal amount.	Commencement of interest.		Interest and reimbursement for 1818.	Reimbursement of 6 per cent. deferred, & Louisiana stocks to the 31st December 1818.	Unredeemed amount on the 1st Jan. 1819.
Old six per cent. stock, . . . . .	39,579 01	January 1, 1818.	From 1st January to 30th September, . . . . .	1,777 99	39,579 04	91,134 58
Deferred six per cent. do. . . . .	56,532 23	. . . . .	. . . . .	4,532 56	35,397 65	30,735 93
Three per cent. . . . .	30,895 93	. . . . .	. . . . .	926 88	. . . . .	19,000 00
Louisiana six per cent. do. . . . .	38,000 00	. . . . .	From 1st January to 21st October on 38,000 . . . . .	1,995 00	19,000 00	134,235 02
Six per cent. of 1813, loan of 7 $\frac{3}{4}$ millions, do. . . . .	113,314 44	. . . . .	From 21st October to 31st December on 19,000 . . . . .	6,798 85	. . . . .	214,400 46
do. . . . .	7,430 58	April 1, " . . . . .	. . . . .	333 92	. . . . .	189,932 32
do. . . . .	13,500 00	October 1, " . . . . .	. . . . .	202 50	. . . . .	43,811 41
Six per cent. of 1814, loan of 10 millions, do. . . . .	193,489 35	January 1, " . . . . .	. . . . .	11,609 36	. . . . .	4,504 86
do. . . . .	20,911 11	April 1, " . . . . .	. . . . .	911 01	. . . . .	18,400 00
do. . . . .	187,800 00	January 1, " . . . . .	. . . . .	11,268 00	. . . . .	79,000 00
do. . . . .	2,132 32	April 1, " . . . . .	. . . . .	95 91	. . . . .	2,815 36
Six per cent. of 1815, . . . . .	36,789 44	January 1, " . . . . .	. . . . .	2,907 37	. . . . .	
do. . . . .	7,024 97	April 1, " . . . . .	. . . . .	316 13	. . . . .	
Exchanged 6 per cent. of 1812, . . . . .	4,504 86	. . . . .	. . . . .	909 71	. . . . .	
Six per cent. of 1813, loan of 16 millions, do. . . . .	18,400 00	. . . . .	. . . . .	753 35	. . . . .	
Six per cent. of 1812, . . . . .	66,000 00	January 1, " . . . . .	. . . . .	3,900 00	. . . . .	
do. . . . .	13,000 00	April 1, " . . . . .	. . . . .	585 00	. . . . .	
Six per cent. treasury note stock, . . . . .	2,815 36	. . . . .	. . . . .	126 69	. . . . .	
	\$852,109 63			\$48,623 26	\$93,976 69	\$758,132 94

Nominal amount, as per statement of 1817, . . . . .	\$696,400 43	Amount brought forward, . . . . .	
Six per cent. loan of 7 $\frac{3}{4}$ millions to credit of commissioners, April 1, 1818, . . . . .	7,430 58	Six per cent. stock of 1812, loan of 16 millions, April 1, 1818, . . . . .	\$836,294 27
do. . . . .	13,500 00	Six per cent. treasury note stock, loan of 16 millions, April 1, 1818, . . . . .	13,000 00
do. . . . .	20,911 11		2,815 36
do. . . . .	2,132 32		
Exchanged 6 per cent. of 1812, . . . . .	7,024 97	Deduct Old six per cent. paid off, . . . . .	852,109 63
Six per cent. stock of 1812, . . . . .	4,504 86	Louisiana, do. . . . .	\$99,579 04
Six per cent. stock of 1813, loan of 16 millions, do. . . . .	18,400 00		19,000 00
Six per cent. stock of 1812, . . . . .	66,000 00	Nominal amount, 1st January, 1819, . . . . .	66,579 04
	\$836,294 27		\$793,530 59

TREASURY DEPARTMENT, REGISTER'S OFFICE, January 9, 1819.

JOSEPH NOURSE, Register.



## B.

*Statement of Bank Stocks belonging to the Navy Pension Fund.*

	Nominal amount.	Amount of cost.
826 Shares Columbia bank stock, - - - - -	82,600 00	89,503 60
700 do. Washington do. - - - - -	14,000 00	14,260 00
600 do. Union do. - - - - -	15,000 00	15,340 50
	<b>\$111,600 00</b>	<b>\$119,103 10</b>

Of the above stock, 200 shares (\$100 each) of Columbia bank stock, were purchased by George McDaniel, on the 4th of December, 1818. And of the United States' stocks, reported by the Register of the Treasury, the following purchases were made in 1818, to wit:

66,000 00 by Benjamin Homans, 25th February, at 105, - - - - -	69,300 00
76,209 20 do. 8th June, at 104½, - - - - -	79,207 56
13,500 00 by George McDaniel, 24th November, at 99, - - - - -	13,365 00
<b>\$155,709 20</b>	<b>\$161,872 56</b>

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 12, 1819.

CONSTANT FREEMAN, 4th Auditor.

15th CONGRESS.]

No. 170.

[2d SESSION.]

## NAVY AND MARINE HOSPITALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 14, 1819.

NAVY DEPARTMENT, January 14, 1819.

SIR:

In obedience to a resolution of the House of Representatives, passed on the 17th day of April, 1818, I have the honor to transmit to you, to be laid before the House, papers marked A, numbered 1 to 8 inclusively, and B, with their several enclosures; which contain statements designating "the different places in the United States in which provision is made for the accommodation of seamen, under the several laws relating to navy and marine hospitals, the number of persons, as nearly as it can be ascertained, annually accommodated at each, and the expense attending the same," and afford all the information upon the subject of said resolution, which could be obtained through the medium of circular letters from this and the Treasury Department, transmitted to the several surgeons and other officers of Government in the United States.

The cost of a "hospital at this place, sufficiently large for the number of persons usually provided for here," would, under existing circumstances, be of very limited extent, compared with other naval establishments at which ships of war are equipped, and to which they return from their cruises. As the average number of seamen or marines accommodated at this place will probably not exceed twenty-five persons at any one time, the establishment being considered only as a building yard, and not, as formerly, a place of rendezvous for the ships in ordinary, or for those requiring repairs, it has not been deemed necessary to furnish an estimate of the costs, which would attend the erection of a hospital for so small a number, presuming that such an estimate would not meet the object of inquiry in the resolution.

I have the honor to be, with the highest respect, sir, your most obedient servant,

SMITH THOMPSON.

The Honorable SPEAKER of the House of Representatives.

A. No. 1.

WASHINGTON, May 25, 1818.

SIR:

Agreeably to your request of the 6th instant, I have prepared two abstracts: No. 1, of all the expenses of the naval hospital in this city, from June 1st, 1813, to December 31, 1817, except of such repairs as have been made to the fences by the mechanics of the navy yard, by your permission.

No. 2 contains an abstract of the value of hospital stores expended for the same period; admitting that the expense of vegetables before we had a garden, and the expenses of the garden for 1815, 16, 17, attached to the present establishment, be added, it will be found that the aggregate amount of the rations, for the above period, at twenty-five cents each, would leave a very large balance towards the other expenses of the hospital, say one thousand three hundred and thirty-nine dollars ninety-one cents; but as the greater proportion of the patients were marines, whose ration is valued at twenty cents, the balance would not be so great.

No part of the pension of Thomas Harvey has been drawn from the "pension fund," or carried to the credit of the hospital. He has been clothed, pursuant to an order from the Navy Department, dated June 28, 1814. His pension is thirty-six dollars per annum, of course not sufficient for his support alone.

Very respectfully, I have the honor to remain, your servant,

E. CUTBUSH, Surgeon.

The Hon. B. W. CROWNSHIELD, Secretary of the Navy.

P. S. Regular returns have been made to the Department of the patients admitted and discharged, also of the hospital stores expended.

## No. 1.

*Abstract of the expenses of the naval hospital at the city of Washington, from June 1st, 1813, to Dec. 31st, 1817.*

Years.	Patients in the hospital.	Out patients.	Wages of nurses and attendants.	Expenses of vegetables and fruit.	Expense of the garden.	For the support of patients, nurses and attendants.	Expense of soap and candles.	Expense of furniture replaced.	Fuel and expenses thereof.	Expenses of medicines, instruments, and dressings.	Incidental expenses.	Repairs at the hospital.	Clothing of an insane pensioner.	Rations of hospital patients and attendants.
	No.	No.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	No.
1813,	145	105	175 00	34 69	-	818 65½	22 99	225 65	293 33½	250 30	8 50	45 80	-	5511
1814,	116	*86	180 00	50 56	-	1,166 30¾	79 70	334 52	368 40	344 74	80 70	7 85	20 87	7306
1815,	64	136	215 52	-	23 75	737 11¾	68 36	72 63	305 68	143 47½	34 11	16 91	15 47	3380
1816,	26	315	186 52	-	26 75	535 58½	43 22	25 71	275 37½	285 19	19 70	15 43	26 82½	2523
1817,	24	231	137 00	-	20 75	448 42¾	19 74	83 12½	157 17½	31 53	33 10	-	31 68	2090

## REMARKS.

The number of out patients marked thus \* is from recollection, the books having been destroyed in the navy yard, 1814.

No steward has been employed in this establishment, and no hospital surgeon, paid as such, as in the army of the United States.

The number of rations stopped will more than cover the expenses for the support of patients and nurses.

E. CUTBUSH, Surgeon.

MAY 25, 1818.

## No. 2.

*Abstract of the value of hospital stores expended at the naval hospital, in the city of Washington, from June 1st, 1813, to December 31st, 1817.*

	1813.	1814.	1815.	1816.	1817.
Fresh meat, - - -	\$257 12	\$439 88	\$227 92	\$187 83	\$189 20
Bread, - - -	179 25	244 65	138 20	134 15	138 25
Milk, - - -	53 56½	56 49½	50 11	41 20	19 28
Tea, - - -	28 96	46 80	26 00	12 60	6 25
Brown sugar, - - -	87 01	147 87	81 68	26 68	19 15
Loaf sugar, - - -	2 70	17 31	-	-	-
Coffee, - - -	10 20	6 53	-	-	-
Chocolate, - - -	4 50	10 00	15 87	11 20	11 88
Oatmeal, - - -	90	3 34	-	-	-
Arrow root, - - -	2 00	2 40	1 50	-	-
Barley, - - -	2 00	8 10	1 56	3 00	7 30
Rice, - - -	8 17	5 75	8 04½	4 37½	2 97½
Madeira wine, - - -	108 00	36 00	9 50	-	-
Brandy, - - -	3 00	9 00	14 68	-	-
Sherry wine, - - -	12 00	30 00	69 56½	68 06	8 19
Port wine, - - -	2 00	-	21 00	-	-
Whiskey, - - -	26 88	71 91	46 10	26 40	28 30
Sago, - - -	40	-	20	-	-
Fowls, - - -	4 00	10 25	5 18¾	The balance in small articles.	
Corn meal, - - -	8 90	5 00	7 00		
Molasses, - - -	4 05	3 37	-		
Biscuit, - - -	6 80	-	-	20 09	13 09
Sundry small articles, - - -	-	-	-	-	4 56½
Vinegar, - - -	6 25	11 75	13 00	-	-
Total, -	818 65½	1,166 30¾	737 11½	535 58½	448 42¾

E. CUTBUSH, Surgeon.

MAY 25, 1818.

## A. No. 2.

BALTIMORE, August 23, 1818.

SIR:

In obedience to your order of 6th May, I have herewith the honor to transmit the enclosed statement of "the number of sick, who have been annually accommodated in the navy hospital at this place, and of the expenses attending the same." The statement terminates with the 17th March, 1817, when the dismemberment of the navy yard took place.

I have the honor to be, respectfully, sir, your obedient servant,

JAMES PAGE.

The Hon. B. W. CROWNSHIELD, Secretary of the Navy.



*A statement of the number of sick annually (from July 1st, 1812, to 17th March, 1817,) accommodated in the navy hospital at Baltimore, and of the expenses attending the same.*

Date.	Medicine.	Hospital stores.	Surgeons' instruments, &c.	Fuel.	Stationary.	Repairs.	Furniture, &c.	Provisions.	Surgeons' pay, &c.	Surgeons' mates' pay, &c.	Nurses' pay, &c.	Cooks' pay, &c.	Total.	Number of sick
	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	Dolls.	
1812,	70 73	36 93 <sup>1</sup> / <sub>2</sub>	10 75	84 00	1 50	-	57 44	140 26	641 76	-	18 00	18 00	1,079 37 <sup>1</sup> / <sub>2</sub>	64
1813,	295 75	240 87 <sup>1</sup> / <sub>2</sub>	49 00	189 00	3 62 <sup>1</sup> / <sub>2</sub>	-	138 00	595 33	1,283 52	-	18 00	18 00	2,831 10	197
1814,	352 98 <sup>1</sup> / <sub>2</sub>	626 73 <sup>1</sup> / <sub>2</sub>	80 12 <sup>1</sup> / <sub>2</sub>	231 00	5 25	197 63	291 00	1,640 82	1,283 52	*156 66	18 00	18 00	4,901 63 <sup>1</sup> / <sub>2</sub>	241
1815,	268 58 <sup>1</sup> / <sub>2</sub>	386 52 <sup>1</sup> / <sub>2</sub>	-	203 00	8 87 <sup>1</sup> / <sub>2</sub>	-	3 87 <sup>1</sup> / <sub>2</sub>	1,466 60	1,283 52	543 60	18 00	18 00	4,202 58	129
1816,	30 46 <sup>1</sup> / <sub>2</sub>	97 51	-	231 00	1 50	-	-	328 32	1,283 52	543 60	18 00	18 00	2,551 85 <sup>1</sup> / <sub>2</sub>	73
1817,	11 50	10 00	-	70 00	1 50	-	-	66 06	262 20	111 04	18 00	18 00	568 30	20

\* Beginning 12th September, 1814.

### A. No. 3.

NEW ORLEANS, August 23, 1818.

Sir: In obedience to your order of the 6th May, to furnish an accurate return of the number of persons annually accommodated at the navy hospital, I have the honor to report, that, from the beginning to the end of the year

1811 were accommodated 284 patients.  
 1812 ditto ditto 466 ditto.  
 1813 ditto ditto 348 ditto.  
 1814 ditto ditto 327 ditto.  
 1815 ditto ditto 476 ditto.  
 1816 ditto ditto 244 ditto.  
 1817 ditto ditto 189 ditto.

In seven years were accommodated 2,334 patients.

At an average per year - 334 patients.

Out patients, or such as receive medical aid, without being actually lodged within the hospital, are not included in the above report.

The greatest number of patients and convalescents maintained at the hospital at the same time, has fluctuated occasionally for several successive months between one hundred and one hundred and fifty; and would determine the estimate of the extent of a building, if such were contemplated to be erected at this place for an hospital.

The total number of days of sojournment at the hospital, of the patients collectively admitted, has been, in the year

1811,	-	-	-	-	5,918 days.
1812,	-	-	-	-	12,503 do.
1813,	-	-	-	-	9,007 do.
1814,	-	-	-	-	8,066 do.
1815,	-	-	-	-	11,024 do.
1816,	-	-	-	-	6,738 do.
1817,	-	-	-	-	6,094 do.

In the space of seven years - 59,350 days.

The average per year of 8,478 days, divided by the average number of annual inmates of the hospital, apportioned to each a stay of twenty-five days and a fraction. But the extremes of each patient remaining at the hospital on being discharged, has actually been, in the year

1811, longest period	156 days.	Shortest period	1 day.
1812, ditto	221 days.	ditto	1 day.
1813, ditto	221 days.	ditto	1 day.
1814, ditto	290 days.	ditto	2 days.
1815, ditto	364 days.	ditto	1 day.
1816, ditto	371 days.	ditto	3 days.
1817, ditto	269 days.	ditto	2 days.

The subjects of the first column were chronic, or incurable cases; and of forty-two persons coming under the head of the second column, twenty-three either died, or were impostors.

Equally solicitous of laying before the honorable the Secretary of the Navy a precise statement of the expense attendant on the institution, I addressed a letter on the subject to the navy agent; a copy of which is herewith enclosed. But the repeated promises of Mr. Smith to comply with my request not having been as yet fulfilled, I beg leave respectfully to submit, for the information of the Department, that, from an account kept of expenditures of provisions, small stores, and hospital stores, of every kind, the expense for the individual maintenance of a patient in these articles is, in the aggregate, twenty-four cents and a fraction per day. This calculation, than which I cannot at this moment offer any thing more faithfully correct, does not embrace the items of general expense for the hospital; and cannot be considered as conclusive to the inquiry made in the resolution of the House of Representatives of the United States.

I have the honor to be, with sentiments of great respect, sir, your very obedient servant,

LEWIS HEERMAN.

The Hon. BENJAMIN W. CROWNINSHIELD, *Secretary of the U. S. Navy, Washington.*

SIR:

NEW ORLEANS, June 11, 1818.

The honorable the Secretary of the Navy having required of me an estimate of the expenses attendant on the number of patients annually accommodated at the hospital, I am unable of arriving at a just conclusion, unless I can inspect the duplicates of accounts for the hospital, which are deposited in your office.

Will you permit me, therefore, to ask of you the favor to let me examine the accounts which you have paid for the navy hospital, since the 1st of January, 1811, to this date?

I have the honor to be, sir, your very obedient servant,

JOHN K. SMITH, Esq. *U. S. Navy Agent, Pres't.*

LEWIS HEERMAN.

NEW ORLEANS, September 27, 1818.

SIR:

Having done myself the honor, on the 23d ultimo, to forward an accurate return of the number of persons annually accommodated at the navy hospital. I now beg leave to present the same in a tabular form, with an additional column devoted to the manner in which they were discharged from the hospital.

Governed by motives of elucidating the object of the Navy Department, by collateral as well as direct information, I hope to be pardoned for the digression in these reports from the inquiry, under date of the 6th May, before me.

I have the honor to be, with sentiments of profound respect, sir, your very obedient servant,

LEWIS HEERMAN.

The Hon. BENJAMIN W. CROWNINSHIELD, *Secretary of the U. S. Navy.*

*A septennial return of the United States' naval hospital at New Orleans, Lewis Heerman, surgeon.*

In the year	Number of patients admitted.	Number of patients discharged, and how.				Number of days of the stay of patients at the hospital collectively.	Extreme periods of individuals remaining at the hospital.	
		Cured.	Relieved.	Incurable.	Died.		Longest period.	Shortest period.
							Days.	Days.
1811	584	272	-	2	10	5,918	156	1
1812	466	424	11	-	31	12,503	221	1
1813	348	317	2	6	23	9,007	221	1
1814	327	290	14	4	19	8,066	290	2
1815	476	403	10	3	60	11,024	364	1
1816	244	218	6	2	18	6,738	371	3
1817	189	165	-	2	22	6,094	269	2
Total,	2,334	2,089	43	19	183	59,350		

## SUMMARY REMARKS.

Out patients are excluded from this return.

The yearly average of patients accommodated is three hundred and thirty-four.

Of two thousand one hundred and fifty-one patients, recovered, relieved, and incurable, ninety-one deserted.

The proportion of deaths has been rather more than one in thirteen.

Of one hundred and eighty-three deaths, twelve, or one-fifteenth of the whole number, occurred within the first twenty-four hours of the admittance of the patients.

The maximum of patients simultaneously at the hospital has been one hundred and fifty.

The daily expense for maintaining a patient in provisions, small and hospital stores, is, in the aggregate, twenty-four cents and a fraction.

LEWIS HEERMAN, *Surgeon.*

A. No. 4.

HOSPITAL, GOSPORT, VIRGINIA, May 29, 1818.

SIR:

I herewith render you a correct statement of the number of sick admitted into the naval hospital at Gosport, during the years 1816 and 1817, as taken from the hospital books, now in the possession of Dr. Schoolfield, kept by him during that period.

I have the honor to be, very respectfully, sir, your obedient servant,

GEO. T. KENNON, *Hospital Surgeon.*

The Hon. BENJAMIN W. CROWNINSHIELD, *Secretary of the Navy.*

Number of sick admitted during the year 1816	-	-	-	-	98
Ditto ditto ditto 1817	-	-	-	-	163

NOTE.—Dr. Schoolfield was superseded in May, 1817, by Dr. M. C. Reynolds, who was superseded by myself in August. The returns for the four months May, June, July, and August, are not as correct as I could wish; though I hope they will be sufficiently so to give a tolerable correct idea of the number of sick admitted. The books kept by Dr. M. C. Reynolds, while he acted as surgeon to the hospital, were carried away with his baggage, through mistake, as was reported to me, when he left the station. My returns for the four months specified have been made from the ration book in the possession of the hospital steward.

G. T. K.

SIR:

A. No. 5.

NEWPORT, R. I. May 17, 1818.

In answer to your order of the 6th, I have to state, that, from January 1st, 1815, to January 1st, 1818, two hundred and nineteen petty officers and seamen were received into the hospital in this place, under my charge. Eleven officers during the same time were attended at their lodgings, being two hundred and thirty. Averaging nearly seventy-seven per year, for three years.



I have thus arranged the number, as the greater part of them were received from the squadron under the command of Commodore Bainbridge, and from the frigate Java, on their return from the Mediterranean.

The expenses for the three years were \$5,533 19; averaging \$1,844 19 per year. This expense was greatly increased in consequence of some of their crews being sick of the small pox. It being necessary to conform to the quarantine regulations, and hire the hospital, attendants, &c. in a separate place, directed by the municipal authority; also, to furnish the hospitals with beds, blankets, &c. to furnish the hospital.

Respectfully, your obedient servant,

CHARLES COTTON, *Surgeon U. S. Navy Hospital.*

Hon. BENJAMIN W. CROWNSHIELD, *Secretary of the Navy.*

The hospital in this place is a hired house, capable of receiving from fifty to sixty persons.

NEWPORT, R. I., May 17, 1818.

SIR:

By a resolve of the House of Representatives, and by your recent order, there appears to be an inquiry relative to naval hospitals; I therefore beg your permission to suggest those remarks which my long experience on ship-board and in hospitals enables me to make relative to seamen's diseases, and the accommodations requisite for their restoration to health. In so doing, I hope you will not consider me presumptuous, as what I do springs from a motive to be of utility to the service.

Generally speaking, naval hospitals receive those patients whose complaints are considered incurable on board ship, such as labor under some chronic disease, such as have met with some accident, and such as have received a wound. It is, therefore, requisite that they should be accommodated in such a manner as to perfect their cures speedily as possible; or be made comfortable as far as can be while they live. They consequently require suitable apartments, a pure atmosphere, good nourishment, and every attention which can be paid.

In no place has the want of proper accommodations been more severely felt than in this. On the arrival of Commodore Bainbridge's squadron, as large and convenient a house as any that could be procured was rented, but was quite insufficient; and the same circumstances again recurred upon the arrival of the Java, bringing all the sick from the Mediterranean squadron.

From observation, I am enabled to say, that no place in the United States is better calculated than this for a hospital, as respects climate; being milder in the winter than any port to the eastward, and enjoying a more temperate and purer atmosphere than any to the south. The vicinity is also favored with a soil which plentifully produces every article of provision, and at a much cheaper rate than can be procured in any seaport of the United States.

In the vicinity of the town are many excellent sites for the erection of a building, affording ample room, suitable soil, accessible by land and water, and enjoying the convenience of proximity to a thickly inhabited place, yet sufficiently retired. Having been in most of the harbors from Norfolk to Boston, I can say, that in none of them were the seamen on board ship more healthy than in this; nor have I ever known any epidemic to prevail, either among the inhabitants or those temporarily visiting here. The men received into the hospital under my charge have recovered in that speedy manner which convinces me that they must have enjoyed every advantage which can be derived from local situation.

Although I presume that the general hospital, contemplated at Washington, is to receive those patients who, by nature of their diseases, are incurable, yet to mitigate their sufferings fall within the province of medicine and surgery, yet minor hospitals will continue to receive those who require immediate assistance, and whose situation renders their transportation to the general hospital impracticable.

I submit this with due respect, and am your obedient servant,

CHARLES COTTON, M. D. *Surgeon U. S. Navy.*

The Hon. BENJAMIN W. CROWNSHIELD, *Secretary of the Navy.*

A. No. 6.

CHARLESTON, S. C. June 10, 1818.

SIR:

I have had the honor of receiving, in due course, your letter of the 6th ultimo, enclosing a copy of a resolution of the House of Representatives, passed on the 17th of April last, relative to naval and marine hospitals, and requiring my attention to the objects embraced in the said resolution, in order that an aggregate statement may be prepared for Congress, at the commencement of the next session.

Pursuant to these instructions, I respectfully submit the following report:

The United States' naval force on this station has always been comparatively small, the number of invalids and hospital subjects, however, we have observed to be generally disproportionate; this was remarkably illustrated during the late war, and will be sufficiently accounted for when it is recollected, that, for local considerations and circumstances, schooners, gunboats, galleys, and barges constituted (with but few exceptions) the description of vessels of war most profitably and usefully employed by our Government on this coast. The seamen are necessarily more exposed to weather at all times, and consequently more predisposed to sickness, than in vessels of a larger class; these causes, operating in a climate insalubrious to strangers, in particular during the autumnal season, may be expected to augment the list of the sick; accession to the number is not unfrequently experienced by the casual arrival of Government vessels with hospital subjects, the proximity of this port to the sea affording easy access. Officers as well as seamen are also occasionally transferred from other stations, St. Mary's, and recently from the squadron off that place, in consequence of the greater comfort afforded during the greater part of the year at Charleston.

These circumstances are stated at some length, inasmuch as they are presumed to be explanatory of the present, and may be expected to influence future arrangements.

The number of sick seamen provided for during the years 1814 and '15, exceed, annually, sixty-two. A subsequent reduction of the naval force has diminished our invalids to seventeen, a part of these were sent from vessels employed in surveying the coast, and others from the squadron off St. Mary's. Early in the summer of 1813, the corps of the United States marines, successively commanded by Lieutenants Wainwright and Henderson, were marched to Washington; they were antecedently attended and provided for in sick quarters; the greatest number of clinical sick did not exceed, annually, twenty-eight; during the last four years, we have had no United States' marine depot near Charleston.

The annual expense of accommodation for sick seamen, comprehending also officers' expenses at sick quarters, nurses, and other incidental charges at this place, has never exceeded \$1500 per annum, and this, at a period when hospital stores, &c. were at their highest prices; during the last two years, it has not been more than \$500, including stores provided for Blackbeard's island. The expenses, however, of the hospital department here are, during the present reduction only, incurred as circumstances require, with the exception of an apartment for invalids.

The expediency of establishing a permanent naval hospital near Charleston, may be determined by the particulars furnished in the foregoing statement; advantages resulting from such an institution are predicated on an augmentation of naval force, or in time of war. Eligible sites, with a proper extent of ground, may now be obtained on advantageous terms. A suitable lot of land may be purchased, and buildings of durable materials, sufficient to

accommodate fifty patients; also, apartments detached for officers, surgeon, and nurses, &c.; the cost of the whole will not exceed eight thousand dollars. The annual expense cannot be estimated with any degree of precision at present, being subject to much vicissitude, but may be inferred from our report of that in former years.

We have not considered, in our report, the accommodation of sick seamen in the merchant service. In the year 1805, the United States Government entered into an agreement with the city council, by which they were authorized to provide a marine hospital for merchant seamen, to consider the same as a municipal institution, to provide their physician, steward, &c., and, in aid of their funds, a per centage was allowed upon vessels arriving in port. This regulation has continued during a space of thirteen years. I have obtained the most correct information, by which it appears that the number of sick daily provided for in hospital, at present, exceeds twenty-five, which may be the average number in time of peace; in time of war, however, these are so much reduced and inconsiderable as scarcely to render the institution at all necessary, there being but few merchant seamen in port, consequently the reverse of that we have noticed respecting the United States seamen. The expense of the marine hospital at Charleston has been and continues considerable.

I have the honor to be, very respectfully, sir, your obedient, &c.

HON. SECRETARY OF THE NAVY, *Washington.*

GEORGE LOGAN.

A. No. 7.

UNITED STATES' NAVY YARD, CHARLESTOWN, (MASS.,) *June 30, 1818.*

SIR:

In reply to your letter covering a resolve of the House of Representatives of the United States, on the subject of hospitals, I have the honor to make the following report:

The first inquiry in the resolve, is to ascertain "the different places in the United States, in which provision is made for the accommodation of seamen." On this station there is no hospital or other building, under the control of the Navy Department, appropriated to that purpose. Our sick have been placed generally on board the hulk of an old merchant vessel, and are, at present, residing in the frigate *Java*, lying in ordinary. The unsuitableness of these places to accommodate sick men is too apparent to require any comment.

The second part of the resolve has reference to "the number of persons annually accommodated at each place, and the expense attending the same." During the three years that I have resided here, the number has fluctuated exceedingly at different times. It has been as low as 12, and as high as 60. It will average, taking the whole period into account, about 17 or 18. Our bills for medicines and hospital stores average about 400 dollars per year. We have been in the habit of taking, when wanted, these articles from the stores deposited by ships, which at different periods have been laid up here. This has been done in pursuance of orders from the commander of the yard. Rations are also continued to be issued to the invalids, in consequence of the difficulty, in the present situation of the yard, of regulating these matters. There is little doubt if these men were entertained in a hospital, but that the amount of their ration money would furnish the medicines and hospital stores, and the present expense of those articles would be saved by the Government.

I must remark, that the return of the sick at the navy yard is no criterion for estimating the whole number on this station. The commanders and surgeons of ships in the harbor generally prefer retaining their sick, because they can be accommodated better in their own ships.

At the present moment, the *Independence*, lying here with less than half a complement of men, the *Guerriere* in a state of confusion and bustle in preparing for sea, and the navy yard, muster altogether, about 70 subjects of medical attendance. If there were a regular hospital, these persons would probably all be collected together, be governed by uniform rules, be subsisted more accurately, according to their several infirmities and wants, and with infinitely less expense to the Government, more satisfaction to themselves, and greater ease to their medical attendants. At the same time, places appropriated to business would not be encumbered by them, and duty interrupted. The ships would have the advantage of superior cleanliness, and of air better fitted for the purposes of respiration, between decks; the men would, *cæteris paribus*, be returned in a shorter time fit for duty, and the ships at all moments in a condition to close their air ports, and proceed on a cruise. These are advantages incalculable in their amount, both as respects the service generally, and all the parties concerned.

Small vessels arriving without a surgeon derive their medicines, hospital stores, and medical attendance from the yard, and their sick are detained on board. Hence the men suffer from want of suitable nursing, the stores are liable to be wasted, or improperly used, and surgeons are oppressed with extrinsic labor and fatigue.

From these facts and observations, appears the necessity as regards the comfort of individuals, and the expediency as regards the public interest, of a hospital being established at this place.

The third and last subject contemplated by the resolve relates to an estimate of the costs of erecting a naval hospital at Washington, "sufficiently large for the number of persons usually provided for." This part of the resolve, my experience can throw no light upon, and in deference to the experienced surgeon of that station I shall not hazard any remarks upon it. The nature of the service at that place, and at this, is essentially different; and in estimating the extent of a building, different principles are to be taken into consideration. That may be properly denominated a peace station, and this a war station. But though this station will always be considerably resorted to in peace or war, it is most likely, in case of renewed hostilities with a foreign naval power, ships would very seldom, if ever, visit Washington. I think a hospital on this station, to accommodate less than 250 or 300 patients, would not be sufficient to meet the demands for that purpose, especially in case of active hostilities. In the summer of 1812 not less than 500 men, requiring the advantages of a hospital, arrived at this place within twenty-four hours.

I have the honor to be, respectfully, sir, your obedient servant,

SAMUEL R. TREVETT, JUN.

HON. B. W. CROWNSHIELD, *Secretary of the Navy, Washington.*

A. No. 8.

NEW YORK, *December 12, 1818.*

SIR:

I have been honored with yours of the 6th May last, calling for information as to "the number of sick annually accommodated at the navy hospital on this station, and the expense attending the same."

At all large naval depots, the number of sick sent to hospitals will depend much on the equipments which may be ordered for foreign service, and the number of vessels returning into port. To afford the Department, therefore, any just idea of the number for which it may be necessary to provide, I have been obliged to take the result of several successive years, and by this it appears, that the number of sick annually admitted into the hospital on this station may with safety be estimated from one hundred and eighty to two hundred and thirty. The expense for hospital diet for this number, taking one year with another, will not exceed the amount allowed by law for their rations, say twenty-five cents for each. For the accommodation of the number stated, the building at present occupied is sufficiently large, and should that number be increased, an adjacent building may be procured, adequate to any increase which might occur.

A very tedious and severe indisposition with which I have been afflicted has prevented an earlier reply, and the very debilitated state in which that indisposition has left me, prevents me from making the present communication more full.

With sentiments of the greatest respect, I have the honor to be, sir, your most obedient servant.

SAMUEL R. MARSHALL.

The Hon. the SECRETARY OF THE NAVY.



B.

TREASURY DEPARTMENT, *October 14, 1818.*

SIR:

I have the honor to enclose the report of the Register of the Treasury, of the 13th instant, in relation to the marine hospital; furnishing statements of the number of seamen which have been annually returned, and the places where they have been received, under the provisions of the several acts constituting the Marine Hospital Fund; accompanied by a statement of the receipts and expenditures of that fund from the year 1811 to the year 1817, both inclusive.

I have the honor to be, your most obedient servant,

WM. H. CRAWFORD.

The SECRETARY OF THE NAVY.

TREASURY DEPARTMENT, *Register's Office, October 13, 1818.*

SIR:

I beg leave to transmit "a statement of the different places in the United States, in which provision is made for the accommodation of seamen, under the several laws relating to navy and marine hospitals; the number of persons, as nearly as it can be ascertained, annually accommodated at each, and the expense attending the same," formed in pursuance of the resolution of the House of Representatives, of the 17th April, 1818.

Also a statement of receipts of moneys from the collectors of the customs, under the act of 16th July, 1798; as also, of appropriations of moneys made by law in aid thereof, with the annual expenditures on account of the marine hospital, from the 1st January, 1811, to 31st December, 1817.

I have the honor to be, sir, with great respect, your most obedient servant,

JOSEPH NOURSE.

HON. WM. H. CRAWFORD, *Secretary of the Treasury.*

*The following statement of receipts of moneys from the collectors of the customs, under the act of 16th July, 1798, as also of appropriations of moneys made by law in aid thereof, with the annual expenditures on account of the marine hospital, from the 1st January, 1811, to 31st December, 1817, exhibits the funds from which the annual provisions have been made.*

Years.	RECEIPTS.		Total receipts.	Expenditures.	Remarks.
	From collectors of customs.	Specific Appropriations.			
Balance on 1st Jan. 1811,	\$112,081 90	- -	\$112,081 90		
Amount in 1811,	54,587 34	- -	54,586 34	\$57,109 08	
1812,	42,421 46	- -	42,421 46	57,723 11	
1813,	21,789 58	20,000 00	41,789 58	53,376 87	
1814,	10,191 97	20,000 00	30,191 97	45,226 50	
1815,	28,374 74	20,000 00	48,374 74	43,651 55	
1816,	43,864 21	- -	43,864 21	82,555 68	
1817,	*44,950 27	- -	44,850 27	84,285 86	And includes for buildings and repairs, six thousand six hundred and fifty dollars. And includes for the purchase of a site for building a marine hospital, five thousand five hundred dollars.

\*As some of the collector's accounts, from which a part of the above amount has been extracted, have not been finally adjusted at the Treasury, it is possible a small variation may take place.

JOSEPH NOURSE.

NAVY DEPARTMENT, *Register's Office, October 13, 1818.*

*A statement of the different places in the United States in which provision is made for the accommodation of seamen, under the several laws relating to navy and marine hospitals; the number of persons, as nearly as it can be ascertained, annually accommodated at each, and the expense attending the same; formed in pursuance of a resolution of the House of Representatives of the United States, dated the 17th April, 1818.*

Places in the United States.	Number of persons received in one year.	Annual average number.	Annual expenses.	Remarks.
Portsmouth, -	42	3	363 09½	Boarded in private families, and includes medical attendance.
Boston, -	487	32	8,439 41	{ Provided for in the United States' marine hospital, and includes for physician, \$1000; and for steward, \$500 per annum.
Portland, -	24	3	744 47	Boarded in private families, and includes medical attendance.
Bath, -	1	1	114 00	Do. - - - - - Do.
Newport, -	21	3	1,058 67½	Provided for in the marine hospital, and includes medical attendance.
Bristol, -	9	-	93 93½	Received in private houses, and includes medical attendance.
Providence, -	36	4	499 96	Do. - - - includes for physician, &c. \$200 per annum.
New London, -	86	11	1,234 11½	Do. - - - \$150 per annum.
Middletown, -	7	1	165 20½	Do. - - - medical attendance included.
New Haven, -	1	1	151 87½	
New York -	668	66	11,329 25½	{ Boarded in New York hospital, and includes for superintendent, \$250 per annum; and for extra charges and funeral expenses, \$678 45.
Philadelphia, -	557	67	11,910 93½	Received in the Pennsylvania hospital, and includes for clothing, and funeral expenses, \$1,463 52.
Baltimore, -	583	75	14,052 48½	Supplied by contract, and includes for cloathing, \$1,081.
Georgetown, -	2	-	59 22	Boarded in private houses, and includes medical attendance.
Alexandria, -	29	2	479 83½	Boarded in the alms-house, all necessities included.
Norfolk, -	138	27	7,315 85	{ Received in the United States' marine hospital, two physicians, at \$840, and \$600 per annum.
Wilmington, -	43	2	776 62	Boarded in private houses, and includes medical attendance.
Newbern, -	1	1	270 70	Do. - - - - - Do.
Washington, -	34	3	231 63	Do. - - - - - Do.
Edenton, -	19	1	272 99	Do. - - - - - Do.
Camden, -	23	2	337 93½	Do. - - - - - Do.
Beaufort, -	1	1	115 47	
Plymouth, -	6	-	73 08	Do. - - - - - Do.
Charleston, -	332	10	2,570 13½	
Savannah, -	266	8	1,969 09	Received in the Savannah poor-house and hospital.
St. Mary's -	-	-	56 36	
New Orleans, -	332	20	4,667 32½	{ Provided for in the New Orleans charity hospital, and includes for physician, \$1000; director, \$144; and nurse, \$120 per annum.
	3,748	344	\$69,328 61½	

15th CONGRESS.]

No. 171.

[2d SESSION.]

## ADDITIONAL SLOOPS AND SCHOONERS, AND THE NUMBER FIT FOR SERVICE, OR WORTHY OF REPAIR.

COMMUNICATED TO THE SENATE, FEBRUARY 16, 1819.

NAVY COMMISSIONERS' OFFICE, January 21, 1819.

SIR:

The Board of Navy Commissioners had the honor, yesterday, of receiving your letter of the 18th instant, covering a resolution of the Senate of the 4th instant, and a letter from the chairman of the Naval Committee of the Senate, of the 18th instant, in which the following queries are propounded:—

1st. What is the due proportion of sloops of war, and other small vessels, on an establishment of twelve ships of the line, and twenty frigates, this being the number of those classes of vessels, either afloat, or authorized by law, in the navy of the United States.

In reply to this query, the Navy Commissioners have to state that, in their opinion, twenty sloops of war, and fifteen schooners of 120 to 200 tons each, would be a proper proportion of small vessels, on an establishment of twelve ships of the line, and twenty frigates.

2d. Whether live oak timber has entered into the construction of any of the sloops of war, or other small vessels belonging to the navy, and if so, which are they? and also, what number of vessels, and their rates, below the rate of frigates, are now fit for service, or worthy of repair?

Of the sloops of war, the John Adams and the Hornet have been built of live oak. Of the smaller vessels, none are of live oak.

The number of vessels, and their rates, below the rate of frigates, now fit for service, or worthy of repair, are, the John Adams, Cyane, Erie, Hornet, Peacock, and Ontario.

Of these, the Adams and the Hornet have lately been repaired, and are ready for service; the Cyane requires general repairs. The Erie and Ontario are on foreign service, and, on their return, will require repairs. The Peacock requires repairs.

The number of vessels, and their rates, below the rate of frigates, now fit for home service, but will be unworthy of extensive repairs, are, the brig Spark, schooners Nonesuch, Hornet, Lynx, Asp, Despatch, and Firebrand.

These vessels were bought in from the merchant service, and from the bad materials with which they have been constructed will require extensive repairs in eighteen months.



3d. Would it be expedient, in the opinion of the Department, to build, hereafter, the sloops of war, and other small vessels necessary for the naval service, of live oak, as far as that article generally enters into the construction of ships of war? and if so, at what price can this material be contracted for at this time?

In the opinion of the Navy Commissioners, it would be expedient to build the sloops of war, and other small vessels, hereafter, of live oak.

It is not precisely known on what terms live oak, suitable for the frames of sloops and schooners, could be procured at this time; but it is confidently believed, that it might be purchased and delivered at any of our navy yards at a price not exceeding \$1 20 cents per cubic foot for that required for sloops of war, and \$1 10 per cubic foot for that required for schooners.

I have the honor to be, with high respect, sir, your most obedient servant,

JOHN RODGERS, *President of the Navy Board.*

The Honorable SMITH THOMPSON, *Secretary of the Navy.*

15th CONGRESS.]

No. 172.

[2d Session.]

### NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 2, 1819.

Mr. PLEASANTS made the following report:

The Committee on Naval Affairs, to whom was referred a report of the commissioners of the Navy Pension Fund, made to the House during the present session, have had the same under consideration, and thereupon report:

That, by the laws of the United States, regulating the distribution of prize money, the proceeds of the sales of all captured vessels and their cargoes, condemned, as good prize, to any of the public armed vessels of the United States, where the captured vessel is of inferior force, shall go, the one half to the captors, and the other to the United States. That by a law passed in April, 1800, it is among other things provided that all money accruing, or which has already accrued to the United States, from the sale of prizes, shall be and remain, forever, a fund for the payment of pensions and half pay, should the same be hereafter granted, to the officers and seamen who may be entitled to receive the same, &c. By the same act, it is further provided, that the fund shall be under the management of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, who are authorized to receive the money, invest the same, make report of their proceedings to Congress, &c.

This act of Congress was the origin of the Navy Pension Fund. By an additional act of Congress, passed in March, 1804, some further regulations are made, as to the manner in which the money shall be received and disbursed, which is to be by the Treasurer of the United States; and also, that the comptroller shall be authorized to institute suits against defaulters, as in other cases of public defaulters. That the laws regulating the institution remained in this state until the commencement of the late war with Great Britain. When captures of prizes from the enemy became numerous, and condemnations in the different courts began to take place, it was found that frequent omissions occurred of making the returns of those condemnations necessary to enable the commissioners of the fund to use the proper remedy in recovering the amount due to the United States, and belonging to the fund. This induced the necessity of carrying on an extensive, troublesome, and generally fruitless correspondence, with the officers of the courts, whose duty it was to attend to the interests of the United States. The result of the correspondence carried on at different periods, by order of the Board of Commissioners, with those officers, is particularly detailed in the report of the commissioners referred to this committee, and is too long to be inserted here, and is the less necessary, as the copy of said report is in the hands of each member. (See No. 163.) It is sufficient to say, that the inattention to the calls of the commissioners, and the serious amount of sums due from some of the officers, was such as to induce the commissioners to request the passage of an act, affording additional sanctions to compel a compliance with the various provisions of law on this subject. A draught of the bill, ultimately passed into a law, was forwarded to the proper committee by the commissioners, drawn up, it appears, with much care, and providing, the committee think, every sanction necessary to enforce a compliance with the provisions of the laws on the subject, provided they were carried into effect. It appears, however, that from some cause or other, the committee know not what, unless it be the omission of that attention to the subject to which it is certainly, from its character, most eminently entitled, much remains yet to be done to secure the interests of the fund; a fund bottomed upon benevolence and humanity to a most meritorious and important class of the community, and eminently entitled, not only to justice, but the liberal exertions of all whose duty it is to attend to its interests. Upon a view of all the circumstances of the case, the committee think that no additional legislative provisions are necessary, and that the defects manifested have not been in the laws but in their administration. They recommend to the House the adoption of the following resolution:

*Resolved*, That the commissioners of the Navy Pension Fund be instructed to use all the means which the laws place within their power, to coerce payment of the balances due to the fund from all persons who may be found indebted to the same; and that they report to the House of Representatives, at an early period of the next session of Congress, a particular statement of the means which have been used, and the success of those means, in accomplishing the objects of this resolution; and also, that they report whether any, and what, additional legislative provisions may be necessary to compel a compliance with the different provisions of the laws on this subject.

16th CONGRESS.]

No. 173.

[1st Session.]

### ALTERATIONS IN THE NAVAL RULES AND REGULATIONS.

COMMUNICATED TO THE SENATE, JANUARY 3, 1820.

NAVY DEPARTMENT, December 29, 1819.

Sir:

In obedience to a resolution of the honorable the Senate of the 8th of February last, I have the honor to report, that, on examination of the rules, regulations, and instructions for the naval service, prepared and reported under the authority of an act of Congress of the 7th day of February, 1815, they are found to be at variance with existing laws, in the following particulars:

The fourteenth article, under the head of "Navy Yards," places the guard of marines detached for the protection of the yard under the command of the commandant of the yard, in the same manner as if on board a ship of war, and, of course, subjects the marines to the rules and articles for the government of the navy. This is conceived to be contrary to the act of July 11, 1798, establishing and organizing a marine corps, and by which act the corps is considered as being in addition to the military establishment; and, by a fair construction of the fourth section of the act, marines, when doing duty on shore, are to be governed by the rules and articles of war prescribed for the military establishment of the United States. It is, however, respectfully submitted for consideration, whether an amendment of the law, so as to make it conform to the rules and regulations in this respect, will not be expedient. It might contribute to order and due subordination to make the commandant of a yard as independent in his yard, in all respects, as a captain on board his ship. Should this be thought to interfere too much with the command and government of the marine corps, it is suggested, as worthy of consideration, whether it would not be expedient, for the protection of navy yards, to substitute watches, to be composed of sailors selected from the list of pensioners, and such others as have distinguished themselves for integrity, sobriety, and general good conduct, in the place of guards detached from the corps of marines: this would give employment to a very meritorious class of men, who, by their age and disabilities, are rendered unfit for active sea service. It is believed that such protection would be not only more efficient, but might be provided at much less expense than at present. It is not intended by this suggestion to intimate that the present establishment of the marine corps should be reduced; but, on the contrary, if guards for the navy yards are to be detached from this corps, as our ships of war multiply, it will very soon become indispensible necessary to increase its number.

By the 28th article of the regulations under the head of "Pursers," the component parts of the ration are different from those fixed by the act of Congress of the 3d of March, 1801, as will be seen by comparing the third section of the act with the article above referred to. Tea and sugar have been substituted in lieu of suet and half the rice formerly issued. Whether it will be expedient so to alter the law as to make the ration conformable to the regulation is respectfully submitted.

By the act of Congress of the 21st of April, 1806, it is declared that officers, when not under orders for actual service, shall receive no more than half their monthly pay; and by the third article of the rules and regulations under the head of "Full and half pay and rations," it is provided that such officers shall be entitled to only half their pay and half their rations. Doubts have been entertained whether the law authorizes the allowance of half the rations. Although I am of opinion that a just interpretation of the law is in conformity with the regulation as it stands, yet it is submitted whether, for the purpose of removing all doubt, it is not expedient to make the law more explicit.

These are the only instances in which I have discovered the rules and regulations at variance with existing laws. By the resolution of the honorable the Senate, I am also required to report whether, in my opinion, any further legislative provision is necessary to give force and effect to these rules and regulations. By the act of 7th of February, 1815, the Commissioners of the Navy, with the consent of the Secretary of the Navy, were required to prepare such rules and regulations as should be necessary for securing a uniformity in the several classes of vessels and their equipments, and for repairing and refitting them, and for securing responsibility in the subordinate officers and agents; which regulations, when approved by the President, the act declares shall be respected and obeyed, until altered and revoked by the same authority. So far as the rules relate to the subjects upon which they were to be prepared, as specified in the act aforesaid, they may be binding and operative without any further legislative provision. But it will be perceived, from an examination of the rules and regulations, that many of them relate to subjects not enumerated, or coming within the purview of the act under which they were prepared; in which cases, they have not the force and effect of laws, and further legislative provision is necessary to give them such effect. It is believed that some additions to these regulations might be advantageously made; and it is respectfully suggested that they be revised and reported to Congress, and, when adopted, expressly made, by law, rules and regulations for the government of the navy of the United States.

By the resolution I am also required to report any other provisions which I may deem proper for the more perfect administration of the naval service.

Believing it to fall within the scope of the resolution, I would respectfully suggest the propriety of making some additional grades in the rank of naval officers. The rank of captain is now the highest grade in the navy recognised by law; and heretofore, during the infancy of our navy, and whilst we had no vessels of a higher class than frigates, and the number of captains small, it was, perhaps, as high a grade as the good of the service required. It is, however, believed that, from the addition both to the number and class of our public ships, and from what may reasonably be anticipated to be the situation of our navy in the course of a few years, both justice and policy require some higher grades of office. According to the relative rank as now established between the military and naval officers, a captain in the navy only ranks with a colonel in the army: this is thought to be contrary to sound policy and the good of the service. The importance of rank, both in the military and naval service, will readily occur to all in any degree acquainted with either. It is, therefore, respectfully suggested that the grades of commodore and rear admiral be established by law. This, it is confidently believed, would essentially contribute, if not absolutely necessary, to due subordination and discipline. In a fleet or squadron, when the different vessels may be commanded by officers of the same grade, and their relative rank, and even that of the commander, known only by the dates of their commissions, there will not be that respect and subordination observed that are essential to order and harmony. Should the increased expense be deemed an objection at the present time, let the number of officers to be appointed be few; and, indeed, the establishment of these grades is considered so essential to the prosperity of the navy, that it is an object deserving attention, should there be no additional compensation allowed.

I would further beg leave to suggest the propriety of some amendment of the laws relative to the surgeons in the navy. It would be desirable to establish grades in this class of officers also; at all events, justice and sound policy require a gradation in their pay and emoluments. The compensation ought to be, in some measure, regulated by the importance of the station in which they are placed, and the talents and qualifications required for the due and faithful discharge of the duty imposed. Whether the compensation now allowed is sufficient to call into the service the talents and learning which its importance demands is respectfully submitted. A division of these officers into classes, according to the rate of the vessel in which they shall serve, is thought would be beneficial, and is suggested for consideration; and this would afford a just standard by which to regulate their pay. The designation of some officer to be placed at the head of this class of officers, and who should have the immediate superintendence of this branch of the service, under regulations for that purpose to be established, is believed would contribute much to the benefit of the service.

The rules and regulations recognise and assign particular duties to several officers not known in the law, such as surgeons of the fleet, hospital surgeons, and medical purveyors. Although this is considered as fit and proper and beneficial to the service, yet some legal provision is necessary to give such officers the rank and authority contemplated by the regulations. These, and many other subjects in relation to this class of officers, the details of which could not with propriety be embraced in this report, seem to require attention and legal provision.

All which is respectfully submitted:

SMITH THOMPSON.

The Hon. the PRESIDENT OF THE SENATE.



16th CONGRESS.]No. 174.[1st Session.]

## CONTRACTS FOR THE YEAR 1819.

COMMUNICATED TO THE SENATE, ON THE THIRD OF JANUARY, 1820.

NAVY DEPARTMENT, *January 3, 1820.*

SIR:

In pursuance of the act of Congress of the 3d of March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments," I have the honor to transmit to you, herewith, to be laid before the Senate of the United States, a statement of the contracts made by the Commissioners of the Navy during the year 1819.

With the highest respect, I have the honor to be, sir, your most obedient servant,

SMITH THOMPSON.

The Hon. the PRESIDENT OF THE SENATE.

Statement of Contracts made by the Commissioners of the Navy, during the year 1819.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
<b>1818.</b>					
William McKenney,	Nov. 23,	125,000 pounds navy bread,	\$6 62½ per 100 pounds,	Before February 1, 1819,	Gibraltar.
William P. Israel,	" 25,	75,690 pounds hoop iron,	\$125 per ton of 2,240 pounds,	Within nine months from date,	Philadelphia.
Louis and John Barney,	" 30,	125,000 pounds navy bread,	7 per 100 pounds,	63,000 lbs. before Feb. 1, 1819,	Gibraltar.
Michael Williamson,	Dec. 9,	107,008 pounds flat and square iron,	115 per ton of 2,240 pounds,	do. Mar. 1, 1819,	Philadelphia.
Christian Rentgen,	" 10,	49,490 pounds round iron,	140 do.	Do. do.	Do.
Rufus Ellis,	" 12,	17 tons eighty-nine pounds round iron,	140 do.	Do. do.	Portsmouth, N. H.
Do.	" 12,	75,690 pounds hoop iron,	130 do.	Within eight months from date,	Charlestown, Mass.
Solomon I. Isaacs,	" 16,	100,631 pounds copper bolt rods,	33 cents per pound,	Do. do.	Brooklyn, N. Y.
R. S. Reed & G. Sanford,	" 21,	21,926 pounds bread,	5 do.	On or before September 1, 1819,	
		12,133 pounds salt beef,	6½ do.		
		10,733 pounds pork,	9½ do.		
		3,466 pounds flour,	3½ do.		
		1,300 pounds cheese,	12½ do.		
		433 pounds butter,	20 do.		
		433 gallons peas,	55 cents per gallon,		
		916½ gallons molasses,	1 dollar per gallon,		
		916½ gallons vinegar,	50 cents per gallon,		
		1,516½ gallons whiskey,	87½ do.		
		780 pounds tea,	50 cents per pound,		
		1,365 pounds sugar,	16 do.		
Joseph W. Patterson,	" 21,	151,350 pounds hoop iron,	50 tons at \$120 per ton, and \$130 per ton for the remainder.	Within nine months from date,	Baltimore.
Levi Hollingsworth,	" 22,	100,531 pounds copper bolt rods,	33 cents per pound,	Do. do.	Do.
<b>1819.</b>					
Christian Rentgen,	Jan. 22,	117,626 pounds round iron,	\$137 per ton of 2,240 pounds,	Within six months from date,	Do.
Benjamin Van Ness,	" 26,	323,250 superficial feet white oak plank,	\$3 per one hundred superficial feet.	On or before April 15, 1820,	Philadelphia.
C. Ridgely, of Hampton,	" 28,	160,989 pounds round, square and flat, and square iron.	Square iron \$130 per ton; flat and square \$115 per ton; round iron 1½ to 3½ inches diameter \$125 per ton; round iron 3 of an inch to 13 inch diameter \$140 per ton.	Within 12 months from date,	Washington.
Do.	" 28,	269,634 pounds round, square and flat, and square iron.	Same,	Do. do.	New York.
Do.	" 28,	324,835 pounds round, square and flat, and square iron.	Same,	Do. do.	Gosport, Virginia.
Michael Williamson,	Feb. 4,	33 tons, 18 cwt. 2 qrs. 25 lbs. round iron,	\$137 per ton,	Within six months from date,	Philadelphia.
Hagan and Mellon,	" 16,	Hyson skin tea,	75 cents per lb.	Do. do.	New Orleans.
		Brown sugar,	13½ do.		
		Rice,	9 do.		
		Molasses,	50 cents per gallon,		
		Vinegar,	25 do.		
		Whiskey,	50 do.		
		Tobacco,	20 cents per pound,		
				Upon the requisition in writing, from time to time, of the commanding naval officer of the New Orleans station, from Feb. 10 to Dec. 31, 1819,	



Hagan and Mellon,	Feb. 16,	Loaf sugar, - London porter, - Coffee, - Chocolate, - Pepper and allspice, - Cogniac brandy, - Madeira wine, - Teneriffe wine, - Bordeaux bottled Claret, - Port wine, - White wine vinegar, - Soap, - Imperial or gunpowder tea, - Hyson or Young Hyson tea, - Suchong, -	30 cents per pound, \$3 50 per dozen, 35 cents per pound, 35 do. 35 do. \$2 50 per gallon, 4 50 do. 2 00 do. 8 00 per case, 10 00 per dozen, 75 cents per gallon, 12½ per pound, 2 00 do. 1 50 do. 1 00 do.	Upon the requisitions in writing, from time to time, of the commanding naval officer of the New Orleans station, from Feb. 10 to Dec. 31, 1819.	New Orleans.
Isaac P. Davis,	March 10,	All the cordage required for the Boston and Portsmouth stations, during the year 1819; all the cordage required for the American squadron in the Mediterranean; all the standing rigging required for the ship of the line at Washington.	If Russia hemp in Boston shall be 200, or exceeding 200, yet less than \$220 per ton, the price of the cordage shall be 13 cents per pound; if the price of hemp shall be 220, or exceeding 220, yet less than \$230 per ton, the price shall be 13½ cents per pound; if the price of hemp shall be 230, or exceeding 230, yet less than \$240 per ton, the price shall be 14 cents per pound; if the price of hemp shall be 240, and not exceeding \$250 per ton, the price shall be 14½ cents per pound; if the price of hemp should exceed \$250 per ton, then the price of said cordage shall be 15 cents per pound. For the cordage delivered at Gibraltar, in addition to the prices above regulated, ¼ of a cent per pound additional; for the standing rigging delivered at Washington ½ a cent per pound additional.	The cordage for Boston and Portsmouth, upon requisitions of the commandant of the navy yard, Boston. The rigging for the ship of the line at Washington, without delay.	Boston. Portsmouth. Washington. Gibraltar.
Timothy Winn,	March 12,	2,400 blue cloth jackets, - 2,400 blue cloth trowsers, - 2,400 white flannel shirts, - 2,400 white flannel drawers, - 2,400 yarn stockings, - 2,400 duck frocks, - 2,400 duck trowsers, - 1,200 duck buniyans, - 4,800 pairs shoes, - 2,400 red vests, - 2,400 three and a half point blankets, - 2,403 felt hats, - 2,400 black silk handkerchiefs, fringed, - 41,600 pounds of rice, - 667 bushels of peas or beans, - 2,600 gallons of molasses, - 19,200 pounds of tobacco, - Two complete steam engines, - All the boilers for do.	\$4 84 each, 2 91 do. 1 45 do. 99½ do. 60 per pair, 1 44 each, 1 06½ do. 1 53½ do. 1 04 per pair, 1 96 each, 2 00 do. 89 do. 66 do. 7 per lb. 2 14 per bushel, 65 per gallon, 22 per lb. \$43,000, 10 cents per lb.	One-half on or before 1st day of August, 1819.	Gibraltar.
			One-half on or before 1st day of October, 1819.	Washington.	
			On or before the 1st day of August, 1819.	Gibraltar.	
Robert McQueen & Co.	March 16,		In the course of nine months from date.	New York.	

## STATEMENT—Continued.

Names of contractors.	Date of contracts.	Articles contracted for.	Price of articles.	When to be delivered.	Where delivered.
Wm. and Jos. Duvall,	1819, March 20,	All the clothing required for the New York station for one year— Blue cloth jackets, - Blue cloth trousers, - White flannel shirts, - White flannel drawers, - Black silk handkerchiefs, fringed, - Duck trunks, - Duck banyans, - Pea jackets, - Shoes, - Red vests, - Three and a half point blankets, - Felt hats, - Yarn stockings, - All the ship chandlery required on the New York station for one year— Marline, houseline, and hambroline, - White rope, - Deep sea lines and hand lead lines, - Sewing twine, - Whipping twine, - Ropeing twine, - Half-tanned rigging leather, - Blue paint, - Black paint, - Yellow paint, - Lampblack, - Red lead, - Venetian red, - Paint oil, - Spermaceti oil, - Fish oil, - Spirits of turpentine, - Nails assorted, - Spikes, - Hooks and thimbles, - Sheeting paper, - patent do. - Mops, - Hickory brooms, - Broad bunting, 42 yards, - Copper hand pumps, - Wood hand pumps, -	\$4 62½ each, 3 12½ do. - 1 50 do. - 94 do. - 65 do. - 1 37½ do. - 1 50 do. - 6 50 do. - 1 06 per pair, 2 50 each, - 1 87½ do. - 87½ do. - 62½ per pair, 20 per lb. - 18 do. - 22 do. - 4s. - 3s. 9d. do. - 3s. 6d. do. - 28s. per side, - 3s. 6d. per lb. - 14 cts. do. - 8½ do. - 18 cts. do. - 1s. do. - 10 cts. do. - 11s. per gallon, 9s. do. - 62½ cts. do. - 7s. do. - 1s. 4d. - 1s. 3d. per lb. - 20s. per cwt. - 28s. do. - 5s. - 1s. - \$12 per piece, - 76s. - 5s. 6d. -	Upon the requisitions of the commandant of the navy yard at New York.	New York.
Francis H. Nicholl & Co.	March 20,			In the course of one year, -	New York.



		In the course of one year,	New York.
Green and red baize,	8s.		
Pump leather,	31 cents,		
Bellows leather,	\$3 75 per side,		
White lead, American,	13 cents per lb.		
White lead, English,	14 do.		
Verdigris in oil,	62½ do.		
Green paint,	47 do.		
Spanish brown in oil,	7 do.		
Red ochre,	4d.		
Vermilion,	14s.		
Chrome yellow,	34s.		
Ground litharge,	14d.		
Bright Varnish,	3s. 6d.		
Black varnish,	3s.		
Tar,	24s.		
Pitch,	24s.		
Rosin,	28s.		
Turpentine,	6½ cents,		
Oakum,	11s.		
Thrums,	4s.		
Scrubbing brushes,	1s.		
Deep sea and hand leads,	\$30, 22, and 23,		
Russia duck,	\$12 to 13,		
Ravens duck,	No. 1, 35 cents,		
English duck,	\$14½		
American duck,	11s.		
Wood axes,	7s.		
Ship buckets,	7s.		
Mess kids,	9s.		
Mess cans,	4s. 6d.		
Ship scrapers,	9s. 6d.		
Scupper nails,	6s.		
Iron pump nails,	9s.		
Copper pump nails,	10s. to 12s.		
Hand and horn lanterns,	5s.		
Tin lanterns,	21s.		
Signal lanterns, No. 1,	38s.		
Do. No. 2,	32s.		
Do. No. 3,	6s. and 8s.		
Caulking mallets,	5s. per dozen,		
Birch boms,	28s. to 32s.		
Carpenter's broad axes,	5s.		
Hatchets,	4s.		
Handspikes,	9 cents,		
Boat hooks,	4s. 5s. and 6s.		
Rot ed sheet lead,	8s. to 10s.		
Harpoons,	4s. 6d., 6s. and 7s. 6d.		
Fish grains,	3s. 6d.		
Serving mallets,	1s. 5d.		
Tallow,	5s. 6d.		
Cotton wicks,	8s.		
Patent half hour glasses,	5s.		
Log glasses,	5s.		

## STATEMENT—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Francis H. Nicholl & Co.	1819. March 20,	All the ship chandlery required on the New York station for one year—continued: Patent storm compasses, - Best amplitude compasses, - Wood compasses, - Brass do.	\$14, - 9, - 3, - 6, -	In the course of one year, -	New York.
Do	March 20,	All the tarred cordage that may be required for the New York station.	Should hemp in New York be \$180 per ton, the price of the cordage to be 10 $\frac{1}{2}$ cents per pound. Should hemp be \$190, the price to be 10 $\frac{1}{3}$ cents per pound, and the same price should hemp be \$200 per ton. Should hemp be \$210, the price to be 11 $\frac{1}{3}$ cents per pound. Should hemp be \$220, the price to be 11 $\frac{1}{2}$ cents per pound. \$1 for every 100 pounds of bread,	Upon the requisitions of the commandant of the navy yard, New York.	New York.
William McKenney,	March 22,	To bake into ship bread all the flour that the navy commissioners may cause to be delivered to him, or authorize him to purchase.	33 cents per pound,	During six months from date.	New York.
Levi Hollingsworth,	March 23,	5,000 square feet sheet copper, about 30 tons, 10 tons copper rods, 1 ton copper castings.	Customary cash prices in Norfolk,	In the course of nine months,	Norfolk, Va.
John Capron,	March 31,	All the ship chandlery required for the Norfolk station for one year.	-	In the course of one year from date.	-
Joseph Granier,	March 31,	All the slop clothing required for the Norfolk station for one year— Blue cloth jackets, - Blue cloth trousers, - White flannel shirts, - White flannel drawers, - Yarn stockings, - Black silk handkerchiefs, fringed, Duck frocks, - Duck trousers, - Duck banyans, - Pea jackets, - Shoes, - Red cloth vests, - Blankets, 3 $\frac{1}{2}$ point, - Hats, - 800 hair mattresses,	\$4 50 each, 2 50 " 1 50 " 1 10 " 4 50 per dozen, 0 65 each, 1 40 " 1 20 " 2 00 " 5 50 " 1 37 $\frac{1}{2}$ per pair, 2 50 each, 2 00 " 10 per dozen, 4 87 $\frac{1}{2}$ each,	Upon the requisitions of the commandant of the navy yard at Gosport, Va.	Norfolk, Va.
Timothy Winn,	April 1,	All the slop clothing required for the Boston and Portsmouth stations for one year— Blue cloth jackets, - Blue cloth trousers, - White flannel shirts, - White flannel drawers, - Black silk handkerchiefs,	\$4 62 $\frac{1}{2}$ each, 3 12 $\frac{1}{2}$ " 1 50 " 94 " 65 "	100 on or before 1st Aug. 1819; 700 on or before 1st Sep. "	Gibraltar. Washington.
John D. Dyer,	April 1,			Upon the requisitions of the commanding officers.	Boston, and Portsmouth, N. H.



Isaac Nelson, and George B. Dennet.	April 10,	Duck frocks,	-	1 37½ "	-	Upon the requisitions of the commanding officers.	Boston, and Portsmouth, N. H.
		Duck trousers,	-	1 12½ "	-		
		Duck banyans,	-	1 50 "	-		
		Pea jackets,	-	6 50 "	-		
		Shoes,	-	1 06 per pair,	-		
		Red cloth vests,	-	2 50 each,	-		
		Blankets,	-	1 87½ "	-		
		Felt hats,	-	62½ "	-		
		Yarn stockings,	-	4 50 "	-		
		Hair mattresses,	-	\$3,500	-		
		To cut up an old wharf at Portsmouth (N. H.) navy yard; to build a stone wall, 73 feet long; to put on said wall a cap sill, 30 feet long; to fill in with stone and earth, 97 feet in length; to build a stone wall under the west corner of the ship house, east, 12 feet, thence, north, 64 feet; to fill in with solid earth the space between said wall and bank, &c.	-	-	-	To be completed by the 1st of July, 1819.	
Wm. and Charles Porter,	April 13,	Yellow pine beams, ledges, long combings, promiscuous timber, and pine logs, required for a 74 and 44.	-	45 cents per cubical foot,	-	Fifteen months from date.	At such navy yard as the commissary may designate. Navy yard Philadelphia.
George Poppal,	" 14,	All the beef and vegetables that may be required for the Philadelphia station for one year.	-	6 cents per pound for the shoulders, neck, and sticking pieces, and 7 cents per lb. for the whole fore quarter, and the lowest market price for the vegetables.	-	During one year from date.	Boston and Charlestown.
E. and A. Winchester,	" 14,	Fresh beef and vegetables for all the public ships of the United States that now are, or may hereafter arrive in the harbor of Boston; and for the navy yard at Charlestown, for one year.	-	8 cents per lb. for the beef, and 1½ cents per lb. for the vegetables.	-	During one year from date.	Norfolk.
Jane Collins,	" 15,	Fresh beef and vegetables required for the Norfolk station for one year.	-	8 cents per lb. for the beef, and 1 or 2 cents worth of vegetables to each pound of beef.	-	During one year from date.	Washington.
James Moore, Jun.	" 20,	Fresh beef and vegetables required for the navy yard, Washington, and for any public vessels of war in the District of Columbia, for one year.	-	For the beef, 7½ cents per lb., For the vegetables 2 cents per lb.	-	During one year from date.	At his works in Georgetown, D. C.
John Mason,	" 24,	20 forty-two pound carronades, 34 thirty-two pound long cannon, 2,000 forty-two pound round shot, 3,400 thirty-two pound round shot, 600 stands forty-two pound grape shot, 680 stands thirty-two pound grape shot, 3 iron anchors each weighing 8,400 pounds, All the yellow pine required for a frigate, Fresh beef and vegetables required for the New York station for one year.	-	\$185 each, \$125 per ton of 2,240 lbs. 5 cents per pound. 8 cents per pound and stools 5½ cents per lb. For turning and chiselling the guns \$8 per ton, 23 cents per pound, \$3 50 per 100 superficial feet, Beef 8 cents per pound, Cabbages 8 cents per lb., Potatoes 1½; onions ¾ cents per lb. For the plank, \$4 per 100 superficial feet. For the beams, &c. 50 cents per cubic foot. Lower masts of a 74, 4½ pence Virginia currency, per inch; topmasts, lower yards, and topsail yards of a 74 and 44, 3½ pence Virginia currency, per inch; lower masts of a 44, 60 cents per cubic foot.	-	In the course of 12 months from date.	Washington.
Nathaniel Cushing, Henry Fontaine, Daniel Winship,	" 27, " 30, May 1,	Cyprus plank, beams, &c. for a frigate, Mast pieces and spars for a 74 and 44,	-	-	-	On or before Sept. 1, 1819. In course of 1 year from date, During one year from date, In the course of 15 months from date, In course of 4 mo. from date.	New York. Gosport, Virginia. Gosport, Va.
Nehemiah Foreman,	" 20,		-		-		
Peter Heron,	" 26,		-		-		

## STATEMENT C—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Nathaniel P. Tatem,	1819. May 31,	Mast pieces and spars for a 74 and 44, and the beams of a 74.	Lower masts of a 74, 4½ pence Virginia currency, per inch; topmasts, lower yards and topsail yards of a 74 and 44, 3½ pence Virginia currency, per inch; lower masts of a 44, 60 cents per cubic foot; beams of a 74, 38 cents per cubic foot.	In the course of 4 months from date,	Gosport, Va.
Parrot and Tayloe,	June 29,	Freight of brig Olympia from Georgetown, District of Columbia, to Gibraltar.	} \$1 20 per barrel,	-	Gibraltar.
Thomas H. Howland,	July 8,	Transportation of white oak from Norfolk to Portsmouth, New Hampshire.	} 15 cents per cubical foot.	In course of 4 mo. from date,	Portsmouth, N. H.
William Le Baron,	" 9,	Yellow pine plank beams, &c. for a 74,	} 30 cents per cubical foot.	In course of 12 mo. from date,	Portsmouth, N. H.
Thomas Crown,	" 13,	Brick work of a blacksmith's shop,	} \$2 per thousand,	On or before Aug. 1, 1819,	Washington n. yard.
John Clarke and Co.	" 14,	32 forty-two pound carronades,	} \$185 each.	-	-
-	-	36 thirty-two pound cannon,	} \$125 per ton of 2,240 lbs.	-	-
-	-	4,500 forty-two pound round shot,	} 5 cents per pound.	-	-
-	-	3,500 thirty-two pound round shot,	} 5½ cents per lb.	In course of 18 mo. from date.	Richmond, Va.
-	-	1,200 forty-two pound stools,	} 6½ cents per pound,	-	-
-	-	640 thirty-two pound stools,	} 6 cents per pound,	-	-
-	-	14,400 forty-two pound grape shot,	} 2 75 each,	February, 1820,	Washington.
Edgar Patterson,	Aug. 20,	3,000 thirty-two pound double headed shot,	} \$2 75 each,	As required,	In Georgetown or Washington.
Arnold Boone,	" 20,	1,000 blankets,	} \$13 75 per barrel,	-	In Georgetown or Washington.
Edward Stone,	" 23,	500 barrels beef,	} \$13 75 do.	As required,	-
E. Thompson,	" 25,	White oak timber, and gun carriage stuff, for a ship of the line.	} \$18 per ton for white oak, \$38 per 1,000 feet for gun carriage stuff.	In the course of the winter of 1819, '20.	Charlestown, Mass.
E. & A. Winchester,	" 30,	1,500 barrels beef, and 1,000 barrels pork,	} Beef, \$13 75 per barrel; pork, \$17 50 per barrel.	-	Georgetown or Washington.
John Peter,	" 30,	1,000 barrels pork,	} \$16 75 per barrel,	-	Navy yard, Brooklyn, N. Y.
Solomon I. Isaacs, & Soho Copper Company,	Sept. 1,	5,000 square feet sheet copper, about 30 tons, 10 tons round copper rods, one ton copper castings.	} 31 cents per pound,	In the course of nine months from date.	Washington.
Jehu Curwue,	" 18,	Two iron steam boilers,	} 19 do.	One in six weeks, one in twelve weeks, from date.	-
Levi Hollingsworth,	Oct. 26,	5,000 square feet sheet copper, about 30 tons 10 tons round copper rods, one ton copper castings.	} 31 do.	In the course of nine months from date.	At such navy yard as the commissioners may designate.
Thos. M. Newell,	Nov. 6,	All the live oak required for two steam batteries,	} \$1 45 per cubic foot,	One in twelve months from date, and one before July 1, 1821.	As the commissioners may designate.
George Beale,	April 17,	All the coals required for the navy yard, Washington, for the year 1819.	} 38 cents per bushel,	During the year 1819,	Washington.



Elijah Boston, -	May	3,	All the mast pieces, yards, &c. for a 44,	-	60 cents per cubic foot for the mast pieces, 6 cents per cubic foot, additional, for the mizen mast, and for the yards and topmasts, 3 pence $\frac{1}{4}$ penny Virginia currency, per tuch.	In the course of one year from date.	Washington.
John Colt, -	Nov.	22,	3,000 bolts of duck, viz. 700 bolts No. 1, 600 " 2, 500 " 3, 400 " 4, 300 " 5, 200 " 6, 150 " 7, 150 " 8,	-	\$22 50 each bolt, - - - - - 22 25 do. - - - - - 22 00 do. - - - - - 21 75 do. - - - - - 19 00 do. - - - - - 18 00 do. - - - - - 17 00 do. - - - - - 16 00 do. - - - - -	- -	New York.
West Point Foundry Association.	Dec.	7,	To receive all the old unserviceable cannon, cartridges, shot, stools, &c. at the navy yard, Brooklyn, N. Y. and to return kentledge therefor.	-	For the old cannon, &c. they are to pay \$25 per ton in kentledge, at \$55 per ton.	On or before July 1, 1820,	Navy Yard, Brooklyn, N. Y.

[16th CONGRESS.]

No. 175.

[1st Session.]

## APPLICATION TO ABOLISH PRIVATEERING IN TIME OF WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 4, 1820.

Mr. LOWNDES made the following report:

The Committee of Foreign Relations, to whom have been referred two memorials from citizens of the State of Ohio, relating to the practice of privateering, beg leave respectfully to report:

That the language of the memorialists is such as to leave the extent in which they deem it reasonable to expect a mitigation in the laws of maritime warfare in some doubt. They are considered by the committee as recommending such a change in these laws as shall exempt the property of individuals from capture, either by public or private ships of war, at least when it does not consist of contraband articles, and is not destined to a blockaded port. The general benevolence which is expressed, as well as the opinion of Doctor Franklin which is referred to by the memorialists, seem to prove that it is their wish that the property which subserves no purpose of war should be as safe upon the sea as upon the land; not that it should be secured from private cruisers, and be left exposed to public ships, which in the service of some of the European powers are much more numerous than the others, and whose pursuit of plunder is often quite as active and unsparing. It cannot, indeed, be presumed that the memorialists should wish a change in maritime law, which would produce very little diminution in the dangers of our commerce in a conflict with any considerable naval power, while it would wrest from our hands what we have hitherto considered as one of our principal weapons of annoyance. It is the security of fair and harmless commerce from all attack which the memorialists most desire. It is the introduction of a system which shall confine the immediate injuries of war to those whose sex, and age, and occupation, do not unfit them for the struggle. If these are the wishes of the memorialists, the committee express their concurrence in them without hesitation.

The committee think that it will be right in the Government of the United States to renew its attempt to obtain the mitigation of a barbarous code, whenever there shall seem a probability of its success. They do not doubt that it will do so. Its first efforts at negotiation were characterized by an anxiety to limit the evils of war; and if it seem to have desisted from the prosecution of this design, the committee believe that this circumstance must be attributed, not to a change in the policy of the United States, but to the perseverance in their former policy of other nations.

The committee are not unaware that the "United States are better situated than any other nation to profit by privateerings;" but they are far from opposing this calculation to a regulation which, if the Powers of the world would adopt it, they too should consider as a happy improvement in the laws of nations.

It is an improvement, however, which cannot be made without the consent of other States. The committee will not flatter the memorialists by expressing the opinion that such consent will probably be given; but as it can be obtained only, if at all, through the Executive Government, to whose discretion the conduct of negotiations has been properly confided by the constitution, they recommend to the House the following resolution:

*Resolved*, That the Committee of Foreign Relations be discharged from the further consideration of the memorials relating to the practice of privateering, and that they be referred to the Secretary of State.

[16th CONGRESS.]

No. 176.

[1st Session.]

## REGISTER OF THE NAVY FOR THE YEAR 1820.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, BY THE SECRETARY OF THE NAVY, JANUARY 6, 1820.

## CAPTAINS.

Names.	Dates of commissions.	Where born.	Where stationed.
Alexander Murray, -	July 2, 1798,	Md.	Philadelphia navy yard.
John Rodgers, -	March 1, 1799,	Md.	President of the Navy Board.
James Barron, -	May 23, " "	Virginia,	Not on duty.
William Bainbridge, -	May 20, 1800,	N. J.	Columbus 74.
Hugh G. Campbell, -	October 16, " "	S. C.	Commanding at Charleston, S. Carolina.
Stephen Decatur, -	February 16, 1804,	Md.	Commissioner of the Navy.
Thomas Tingey, -	November 28, " "	England,	Navy yard, Washington.
Charles Stewart, -	April 22, 1806,	Tenn.	Franklin 74.
Isaac Hull, -	April 23, " "	Conn.	Navy yard, Charlestown, Massachusetts.
Isaac Chauncey, -	April 24, " "	Conn.	Washington 74.
John Shaw, -	August 27, 1807,	Ireland,	Independence 74.
John H. Dent, -	December 29, 1811,	Md.	Not on duty.
David Porter, -	July 2, 1812,	Mass.	Commissioner of the Navy.
John Cassin, -	July 3, " "	Penn.	Navy yard, Norfolk, Virginia.
Samuel Evans, -	July 4, " "	N. J.	Navy yard, New York.
Jacob Jones, -	March 3, 1813,	Delaware,	Frigate Constitution.
Charles Morris, -	March 5, " "	Conn.	Frigate Congress.
Arthur Sinclair, -	March 24, " "	Virginia,	Commanding at Norfolk, Va.
Thomas Macdonough, -	Sept. 11, 1814,	Delaware,	Frigate Guerriere.
Lewis Warrington, -	November 22, " "	Virginia,	Frigate Java.



## CAPTAINS.

Names.	Dates of commissions.	Where born.	Where stationed.
Joseph Bainbridge, -	November 23, 1814, -	N. J.	Steam frigate Fulton.
William M. Crane, -	November 24, " -	N. J.	Frigate United States.
James T. Leonard, -	February 4, 1815, -	N. Y.	Lake Champlain.
James Biddle, -	February 28, " -	Penn.	Philadelphia.
Charles G. Ridgely, -	" " -	Md.	Commanding at Baltimore.
Robert T. Spence, -	" " -	N. H.	Baltimore.
Daniel T. Patterson, -	" " -	England,	Commanding at New Orleans.
Samuel Angus, -	April 27, 1816, -	Penn.	Recruiting at New York.
Melancthon T. Woolsey, -	" " -	N. Y.	Commanding at Sackett's Harbor.
John Orde Creighton, -	" " -	W. I.	Newport, R. I.
Edward Trenchard, -	March 5, 1817, -	N. J.	Corvette Cyane.
John Downes, -	" " -	Mass.	Frigate Macedonian.
John D. Henley, -	" " -	Virginia,	Frigate Congress.
Jesse D. Elliott, -	March 27, 1818, -	Md.	On survey of coast.

## MASTERS COMMANDANT.

Robert Henley, -	August 12, 1814, -	Virginia,	Gosport, Virginia.
Stephen Cassin, -	September 11, " -	Penn.	Navy yard, Washington.
James Renshaw, -	December 10, " -	Penn.	Recruiting at Boston, Massachusetts.
David Deacon, -	" " -	N. J.	Commanding at Lake Erie.
Louis Alexis, -	" " -	France,	New Orleans.
Sidney Smith, -	February 28, 1815, -	" -	Lake Champlain.
Thomas Brown, -	March 1, " -	Delaware,	Sloop Peacock.
Samuel Woodhouse, -	April 27, 1816, -	Penn.	On furlough.
Charles C. B. Thompson, -	" " -	Virginia,	Mediterranean.
Alexander S. Wadsworth, -	" " -	Mass.	Corvette John Adams.
George W. Rodgers, -	" " -	Md.	Navy yard, New York.
George C. Read, -	" " -	Ireland,	Sloop Hornet.
Henry E. Ballard, -	" " -	Md.	Sloop Erie.
William Carter, -	" " -	N. C.	Norfolk.
Joseph J. Nicholson, -	March 5, 1817, -	Md.	Brig Spark.
Wolcott Chauncey, -	" " -	Conn.	Sloop Ontario.
John H. Elton, -	" " -	N. J.	Columbus 74.
Edmund P. Kennedy, -	" " -	Md.	Baltimore, recruiting.
Alexander J. Dallas, -	" " -	Penn.	Philadelphia.
John B. Nicholson, -	" " -	Virginia,	Frigate Constellation.
Beekman V. Hoffman, -	" " -	N. Y.	New York.
Jesse Wilkinson, -	April 18, 1818, -	Virginia,	Surveying coast.

## LIEUTENANTS.

Francis J. Mitchell, -	February 18, 1809, -	Virginia,	On furlough.
Joseph Nicholson, -	June 15, " -	Mass.	Philadelphia.
John Pettigrew, -	April 22, 1810, -	Penn.	Portsmouth, New Hampshire.
George Budd, -	May 23, 1812, -	Md.	Baltimore.
Thomas A. C. Jones, -	May 23, " -	Virginia,	Navy yard, Washington.
Joseph S. McPherson, -	May 26, " -	Penn.	Philadelphia.
John Porter, -	May 27, " -	Md.	Portsmouth, New Hampshire.
William B. Finch, -	January 4, 1813, -	England,	Columbus 74.
William B. Shubrick, -	January 5, " -	S. C.	Baltimore.
Henry Wells, -	January 6, " -	Mass.	Portsmouth, New Hampshire.
Benjamin W. Booth, -	January 7, " -	Virginia,	Independence 74.
Alexander Claxton, -	" " -	Penn.	Baltimore.
Charles W. Morgan, -	March 3, " -	Virginia,	Philadelphia.
Samuel P. Macomber, -	March 4, " -	R. I.	Charlestown, Massachusetts.
Raymond H. J. Perry, -	March 5, " -	R. I.	Mediterranean.
Lawrence Kearney, -	March 6, " -	N. J.	Brig Enterprise.
William H. Watson, -	March 7, " -	Virginia,	Navy yard, Gosport.
Foxhall A. Parker, -	March 9, " -	Virginia,	Navy yard, New York.
Edward R. McCall, -	March 11, " -	S. C.	Baltimore.
Daniel Turner, -	March 12, " -	R. I.	Schooner Nonesuch.
William H. Allen, -	July 24, " -	N. Y.	Frigate Congress.
David Conner, -	" " -	Penn.	Philadelphia, recruiting.
John Gallagher, -	" " -	Md.	Franklin 74.
Thomas H. Stevens, -	" " -	S. C.	Frigate Constellation.
Henry S. Newcomb, -	" " -	N. H.	New York.
James P. Oellers, -	" " -	Penn.	Philadelphia.
William M. Hunter, -	" " -	Penn.	Boston, recruiting.
John D. Sloat, -	" " -	Penn.	New York.
John Packett, -	" " -	Virginia,	Navy yard, Washington.
William H. Cocke, -	" " -	Virginia,	Receiving ship Alert.
Matthew C. Perry, -	" " -	R. I.	Sloop Cyane.
Charles W. Skinner, -	" " -	Penn.	Sloop Peacock.
Joseph Wragg, -	" " -	S. C.	Franklin 74.
Samuel W. Adams, -	" " -	N. H.	Sackett's Harbor.
John R. Madison, -	" " -	Mass.	Schooner Lynx.
George Pearce, -	" " -	Virginia,	Norfolk, Virginia.
Frederick W. Smith, -	" " -	N. J.	Mediterranean.
Nathaniel D. Nicholson, -	" " -	Mass.	New York.

## LIEUTENANTS.

Names.	Dates of commissions.		Where born.	Where stationed.
Otho Norris, -	July 24,	1813,	Md.	New York.
John T. Newton, -	"	"	Virginia,	Independence 74.
P. A. I. P. Jones, -	"	"	Mass.	Frigate Constitution.
Samuel Henley, -	"	"	Virginia,	Frigate Constellation.
A. H. M. Conklin, -	"	"	Virginia,	Portsmouth, New Hampshire.
Joseph Smith, -	"	"	Mass.	Frigate Constitution.
Lawrence Rousseau, -	"	"	Lou.	New Orleans.
George W. Storer, -	"	"	D. Me.	Frigate Constitution.
Joseph Cassin, -	"	"	Penn.	Norfolk, Va.
Robert M. Rose, -	"	"	Virginia,	Columbus 74.
Beverly Kennon, -	"	"	Virginia,	Norfolk, Va.
Edward R. Shubrick, -	October 9,	"	S. C.	Norfolk, Va.
Charles A. Budd, -	June 18,	1814,	Penn.	Lake Champlain.
Francis H. Gregory, -	"	"	Conn.	Washington 74.
John M. Maury, -	December 9,	"	Virginia,	Frigate Macedonian.
Robert Spedden, -	"	"	Md.	New Orleans.
John H. Clack, -	"	"	Virginia,	Norfolk, Va.
Philip H. Voorhees, -	"	"	N. J.	Frigate Congress.
Benjamin Cooper, -	"	"	N. J.	Corvette Cyane.
William L. Gordon, -	"	"	D. C.	Frigate Guerriere.
Silas Duncan, -	"	"	N. J.	New York.
James Ramage, -	"	"	Ireland,	Schooner Hornet.
Dulany Forrest, -	"	"	Md.	Washington city.
John Tayloe, Jr., -	"	"	Virginia,	Not on duty.
David Geissinger, -	"	"	Virginia,	Constitution.
Robert F. Stockton, -	"	"	N. J.	Sloop Erie.
Thomas S. Cunningham, -	"	"	England,	On furlough.
Isaac McKeever, -	"	"	Penn.	Ketch Surprise.
John P. Zantzinger, -	"	"	Penn.	Norfolk, Va.
Charles E. Crowley, -	"	"	S. C.	Franklin 74.
Henry Gilliam, -	"	"	Georgia,	On furlough.
William D. Salter, -	"	"	N. Y.	John Adams.
Charles S. McCauley, -	"	"	Penn.	Frigate United States.
John H. Bell, -	"	"	N. C.	Independence 74.
Thomas M. Newell, -	"	"	Georgia,	Collecting timber.
Eli A. F. Vallette, -	"	"	N. J.	Philadelphia.
William A. Spencer, -	"	"	N. Y.	Columbus 74.
Francis B. Gamble, -	"	"	N. J.	Frigate United States.
William Laughton, -	"	"	Virginia,	Frigate United States.
Nelson Webster, -	"	"	N. H.	Independence 74.
Richard Dashiell, -	"	"	Md.	New York.
Thomas T. Webb, -	"	"	Virginia,	Gosport, Virginia.
John Percival, -	"	"	Mass.	Frigate Macedonian.
Charles T. Stallings, -	"	"	Md.	Frigate Constellation.
John H. Aulick, -	"	"	N. J.	Rendezvous, New York.
William V. Taylor, -	"	"	R. I.	Newport, Rhode Island.
Mervine P. Mix, -	"	"	R. I.	New York.
Bladen Dulany, -	"	"	Virginia,	Frigate Guerriere.
James McGowan, -	"	"	Virginia,	Philadelphia.
George Vancleave, -	"	"	N. J.	Frigate Java.
Silas H. Stringham, -	"	"	N. Y.	Cyane.
Nathaniel L. Montgomery, -	"	"	N. J.	New York.
William A. C. Farragut, -	"	"	Lou.	New Orleans.
George B. McCulloch, -	"	"	Penn.	Philadelphia, recruiting.
Walter G. Anderson, -	"	"	Virginia,	Gosport, Va.
Stephen Champlin, -	"	"	R. I.	Not on duty.
William Lowe, -	"	"	Mass.	On furlough.
Richard G. Edwards, -	"	"	N. C.	Navy yard, Washington.
Isaac Mayo, -	February 4,	1815,	Md.	Sloop Hornet.
William K. Latimer, -	"	"	Md.	Frigate Macedonian.
William Mervine, -	"	"	Penn.	Sloop Cyane.
Thomas Crabb, -	"	"	Md.	Frigate Constellation.
Edward B. Babbitt, -	May 1,	"	Mass.	Independence 74.
George W. Hamersley, -	May 3,	"	Md.	Baltimore.
Thomas Paine, Jr., -	December 1,	"	R. I.	Gunboat 168.
James Armstrong, -	"	"	Virginia,	Columbus 74.
Joseph Smoot, -	"	"	Md.	Frigate Macedonian.
Robert B. Randolph, -	"	"	Virginia,	Norfolk, Va.
William Berry, -	"	"	Md.	Frigate Constitution.
Samuel L. Breese, -	"	"	N. Y.	Sloop Hornet.
John Evans, -	"	"	N. J.	Sloop Peacock.
Benjamin Page, Jr., -	"	"	England,	Franklin 74.
John T. Ritchie, -	"	"	Md.	Washington city.
John A. Wish, -	"	"	S. C.	Sloop Peacock.
John Gwinn, -	"	"	Md.	Columbus 74.
William A. Weaver, -	"	"	Md.	Franklin 74.
Thomas W. Wyman, -	"	"	Mass.	Frigate Congress.
James L. Morris, -	"	"	N. Y.	Columbus 74.
John A. Belsches, -	"	"	Virginia,	Norfolk, Va.
Andrew Fitzhugh, -	"	"	Virginia,	Frigate Congress.
William M. Caldwell, -	"	"	Mass.	Charlestown, Massachusetts.
John K. Carter, -	"	"	N. Y.	New York.
Joseph Cross, -	"	"	Md.	Frigate Guerriere.
Abraham S. Ten Eick, -	"	"	N. Y.	Sloop Ontario.
Thomas S. Hamersley, -	"	"	Md.	Franklin 74.



## LIEUTENANTS.

Names.	Dates of commissions.	Where born.	Where stationed.
John White, -	December 1, 1815, -	Mass.	On furlough.
William M. Robins, -	" " -	Md.	Sackett's Harbor.
Robert Field, -	" " -	N. J.	New Orleans.
Hiram Paulding, -	" " -	N. Y.	Frigate Macedonian.
Jonathan D. Williamson, -	" " -	N. J.	Franklin 74.
Charles L. Springer, -	April 27, 1816, -	Md.	Brig Enterprise.
James Trant, -	March 3, 1817, -	Ireland,	New York.
Uriah P. Levy, -	" " -	Penn.	Not on duty.
Enoch H. Johns, -	" " -	Md.	Mediterranean.
Charles Lacy, -	" " -	N. J.	Philadelphia.
Clement W. Stevens, -	" " -	Md.	Charleston, South Carolina.
Charles Boorman, -	" " -	Md.	Navy yard, Washington.
French Forrest, -	" " -	Md.	Columbus 74.
Edgar Freeman, -	" " -	N. J.	Erie, Pennsylvania.
Thomas A. Tippet, -	" " -	Md.	Frigate Constellation.
William E. McKenney, -	" " -	N. Y.	Brig Enterprise.
William I. Belt, -	" " -	Md.	Schooner Asp.
Charles H. Caldwell, -	" " -	Mass.	Charlestown, Massachusetts.
William Jameson, -	" " -	Virginia,	Norfolk, Virginia.
James W. H. Ray, -	" " -	Md.	Frigate Guerriere.
William Boerum, -	" " -	N. Y.	Ship Cyane.
Charles L. Williamson, -	" " -	N. J.	Philadelphia.
Charles Gaunt, -	" " -	N. J.	Frigate Macedonian.
William W. Ramsay, -	" " -	Virginia,	Corvette John Adams.
Ralph Voorhees, -	" " -	N. J.	Sloop Ontario.
James Nicholson, -	" " -	Mass.	Mediterranean.
Robert E. Searcey, -	" " -	Tenn.	Navy yard, Washington.
Thomas H. Bowyer, -	" " -	Virginia,	Baltimore.
Alexander Eskridge, -	" " -	Virginia,	Sloop Hornet.
Ebenezer Ridgeway, -	" " -	Mass.	Franklin 74.
Thomas A. Conover, -	" " -	N. J.	Franklin 74.
Archibald S. Campbell, -	" " -	Virginia,	Gosport, Virginia.
William Taylor, -	" " -	Virginia,	Columbus 74.
George W. Isaacs, -	" " -	Conn.	Columbus 74.
John C. Long, -	" " -	N. H.	Independence 74.
Henry R. Warner, -	" " -	N. H.	New York.
John H. Graham, -	" " -	Vermont,	New York.
Nathaniel Carter, Jr. -	" " -	Mass.	Frigate Java.
Henry Ward, -	" " -	Mass.	Columbus 74.
James E. McDonald, -	" " -	England,	On furlough.
Henry Henry, -	" " -	Virginia,	Norfolk, recruiting.
Samuel W. Downing, -	" " -	N. J.	Sloop Peacock.
Richard S. Hunter, -	" " -	N. J.	Sloop Hornet.
William Pottenger, -	" " -	Md.	Steam frigate Fulton.
Henry W. Ogden, -	" " -	N. J.	Corvette John Adams.
John H. Lee, -	" " -	Virginia,	Frigate Congress.
Walter Abbot, -	" " -	Mass.	Frigate Congress.
James M. McIntosh, -	April 1, 1818, -	Georgia,	On furlough.
Josiah Tatnall, -	" " -	Georgia,	Frigate Macedonian.
William Temple, -	" " -	Virginia,	Schooner Nonesuch.
George McCawley, -	" " -	Penn.	Columbus 74.
Hugh N. Page, -	" " -	Virginia,	Corvette John Adams.
James A. Perry, -	" " -	R. I.	Mediterranean.
Archibald McNeal, -	" " -	S. C.	Frigate Constitution.
John A. Cook, -	" " -	D. C.	
William Inman, -	" " -	N. Y.	Brig Spark.
Joel Abbot, -	" " -	Mass.	Charlestown, Massachusetts.
Lewis E. Simonds, -	" " -	Mass.	Corvette John Adams.
John M. Dale, -	" " -	Penn.	Frigate Congress.
Peleg K. Dunham, -	" " -	R. I.	Columbus 74.
Harrison H. Cocke, -	" " -	Virginia,	Sloop Alert.
William H. Mott, -	" " -	Penn.	New York.
William J. McCluney, -	" " -	Penn.	Gunboat 158.
Albert G. Wall, -	" " -	Virginia,	Sloop Erie.
Ephraim D. Whitlock, -	" " -	N. J.	Norfolk, Virginia.
James F. Curtis, -	" " -	Mass.	Independence 74.
James Goodrum, -	" " -	Virginia,	Not on duty.
John B. Montgomery, -	" " -	N. J.	Sloop Cyane.
Horace B. Sawyer, -	" " -	Vermont,	Frigate Constellation.
Cornelius K. Stribling, -	" " -	S. C.	Frigate Constellation.
James E. Legare, -	" " -	S. C.	Schooner Hornet.
Joshua R. Sands, -	" " -	N. Y.	New York.
Allen B. W. Griffin, -	" " -	Md.	Sloop Peacock.
Richard M. Potter, -	" " -	Penn.	Columbus 74.
John L. Cummings, -	" " -	N. J.	Philadelphia.
Samuel A. Eakin, -	" " -	France,	Columbus 74.
Frederick S. Gibbon, -	" " -	Virginia,	Schooner Lynx.
Nicholas Marchand, -	" " -	Lou.	Not on duty.
Nathaniel A. Prentiss, acting, -	" " -	Mass.	Frigate Constitution.

## SURGEONS.

Names.	Dates of commissions.	Where born.	Where stationed.
Edward Cutbush, - - -	June 24, 1799, -	Penn.	Hospital, Washington.
Peter St. Medard, - - -	July 14, " -	France,	Boston.
Samuel R. Marshall, - -	January 16, 1800, -	Penn.	Hospital, New York.
Lewis Heerman, - - -	November 27, 1804, -	Germ.	New Orleans.
Joseph G. T. Hunt, - - -	" " -	N. Y.	New York.
Jonathan Cowdery, - - -	" " -	Mass.	Norfolk, Virginia.
Samuel D. Heap, - - -	" " -	Penn.	Mediterranean.
Robert L. Thorn, - - -	March 3, 1809, -	N. Y.	Portsmouth, New Hampshire.
Samuel R. Trevett, Jr. -	" " -	Mass.	Boston.
William P. C. Barton, - -	April 28, " -	Penn.	Philadelphia.
George Logan, - - -	April 14, 1810, -	S. C.	Charleston, South Carolina.
Amos A. Evans, - - -	" 20, " -	Md.	On furlough.
Robert S. Kearney, - - -	July 28, " -	Ireland,	Washington city.
James Page, - - -	March 5, 1811, -	Md.	Baltimore.
John D. McReynolds, - -	October 2, " -	N. C.	Lake Erie.
Thomas Harris, - - -	July 6, 1812, -	Penn.	Philadelphia.
William Turk, - - -	July 24, 1813, -	N. Y.	Lake Champlain.
Hyde Ray, - - -	" " -	Md.	Ship Cyane.
Walter W. Buchanan, - -	" " -	N. J.	Sackett's Harbor.
Charles Cotton, - - -	" " -	Mass.	Newport, Rhode Island.
Gerard Dayers, - - -	" " -	Flanders,	Columbus 74.
Robert R. Barton, - - -	" " -	Virginia,	On furlough.
Benjamin P. Kissam, - -	" " -	N. Y.	Steam frigate Fulton.
John A. Kearney, - - -	" " -	Ireland,	Frigate United States.
Richard C. Edgar, - - -	" " -	Md.	Frigate Macedonian.
Bailey Washington, - -	" " -	Virginia,	Washington city.
George T. Kennon, - - -	" " -	Do.	Norfolk, Va.
Walter W. New, - - -	October 6, " -	Do.	New Orleans.
Samuel Horsley, - - -	April 5, 1814, -	Do.	Norfolk, Va.
Robert C. Randolph, - -	April 15, " -	Do.	New Orleans.
Charles B. Hamilton, - -	" " -	Do.	Washington city.
Usher Parsons, - - -	" " -	N. H.	Not on duty.
William Swift, - - -	" " -	Mass.	New York.
Josephus M. S. O'Conway, -	June 27, " -	Lou.	New Orleans.
Richard K. Hoffman, - -	July 26, " -	N. Y.	Sloop Ontario.
Thomas B. Salter, - - -	May 23, 1815, -	N. J.	Franklin 74.
William Barnewell, - - -	April 27, 1816, -	Ireland,	Frigate Congress.
Peter Christie, - - -	" " -	N. J.	Erie, Pennsylvania.
Charles M. Reese, - - -	" " -	S. C.	Hospital, Pisa.
Samuel Jackson, - - -	March 27, 1818, -	N. Y.	New York.
Andrew B. Cook, - - -	" " -	N. Y.	Sackett's Harbor.
John H. Gordon, - - -	" " -	Penn.	Sloop Hornet.
Leonard Osborne, - - -	" " -	Md.	On furlough.
Thomas Williamson, - - -	" " -	Do.	John Adams.
John Dix, - - -	" " -	Do.	Washington 74.
John Cadle, - - -	" " -	N. Y.	Sloop Peacock.
George S. Sproston, - - -	" " -	England,	Frigate Constellation.

## SURGEONS' MATES.

John Harrison, - - -	January 16, 1805, -	Md.	Hospital, Washington.
Manuel Phillips, - - -	July 18, 1809, -	Penn.	Philadelphia.
William Belt, - - -	September 23, 1811, -	Md.	Norfolk, Va.
John D. Armstrong, - - -	May 27, 1812, -	Ireland,	Philadelphia.
James E. Garrison, - - -	December 22, " -	-	Sackett's Harbor.
Samuel M. Kissam, - - -	July 24, 1813, -	N. J.	Franklin 74.
Benjamin Austin, Jun. -	" " -	Mass.	Independence 74.
Leuco Mitchell, - - -	" " -	N. C.	New York.
Wilmot F. Rodgers, - - -	" " -	Vir.	Sloop Peacock.
John W. Peaco, - - -	June 23, " -	Md.	Brig Spark.
Alexander M. Montgomery, -	July 16, " -	N. J.	Sloop Erie.
Oliver Le Chevalier, - -	December 10, " -	France,	Schooner Lynx.
William Butler, Jun. -	" " -	S. C.	Brig Enterprise.
Benjamin A. Welles, - - -	" " -	Md.	Columbus 74.
Frederick P. Markham, - -	" " -	Mass.	Franklin 74.
William D. Conway, - - -	" " -	Ireland,	Norfolk, Va.
James Norris, - - -	" " -	N. H.	Washington 74.
Thomas C. Gardiner, - - -	" " -	Mass.	Sloop Ontario.
Benajah Tickner, - - -	" " -	Vt.	Frigate Macedonian.
Charles Chase, - - -	" " -	Mass.	Mediterranean.
Thomas W. Wiesenthal, - -	" " -	Md.	Charlestown, Massachusetts.
George B. Doane, - - -	" " -	Mass.	On furlough.
William Birchmore, - - -	January 10, 1815, -	England,	Mediterranean.
John S. Wiley, - - -	December 20, " -	Md.	Hospital, New York.
James R. Boyce, - - -	April 27, 1816, -	Vir.	Frigate Macedonian.
Benjamin T. Williams, - -	December 28, 1818, -	Mass.	Charleston, South Carolina.
Richard Stevens, - - -	" " -	N. Y.	Frigate Guerriere.
Thomas W. Dawley, - - -	" " -	Vir.	Norfolk, Va.
John Fitzhugh, Jr. -	" " -	Md.	Frigate Congress.
David S. Edwards, - - -	" " -	Conn.	Do.
Mordecai Morgan, - - -	" " -	Penn.	John Adams.
F. S. Beattie, acting, - -	July 27, 1819, " -	Do.	Frigate Constellation.
Thomas I. Nelson, do. -	August 7, " -	N. Y.	Do.
James Cornick, do. -	September 16, " -	Vir.	Sloop Peacock.



## PURSERS.

Names.	Dates of commissions.	Where born.	Where stationed.
Isaac Garretson, - - - -	April 25, 1812, -	Md.	Not on duty.
Clement S. Hunt, - - - -	" " -	Do.	Newport, Rhode Island.
Gwinn Harris, - - - -	" " -	Do.	Franklin 74.
John H. Carr, - - - -	" " -	England,	Lake Erie.
Nathaniel Lyde, - - - -	" " -	Mass.	Portsmouth, New Hampshire.
Samuel Robertson, - - - -	" " -	Md.	Gosport, Virginia.
Samuel Hambleton, - - - -	" " -	Do.	Columbus 74.
Robert C. Ludlow, - - - -	" " -	N. Y.	Not on duty.
John B. Timberlake, - - - -	" " -	Vir.	Not on duty.
Thomas I. Chew, - - - -	" " -	Mass.	Washington 74.
Thomas Shields, - - - -	" " -	Del.	Accounting.
Richard C. Archer, - - - -	" " -	Md.	Sloop Alert.
Lewis Deblois, - - - -	" " -	Mass.	Charlestown, Massachusetts.
George S. Wise, - - - -	" " -	Vir.	New York.
Francis A. Thornton, - - - -	" " -	Do.	Sloop Cyane.
James M. Halsey, - - - -	" " -	N. Y.	Accounting.
Edward Fitzgerald, - - - -	" " -	Penn.	Frigate Constellation.
Alexander P. Darragh, - - - -	" " -	Del.	Frigate Congress.
Henry Denison, - - - -	" " -	Conn.	Baltimore.
William S. Rodgers, - - - -	February 26, 1813, -	R. I.	Independence 74.
John R. Shaw, - - - -	" 28, -	Md.	Not on duty.
Samuel P. Todd, - - - -	March 2, " -	Penn.	Philadelphia.
George Beale, Jun., - - - -	July 24, " -	Vir.	Not on duty.
James H. Clark, - - - -	" " -	N. Y.	Frigate Guerriere.
Joseph Wilson, Jun., - - - -	" " -	Mass.	Frigate Macedonian.
Thomas Waine, - - - -	" " -	Do.	Frigate Java.
Joseph B. Wilkinson, - - - -	March 26, 1814, -	Ken.	New Orleans.
Benjamin F. Bourne, - - - -	" " -	R. I.	Sloop Erie.
William Sinclair, - - - -	" " -	Mass.	Charleston, South Carolina.
Matthew C. Atwood, - - - -	" " -	Md.	Accounting.
John N. Todd, - - - -	March 1, 1815, -	Penn.	Sloop Hornet.
Timothy Winn, - - - -	May 27, " -	Mass.	Navy Yard, Washington.
William M. Sands, - - - -	" 20, " -	N. Y.	Sackett's Harbor.
Joseph H. Terry, - - - -	June 6, " -	Do.	Steam frigate.
Thomas Breese, - - - -	July 8, " -	R. I.	Not on duty.
Gardner Thomas, - - - -	" 22, " -	Mass.	Sloop Ontario.
Ashton Y. Humphreys, - - - -	" " -	Penn.	Accounting.
John Debee, - - - -	December 29, 1817, -	N. J.	Sloop Peacock.
Charles O. Handy, - - - -	" " -	R. I.	John Adams.
Joseph H. Causten, - - - -	" " -	Md.	Brig Enterprise.
Joseph B. Fanning, acting, - - - -	" " -	Mass.	Schooner Lynx.
Silas Butler, - - - -	" " -	N. Y.	Receiving ship.
Joseph Cassin, - - - -	" " -	Penn.	Navy yard, Washington.
Thomas Burrows, - - - -	" " -	Do.	Not on duty.

## CHAPLAINS.

Andrew Hunter, - - - -	March 5, 1811, -	Penn.	Navy yard, Washington.
David P. Adams, - - - -	May 10, " -	-	Columbus 74.
John Cook, - - - -	May 9, 1812, -	-	On furlough.
Cheever Felch, - - - -	" 12, " -	Mass.	Charlestown, Massachusetts.
Nathaniel Andrews, - - - -	August 16, 1816, -	England,	Franklin 74.
John Ireland, - - - -	" " -	-	New York.
Philander Chase, Jun., - - - -	December 29, 1818, -	Mass.	Frigate Guerriere.
James Brooks, - - - -	" " -	Vir.	Sackett's Harbor.
James Everett, - - - -	" " -	Mass.	Independence 74.
Azah. Wilson, acting, - - - -	" " -	-	Frigate Macedonian.
Moses B. Chase, do., - - - -	July 20, 1819, -	Mass.	Frigate Constellation.
John N. Hamilton, do., - - - -	October 26, 1819, -	Vir.	John Adams.

## MIDSHIPMEN.

Albert A. Alexander, - - - -	September 1, 1811, -	D. C.	Columbus 74.
Samuel W. Adams, - - - -	June 18, 1812, -	-	On furlough.
Henry A. Adams, - - - -	March 14, 1814, -	Penn.	Franklin 74.
Alexander McKim Andrew, - - - -	April 13, " -	Md.	On furlough.
Nathaniel Alexander, - - - -	Nov. 30, " -	Vir.	Franklin 74.
William M. Armstrong, - - - -	" " -	Ken.	Frigate United States.
Francis Armstrong, - - - -	January 1, 1817, -	Md.	Frigate Congress.
George Adams, - - - -	" 1818, -	Do.	Sloop Peacock.
Thomas S. Brown, - - - -	December 17, 1810, -	Conn.	Columbus 74.
James A. D. Brown, - - - -	" " -	Do.	Columbus 74.
Samuel Barron, - - - -	January 1, 1812, -	Vir.	Gosport, Virginia.
Horatio Beatty, - - - -	" " -	D. C.	New York.
Yorick Baker, - - - -	June 18, " -	Do.	Norfolk, Va.
Charles H. Bell, - - - -	" " -	N. Y.	Sloop Ontario.
Abraham Bigelow, - - - -	" " -	Mass.	On furlough.
William Boden, - - - -	" " -	Do.	New York.
Russell Baldwin, - - - -	May 17, 1813, -	N. Y.	Frigate Guerriere.
Henry Bruce, - - - -	November 9, " -	Mass.	Franklin 74.

## MIDSHIPMEN.

Names.	Dates of warrants.	Where born.	Where stationed.
John Bubier, - - -	November 9, 1813, -	Mass.	Independence 74.
Edmund Byrne, - - -	February 1, 1814, -	Penn.	Schooner Nonesuch.
John D. Bird, - - -	April 18, " -	Del.	New Orleans.
Timothy G. Benham, - - -	November 30, " -	Conn.	Independence 74.
Cyrus A. Branch, - - -	" " -	Vir.	Brig Enterprise.
James G. Boughan, - - -	January 11, 1815, -	Md.	Sloop Peacock.
Franklin Buchanan, - - -	" 28, " -	Penn.	Franklin 74.
Arthur Bainbridge, - - -	February 22, " -	N. J.	Frigate Congress.
Joseph Bowman, - - -	July 8, " -	Penn.	On furlough.
Lyttleton M. Booth, - - -	June 1, 1816, -	N. Y.	Sloop Peacock.
Archibald R. Bogardus, - - -	January 1, 1817, -	Vir.	Washington 74.
Benjamin F. Bache, - - -	" " -	Penn.	Not on duty.
Oscar Bullus, - - -	" " -	N. Y.	Columbus 74.
Abraham Bennet, - - -	" " 1818, -	Del.	Franklin 74.
Edward Barnewell, - - -	" " -	N. Y.	Washington 74.
Robert S. Bullus, - - -	" " -	Do.	Not on duty.
George S. Blake, - - -	" " -	Mass.	Columbus 74.
Joshua Barney, - - -	" " -	Md.	Sloop Peacock.
Theodorus Bailey, Jun. - - -	" " -	N. Y.	Sloop Cyane.
Joseph R. Blake, - - -	" " -	D. C.	Columbus 74.
Thomas O. Bruff, - - -	November 3, " -	Do.	Do.
Thos. M'K. Buchanan, - - -	" " -	Penn.	John Adams.
Edward Boutwell, - - -	March 3, 1819, -	Vir.	Not on duty.
James Bradford, - - -	" 4, " -	Lou.	New Orleans.
Joseph R. Brown, - - -	July 10, " -	Penn.	Sloop Peacock.
John S. Chauncey, - - -	January 1, 1812, -	N. Y.	Columbus 74.
Joseph S. Cornwell, - - -	" " -	Do.	New York.
Lachlan A. J. Cuthbert, - - -	" " -	Geo.	Columbus 74.
Enos R. Childs, - - -	June 18, " -	Md.	New York.
John P. Cambreling, - - -	" " -	N. C.	Constellation.
James M. Cutts, - - -	" " -	Mass.	Not on pay.
Thomas B. Curtis, - - -	September 28, " -	Do.	On furlough.
Edward W. Carpenter, - - -	July 10, 1813, -	N. Y.	Sloop Erie.
Benjamin Carpenter, - - -	" " -	Do.	Sloop Hornet.
Augustus Cutts, - - -	" " -	Mass.	Frigate Macedonian.
David Conyngham, - - -	February 1, 1814, -	Penn.	On furlough.
Joshua W. Cochran, - - -	" " -	N. C.	Frigate United States.
Joseph S. Cannon, - - -	" 26, " -	Del.	Philadelphia.
Robert B. Cunningham, - - -	November 30, " -	Vir.	Frigate Congress.
Joseph Cutts, Jun. - - -	December 6, " -	Mass.	Franklin 74.
James S. Cox, A. L. - - -	January 10, 1815, -	Penn.	New York.
Charles B. Childs, - - -	" 28, " -	N. Y.	Frigate Macedonian.
Richard Cochrane, - - -	February 7, " -	Do.	On furlough.
John Cremer, - - -	March 1, " -	Md.	Frigate Congress.
William E. Cambridge, - - -	" 6, " -	S. C.	Columbus 74.
Jacob Crowninshield, - - -	" 11, " -	Mass.	Frigate Congress.
James H. Clinton, - - -	April 24, " -	N. Y.	Frigate Constellation.
William Campbell, - - -	May 30, 1816, -	Md.	Franklin 74.
James E. Calhoun, - - -	" " -	S. C.	Frigate Congress.
Thomas H. P. Cooper, - - -	October 15, 1817, -	Do.	Not on duty.
John Redman Cox, - - -	January 1, 1818, -	Penn.	Sloop Hornet.
John Addison Carr, - - -	" " -	Md.	Frigate Constellation.
Samuel B. Cocke, - - -	" " -	Virginia,	Do.
Robert B. Coffin, - - -	November 3, " -	N. Y.	Not on duty.
Charles E. Cutts, - - -	" " -	N. H.	Columbus 74.
Oscar Davis, - - -	January 1, 1812, -	Penn.	Sloop Peacock.
Charles P. Derby, - - -	November 9, 1813, -	Mass.	Columbus 74.
Daniel S. De Saussure, - - -	" " -	S. C.	On furlough.
Thomas Owen Davis, - - -	February 1, 1814, -	N. C.	Frigate Macedonian.
Richard Dominick, - - -	April 30, " -	N. Y.	Columbus 74.
Samuel Dusenberry, A. M. - - -	July 16, " -	Do.	New York.
George D. Dods, - - -	" " -	R. I.	On furlough.
Hugh Dulany, - - -	" " -	S. C.	Gunboat No. 158.
Henry Dyson, - - -	January 1, 1815, -	Mass.	On furlough.
Thomas Dornin, - - -	May 2, " -	N. Y.	Franklin 74.
Samuel F. Dupont, - - -	December 19, " -	N. J.	Do.
Henry J. Dickinson, - - -	" 26, " -	N. H.	On furlough.
Marmaduke Dove, Jun. - - -	January 1, 1818, -	D. C.	Frigate Macedonian.
Albert E. Downes, - - -	" " -	Mass.	Do.
Edwin Essex, - - -	November 15, 1809, -	Md.	New York.
Frank Ellery, - - -	January 1, 1812, -	R. I.	Brig Enterprise.
Charles Ellery, - - -	March 1, 1814, -	Do.	Frigate Guerriere.
Christopher T. Emmet, - - -	October 8, " -	Ireland,	Columbus 74.
Frederick Engle, - - -	December 6, " -	Penn.	Frigate Guerriere.
Henry Etting, - - -	January 1, 1818, -	Md.	Frigate Congress.
Henry Eagle, - - -	" " -	N. Y.	Frigate Macedonian.
David C. Farragut, - - -	December 17, 1810, -	Tenn.	Franklin 74.
Thomas W. Freelon, - - -	June 18, 1812, -	N. Y.	New York.
James M. Freeman, - - -	May 24, 1814, -	Mass.	Schooner Lynx.
Benjamin Follet, - - -	December 6, " -	N. Y.	Frigate Congress.
Robert Y. Fairlie, - - -	January 1, 1817, -	Do.	Frigate Constellation.
William Foster, A. M. - - -	" " -	Do.	Frigate Congress.
George B. Forrester, - - -	" " -	Geo.	Do.
Lewis M. Goldsborough, - - -	June 18, 1812, -	D. C.	Franklin 74.
Jacob E. Gillmeyer, - - -	January 1, 1813, -	Md.	Norfolk, Virginia,



## MIDSHIPMEN.

Names.	Dates of warrants.	Where born.	Where stationed.
Daniel Goodwin, - - -	November 30, 1814, -	Mass.	Independence 74.
Benjamin S. Grimke, - - -	" " " " -	S. C.	Frigate Congress.
Thomas R. Gerry, - - -	December 6, " " -	Mass.	On furlough.
William H. Gardner, - - -	" " " " -	Md.	Schooner Nonesuch.
Walter Gardner, - - -	" " " " -	Mass.	On furlough.
Thomas R. Gedney, - - -	March 4, 1815, -	S. C.	Frigate Congress.
James Glynn, - - -	" " " " -	Virginia,	John Adams.
Timothy Gay, - - -	June 6, " " -	Mass.	Frigate Macedonian.
James T. Gerry, - - -	December 20, " " -	Do.	Frigate Congress.
William M. Glendy, - - -	January 1, 1818, -	Virginia,	Frigate Constellation.
Alexander G. Gordon, - - -	" " " " -	D. C.	Frigate Macedonian.
William M. Glendy, - - -	" " " " -	Md.	Franklin 74.
Charles W. Gay, - - -	October 27, " " -	Mass.	John Adams.
Sylvanus Godon, - - -	March 4, 1819, -	Penn.	On furlough.
John Graham, - - -	December 13, " " -	D. C.	Columbus 74.
Benjamin Harrison, - - -	January 9, 1811, -	Virginia,	Charleston, South Carolina.
Moses H. Hunter, - - -	June 18, " " -	N. J.	On furlough.
Levi M. Harby, - - -	" " " " -	S. C.	Do.
Joseph L. C. Hardy, - - -	" " " " -	Do.	New Orleans.
Edward W. Hamilton, - - -	" " " " -	Do.	Not on duty.
James Hodges, - - -	November 9, 1813, -	Penn.	Columbus 74.
Joseph Hull, - - -	" " " " -	Conn.	Charlestown, Massachusetts.
Thomas R. Handy, - - -	January 28, 1814, -	R. I.	Columbus 74.
John F. Howell, - - -	February 1, " " -	Penn.	John Adams.
George N. Hollins, - - -	" " " " -	Md.	Columbus 74.
Thomas Hayes, - - -	June 6, " " -	Penn.	On furlough.
John Heth, - - -	June 25, " " -	Virginia,	Franklin 74.
William H. Homer, - - -	November 30, " " -	Mass.	Sloop Hornet.
Harry D. Hunter, - - -	" " " " -	Penn.	Sloop Peacock.
John L. Harris, - - -	" " " " -	Tenn.	Brig Spark.
William S. Harris, - - -	" " " " -	Ken.	Frigate Guerriere.
William L. Howard, - - -	January 10, 1815, -	N. Y.	Schooner Nonesuch.
Hubbard H. Hobbs, - - -	March 4, " " -	Virginia,	Schooner Hornet.
John E. Heron, - - -	January 1, 1816, -	Do.	Frigate Macedonian.
Alexander Hosack, - - -	January 22, 1816, -	N. Y.	New York.
Abraham Hosack, - - -	January 1, 1817, -	Do.	Frigate Macedonian.
Lucius C. Heylin, - - -	" " " " -	Penn.	Frigate United States.
Alexander H. Hopkinson, - - -	September 25, " " -	Do.	Columbus 74.
Robert Harris, Jun., - - -	January 1, 1818, -	N. H.	Frigate Guerriere.
Peyton T. Henley, - - -	" " " " -	Virginia,	Frigate Congress.
Stern Humphreys, - - -	" " " " -	N. Y.	Frigate Macedonian.
Patricius Hepburn, - - -	" " " " -	D. C.	Independence 74.
Andrew A. Harwood, - - -	" " " " -	Penn.	Sloop Hornet.
Charles E. Hawkins, - - -	March 4, " " -	N. Y.	Frigate Guerriere.
John Hamilton, - - -	July 4, " " -	Do.	Sloop Cyane.
James T. Homans, - - -	December 3, 1819, -	Mass.	Columbus 74.
Duncan N. Ingraham, - - -	June 18, 1812, -	S. C.	Sloop Hornet.
Ocar Irving, - - -	January 1, 1817, -	N. Y.	Columbus 74.
George Izard, - - -	" " 1818, -	Penn.	Do.
James T. Jackson, - - -	" " 1812, -	N. Y.	New York.
Joseph R. Jarvis, - - -	June 18, " " -	Mass.	Do.
William H. Jenkins, - - -	" " " " -	Do.	Do.
Skeffington S. Jameson, - - -	" " " " -	D. C.	Do.
Frederick Jarrett, - - -	March 8, 1814, -	Penn.	Sloop Cyane.
Walter F. Jones, - - -	June 11, " " -	Virginia,	Frigate Guerriere.
Joshua H. Justin, - - -	November 30, " " -	R. I.	Schooner Lynx.
Edward S. Johnson, - - -	" " " " -	Do.	Brig Enterprise.
Robert W. Jones, - - -	January 1, 1818, -	N. Y.	John Adams.
Zachariah F. Johnston, - - -	" " " " -	Md.	Columbus 74.
Charles H. Jackson, - - -	March 4, " " -	Conn.	John Adams.
John C. Jones, - - -	May 12, " " -	Md.	Frigate Guerriere.
Adam S. Kuhn, - - -	February 1, 1814, -	Penn.	Frigate Constellation.
John Kelly, - - -	" " " " -	Do.	Columbus 74.
James D. Knight, - - -	November 30, " " -	S. C.	Charleston, South Carolina.
Matthew Keogh, - - -	December 6, " " -	Ireland,	Frigate Constellation.
Thomas King, - - -	March 4, 1815, -	Do.	Schooner Lynx.
William H. Kennon, - - -	January 1, 1817, -	Virginia,	Franklin 74.
Stephen B. Kingston, - - -	" " " " -	Penn.	Do.
C. H. A. H. Kennedy, - - -	February 10, 1819, -	Virginia,	Norfolk.
Thomas I. Leib, - - -	September 1, 1811, -	Penn.	Franklin 74.
Samuel W. Lecompte, - - -	June 1, 1812, -	Md.	Do.
George H. Leverett, - - -	June 18, " " -	N. H.	New York.
Edward A. Lansing, - - -	" " " " -	N. Y.	Do.
Stephen B. Lassalle, - - -	November 1, 1814, -	Penn.	Sloop Peacock.
Charles Lowndes, - - -	March 18, 1815, -	S. C.	Frigate Constellation.
Christopher Lowndes, - - -	January 1, 1817, -	Md.	Frigate Congress.
Arthur Lewis, - - -	" " 1818, -	Virginia,	Schooner Nonesuch.
Andrew K. Long, - - -	" " " " -	Md.	John Adams.
John H. Little, - - -	" " " " -	Do.	Do.
John L. Luke, - - -	March 4, 1819, -	Ken.	Columbus 74.
Charles W. Minchin, - - -	January 1, 1812, -	D. C.	Washington navy yard.
William B. McLean, - - -	" " " " -	N. Y.	On furlough.
Richard Mackall, - - -	" " " " -	Md.	Lake Erie.
Daniel H. Mackay, - - -	April 16, 1813, -	N. Y.	Frigate United States.
John Marston, Jun., - - -	April 15, " " -	Mass.	Frigate Constellation.

## MIDSHIPMEN.

Names.	Dates of warrants.	Where born.	Where stationed.
Joseph Moorhead, -	November 9, 1813, -	Ohio, -	Frigate United States.
David W. McRorie, -	February 1, 1814, -	N. C. -	Sloop Erie.
Daniel S. McCauley, -	" " -	Penn. -	Franklin 74.
Michael Mahony, -	November 30, " -	Ver. -	Independence 74.
Joseph Mattison, -	" " -	N. J. -	New York.
William W. McKean, -	" " -	Penn. -	Franklin 74.
Joseph Myers, -	December 6, " -	N. C. -	Do.
Samuel Mercer, -	March 4, 1815, -	S. C. -	Norfolk.
Robert F. Martin, -	May 2, " -	Do. -	Franklin 74.
Robert Marshall, -	November 21, " -	N. Y. -	Frigate Guerriere.
Alexander M. Murray, -	January 1, 1817, -	Penn. -	Franklin 74.
Oliver H. Middleton, -	" " -	England, -	Sloop Peacock.
George A. Magruder, -	" " -	Virginia, -	Franklin 74.
James P. McCall, -	" " -	Georgia, -	Sloop Peacock.
Humphrey H. Morris, -	" " -	N. Y. -	New Orleans.
Edward Y. Marshall, -	" " -	Do. -	Frigate Macedonian.
Thomas J. Manning, -	" " -	N. J. -	Frigate Guerriere.
John Marshall, -	" 1818, -	Virginia, -	Do.
Alexander M. Mull, -	" " -	Md. -	Schooner Nonesuch.
Charles V. Morris, -	" " -	N. Y. -	Frigate Guerriere.
Henry W. Morris, -	August 21, 1819, -	Do. -	New York.
Robert H. Nichols, -	September 1, 1811, -	Do. -	Sackett's Harbor.
Walter Newcomb, -	January 1, 1812, -	N. H. -	Columbus 74.
Zachariah W. Nixon, -	June 18, " -	Mass. -	On furlough.
Henry C. Newton, -	" " -	Virginia, -	New York.
William C. Nicholson, -	" " -	Md. -	Frigate Congress.
William D. Newman, -	February 1, 1818, -	N. Y. -	Columbus 74.
Joseph B. Nones, -	" " -	Penn. -	Philadelphia.
William B. Nicholson, -	March 17, " -	Md. -	Brig Enterprise.
John S. Nicholas, -	June 6, 1815, -	Virginia, -	Franklin 74.
Joseph M. Nicholson, -	January 1, 1817, -	Md. -	Frigate Guerriere.
Augustus A. Nicholson, -	July 5, " -	S. C. -	Sloop Hornet.
James L. Nowland, -	January 1, 1818, -	Md. -	John Adams.
Thomas H. Newman, -	" 1819, -	Penn. -	On furlough.
Edwin B. Newton, -	" " -	D. C. -	Frigate Guerriere.
Patrick H. Overton, -	November 30, 1814, -	N. C. -	Brig Spark.
Garret I. Pendergrast, -	January 1, 1812, -	Ken. -	Sloop Erie.
Thomas Pettigru, -	" " -	S. C. -	Schooner Hornet.
Charles T. Platt, -	June 18, " -	N. Y. -	Frigate Guerriere.
Edward Price, -	April 5, 1813, -	Do. -	New York.
Samuel B. Phelps, -	May 20, " -	Conn. -	Norfolk, Virginia.
John E. Prentiss, -	November 9, " -	Mass. -	New York.
Jett S. Paine, -	" " -	Do. -	Independence 74.
Thomas Patten, -	" " -	Do. -	On furlough.
William Pollard, -	March 8, 1814, -	Penn. -	Navy yard, Washington.
John F. Pelot, -	June 10, " -	N. C. -	On furlough.
Alexander B. Pinkham, -	June 17, " -	Mass. -	Sloop Ontario.
Richard S. Pinckney, -	August 3, " -	S. C. -	Frigate Macedonian.
David H. Porter, -	August 4, " -	Penn. -	Franklin 74.
John W. Palmer, -	November 30, " -	Conn. -	Frigate Constellation.
Robert Potter, -	March 2, 1815, -	N. C. -	John Adams.
George F. Pearson, -	March 11, " -	N. H. -	Independence 74.
William P. Piercy, -	March 15, " -	Penn. -	Philadelphia.
William H. Pennock, -	April 20, " -	Virginia, -	Columbus 74.
Edward Pinkney, -	November 21, 1815, -	Md. -	Frigate Constellation.
John Pope, -	May 30, 1816, -	Mass. -	Boston.
William W. Page, -	January 1, 1817, -	R. I. -	Sloop Cyane.
John H. Pleasanton, -	July 4, " -	D. C. -	Frigate Congress.
Wilson C. Purviance, -	November 6, " -	Md. -	Franklin 74.
Levin M. Powell, -	January 1, 1818, -	Virginia, -	Frigate Congress.
Reuben R. Pinkham, -	" " -	Mass. -	Schooner Hornet.
William Pierson, -	" " -	N. J. -	Columbus 74.
John M. Patterson, -	" " -	N. Y. -	Brig Spark.
Hugh Y. Purviance, -	November 3, " -	Md. -	Frigate Congress.
Henry Pinkney, -	" " -	Do. -	Do.
Alexander F. Porter, -	March 19, 1819, -	Penn. -	Not on duty.
Richard S. Platt, -	March 22, " -	N. Y. -	Do.
James M. Prevost, -	November 13, " -	Do. -	Do.
Samuel Renshaw, -	July 4, 1805, -	Penn. -	Philadelphia, recruiting.
Edmund M. Russell, -	June 18, 1812, -	Mass. -	New York.
Charles C. Russell, -	" " -	Do. -	Boston.
Samuel Rogers, -	November 9, 1813, -	N. J. -	On furlough.
William T. Rodgers, -	" " -	N. Y. -	Frigate Macedonian.
William Rice, -	" " -	Mass. -	Do.
Robert Ritchie, -	February 1, 1814, -	Md. -	Frigate Guerriere.
Solomon Rutter, -	February 26, " -	Do. -	On furlough.
Victor M. Randolph, -	June 11, " -	Virginia, -	Frigate Constellation.
John Rudd, -	November 30, " -	R. I. -	Franklin 74.
William Roane, -	" " -	N. C. -	New Orleans.
Herman Rutgers, -	" " -	N. Y. -	Frigate United States.
William W. Rittenhouse, -	" " -	Penn. -	Brig Spark.
Edward C. Rutledge, -	" " -	N. C. -	Sloop Cyane.
John Reed, Jun. -	" " -	Penn. -	Frigate Macedonian.
Isaac H. Rand, -	January 25, 1815, -	Mass. -	Brig Spark.
Thomas M. Randolph, -	May 30, 1816, -	Virginia, -	Frigate Guerriere.



## MIDSHIPMEN.

Names.	Dates of warrants.	Where born.	Where stationed.
Pierre C. Rion, - - -	May 16, 1816, -	France.	New Orleans.
John G. Rodgers, - - -	July 4, 1817, -	Md.	Frigate Congress.
John M. Rinker, - - -	January 1, 1818, -	Penn.	Sloop Peacock.
Cadr. Ringgold, - - -	March 4, 1819, -	Md.	Columbus 74.
Nat. B. Richardson, - - -	May 14, " -	Virginia,	Frigate Constellation.
Richard Stewart, - - -	November 15, 1809, -	Md.	New York.
John L. Saunders, - - -	" " -	Virginia,	Frigate Constellation.
Augustus Swartwout, - - -	January 1, 1812, -	N. Y.	New York.
Otho Stallings, - - -	June 18, " -	Md.	Do.
Hugh C. Sweeny, - - -	" " -	Do.	Philadelphia.
John M. Sullivan, - - -	March 1, 1813, -	N. Y.	Sloop Ontario.
William Skiddy, - - -	May 9, " -	Do.	On furlough.
John Swartwout, - - -	November 9, " -	Do.	Do.
Matthew W. Stout, - - -	November 12, " -	N. J.	Sloop Erie.
David R. Stewart, - - -	February 1, 1814, -	Md.	Do.
Robert M. Summers, - - -	" " -	Penn.	Brig Enterprise.
William F. Shields, - - -	February 2, " -	Georgia,	Frigate United States.
Irvin Shubrick, - - -	February 12, " -	S. C.	Frigate Constellation.
Jonathan W. Sherburne, - - -	November 30, " -	N. H.	Surveying, Norfolk.
Roger C. Shaw, - - -	" " -	Georgia,	Frigate United States.
Merrit S. Scott, - - -	" " -	Ken.	Franklin 74.
George W. Somerville, - - -	" " -	Tenn.	Sloop Hornet.
John H. Smith, - - -	January 1, 1815, -	N. Y.	Frigate Congress.
Francis Sanderson, - - -	February 3, " -	Md.	Washington 74.
Jesse Smith, - - -	March 11, " -	Mass.	Independence 74.
Henry D. Scott, - - -	May 30, 1816, -	Md.	Columbus 74.
Alexander Slidell, - - -	January 1, 1817, -	N. Y.	Frigate Macedonian.
George Shute, - - -	" " -	N. J.	Franklin 74.
Joseph G. Smith, - - -	" " -	Md.	Frigate Macedonian.
William Seton, - - -	July 4, " -	N. Y.	Do.
George W. Simms, - - -	January 1, 1813, -	D. C.	Columbus 74.
Thomas O. Selfridge, - - -	" " -	Mass.	Do.
William Shaw, - - -	" " -	Penn.	Not on duty.
Charles H. Starr, - - -	November 3, 1818, -	Georgia,	Frigate Constellation.
Albert G. Slaughter, - - -	" " -	Virginia,	On furlough.
Robert Steed, - - -	February 10, 1819, -	Do.	Frigate Constellation.
Isaac S. Sterrett, - - -	March 24, " -	Md.	Do.
Nehemiah Tilton, - - -	November 9, 1813, -	Del.	John Adams.
John S. Townsend, - - -	November 18, " -	N. Y.	Ship Cyane.
John P. Tuttle, - - -	November 30, " -	Conn.	Frigate United States.
Henry E. Turner, - - -	" " -	R. I.	Frigate Constellation.
John Tompkins, - - -	" " -	Ken.	Brig Spark.
Benjamin Tallmadge, Jun. - - -	January 24, " -	Conn.	Columbus 74.
William B. G. Taylor, - - -	February 13, " -	N. C.	New Orleans.
Alexander Thompson, - - -	January 1, 1817, -	N. Y.	Schooner Nonessuch.
Richard Taylor, Jun. - - -	" " 1818, -	Virginia,	Frigate Macedonian.
John L. Thomas, - - -	" " -	Md.	John Adams.
Samuel S. Turner, - - -	March 4, " -	Mass.	Franklin 74.
Griffin Tompkins, - - -	July 11, " -	N. Y.	Frigate Guerriere.
George P. Upshur, - - -	April 23, " -	Virginia,	Frigate Guerriere.
Frederick Varnum, - - -	June 18, 1812, -	Mass.	New York.
James K. Vallette, - - -	June 1, 1815, -	Penn.	Washington 74.
Gersham J. Van Brunt, - - -	January 1, 1818, -	N. J.	Columbus 74.
Daniel R. Walker, - - -	June 9, 1811, -	Md.	Independence 74.
James Williams, - - -	September 1, " -	Md.	Navy yard, Washington.
Stephen B. Wilson, - - -	January 1, 1812, -	N. Y.	Frigate Guerriere.
William S. J. Washington, - - -	February 5, " -	Virginia,	New York.
William C. Whitmore, - - -	June 18, " -	N. Y.	New York.
Clement S. Whittington, - - -	" " -	Md.	Schooner Asp.
Frederick G. Wolbert, - - -	" " -	Penn.	New York.
Pardon M. Whipple, A. L. - - -	" " -	N. Y.	Columbus 74.
William S. Walker, - - -	November 30, 1814, -	N. H.	Frigate Guerriere.
Oliver W. Wood, - - -	" " -	R. I.	Frigate Macedonian.
Thomas V. Wilson, - - -	January 22, 1816, -	Virginia,	Frigate Macedonian.
George F. Weaver, - - -	January 1, 1817, -	do.	Sloop Erie.
James P. Wilson, - - -	" " -	Md.	Frigate Congress.
Thomas B. Worthington, - - -	" " -	D. C.	Franklin, 74.
William G. Woolsey, - - -	" " -	Penn.	Franklin, 74.
Charles F. Winn, - - -	" " 1818, -	Lou.	New Orleans.
Rolla Weems, - - -	" " -	D. C.	Frigate Macedonian.
Mason Wilson, - - -	" " -	Tenn.	Do.
Charles Wilkes, Jr. - - -	" " -	N. Y.	Frigate Guerriere.
John W. West, - - -	November 3, 1813, -	Penn.	Columbus 74.
James B. Wright, - - -	March 4, 1819, -	Virginia,	Frigate Constellation.
Dudley Walker, - - -	" " -	Mass.	Brig Spark.
John Jay Young, - - -	January 1, 1812, -	N. Y.	Baltimore.
Henry D. Zantinger, - - -	" " 1817, -	-	Frigate Congress.

## SAILING-MASTERS.

Names.	Dates of warrants.	Where born.	Where stationed.
Edward Barry, - - -	February 28, 1819, -	Ireland,	Navy yard, Washington.
Abraham B. Bloodgood, - - -	June 25, 1812, -	N. Y.	do. New York.
Cornelius Bennett, - - -	December 9, " -	-	Newport, Rhode Island.
Salvatore Catalano, - - -	August 9, 1819, -	Sicily,	Navy yard, Washington.
Richard J. Cox, - - -	June 23, 1810, -	-	On furlough.
James B. Cooper, A. L. - - -	July 9, 1812, -	N. Y.	Navy yard, Philadelphia.
John Clough, - - -	" 3, 1813, -	Mass.	Ship Cyane.
Samuel P. Chamberlain, - - -	January 8, 1814, -	N. H.	Navy yard, Portsmouth, N. H.
Alexander Cunningham, - - -	May 5, " -	S. C.	Schooner Despatch.
John Carlton, - - -	July 4, 1815, -	Mass.	Columbus 74.
Peter Carson, - - -	November 1, 1816, -	-	New Orleans.
Biscoe S. Doxey, - - -	June 24, 1812, -	Md.	Baltimore.
Marmaduke Dove, - - -	August 29, " -	Md.	Navy yard Washington.
Daniel Dobbins, - - -	September 16, " -	Penn.	Erie, Pennsylvania.
Joseph H. Dill, - - -	April 10, 1813, -	Penn.	On furlough.
George F. De La Roche, - - -	August 3, " -	-	Baltimore.
Shubael Downes, - - -	September 12, " -	Mass.	Frigate Constitution.
John Drew, - - -	December 6, 1814, -	Mass.	Sloop Peacock.
Jonathan D. Ferris, - - -	February 28, 1809, -	-	New Orleans.
James H. Ferguson, - - -	May 27, 1814, -	N. Y.	Charlestown, Massachusetts.
Samuel R. Gerry, - - -	January 17, 1809, -	Mass.	Not on duty.
Thomas Godfrey, - - -	April 18, 1815, -	-	Norfolk.
Gilbert Gardner, - - -	December 15, 1817, -	-	On furlough.
George A. Hallowell, - - -	December 5, 1812, -	R. I.	Do.
Samuel C. Hixon, - - -	April 30, 1814, -	Mass.	Independence 74.
Henry D. Hill, - - -	June 16, " -	S. C.	Not on duty.
William L. Hudson, - - -	" " -	-	Sloop Cyane.
Daniel Jones, - - -	May 8, 1812, -	England,	Steam frigate, New York.
William Johnson, - - -	June 15, 1815, -	-	On furlough.
William Knight, - - -	October 2, 1799, -	-	Navy yard, Philadelphia.
Simon Kingston, - - -	June 29, 1812, -	England,	Do.
Robert Knox, - - -	July 20, " -	Mass.	Charlestown, Massachusetts.
Sylvester M. Kemper, - - -	October 30, " -	-	Not on duty.
John Kidd, - - -	June 17, 1817, -	-	Schooner Nonesuch.
John R. Leacraft, - - -	May 5, 1812, -	-	-
Jairus Loomis, - - -	November 11, " -	Conn.	On furlough.
Alexis Luckett, - - -	December 15, " -	Virginia,	Brig Enterprise.
Joseph Lindsay, - - -	March 17, 1814, -	Mass.	Lake Champlain.
William Lee, - - -	April 30, 1815, -	Mass.	On furlough.
William Landen, - - -	December 4, " -	-	Do.
Jacob Mull, - - -	February 13, 1809, -	-	Frigate Macedonian.
Francis Mallaby, - - -	July 3, 1813, -	N. Y.	Gunboat No. 95.
William F. Malbone, - - -	April 4, 1814, -	R. I.	Columbus 74.
Philip S. Meyer, - - -	November 18, " -	N. Y.	Frigate Constellation.
William Miller, - - -	January 28, 1815, -	Scotland,	Philadelphia.
Edward Mount, - - -	" " -	N. J.	Lake Erie.
Alexander W. Macomb, - - -	July 25, 1818, -	N. Y.	Sloop Ontario.
John Nantz, - - -	July 7, 1812, -	Ireland,	Baltimore.
Thomas Nichols, - - -	July 1, 1812, -	-	Philadelphia.
David Phipps, - - -	January 1, 1805, -	Mass.	Steam frigate, New York.
Lewis B. Page, - - -	March 9, 1809, -	Virginia,	Norfolk.
James B. Potts, - - -	July 26, 1812, -	England,	Navy yard, Gosport, Virginia.
William W. Polk, - - -	" 18, 1814, -	Md.	Navy yard, New York.
John Quinn, - - -	November 1, 1816, -	-	New Orleans.
Edward Rumney, - - -	November 18, 1812, -	Mass.	On furlough.
Samuel Rinker, - - -	September 3, 1813, -	Penn.	Franklin 74.
Thomas Rutter, - - -	November 9, " -	Md.	On furlough.
John Robinson, - - -	" 27, 1815, -	-	Sackett's Harbor.
Joseph Stevens, - - -	May 3, 1812, -	-	On furlough.
Thomas W. Story, - - -	April 27, 1813, -	Mass.	Do.
William W. Sheed, - - -	May 5, " -	S. C.	Receiving ship at Washington.
Nathaniel Stoodley, - - -	August 14, " -	N. H.	Norfolk.
Daniel S. Stellwagen, - - -	May 14, 1814, -	Penn.	Navy yard, Philadelphia.
James Epilman, - - -	February 3, 1815, -	Virginia,	On furlough.
Joseph Taylor, - - -	July 14, 1812, -	Del.	Charleston, South Carolina.
Robert S. Tatem, - - -	" 21, 1814, -	Penn.	Philadelphia.
Henry Tew, - - -	March 28, " -	-	Newport, Rhode Island.
James Terry, - - -	April 20, 1815, -	N. Y.	New York.
James Tewksbury, - - -	December 14, " -	Mass.	Lake Erie.
George Ulrick, - - -	" 4, 1808, -	-	New Orleans.
William Vaughan, - - -	August 22, 1812, -	Penn.	Sackett's Harbor.
Charles F. Waldo, - - -	March 10, 1813, -	Mass.	Charlestown, Massachusetts.
Joseph Williston, - - -	November 26, 1814, -	Mass.	Baltimore.
Nahum Warren, - - -	February 6, 1815, -	N. H.	Gunboat 67.
Henry Worthington, - - -	May 2, " -	Md.	Baltimore.
Cæsar R. Wilson, - - -	January 1, 1817, -	Del.	Navy yard, Philadelphia.



## BOATSWAINS.

Names.	Dates of warrants.		Where born.	Where stationed.
James Banks, - - - -	July 21,	1817, -	-	Franklin 74.
Stephen G. Clark, - - - -	January 1,	" -	-	Frigate Constitution.
James Culbertson, - - - -	" -	" -	-	-
Benjamin Evans, - - - -	" -	" -	-	Sloop Erie.
David Eaton, - - - -	August 8,	1811, -	-	Frigate Constellation.
George Hodge, - - - -	May 11,	1798, -	-	Navy yard, Washington.
Edward Linscot, - - - -	March 29,	1809, -	-	Navy yard, Gosport, Virginia.
John McCloud, - - - -	August 1,	" -	-	Columbus 74.
John McFate, - - - -	July 15,	1813, -	-	New York.
Thomas Penny, - - - -	- - - -	- - - -	-	-
Samuel F. Parker, - - - -	- - - -	- - - -	-	Brig Enterprise.
John Robeson, - - - -	January 1,	1817, -	Penn.	Navy yard, New York.
Thomas R. Smith, - - - -	November 5,	1814, -	-	Washington 74.
John Smith, - - - -	August 11,	1819, -	-	Sloop Cyane.
William Smith, - - - -	January 1,	" -	-	Sloop Hornet.
Abraham Walton, - - - -	September 17,	1815, -	-	Navy yard, Charlestown.
James Wolf, - - - -	- - - -	- - - -	-	Frigate Constellation.
James Watson, - - - -	- - - -	- - - -	-	Frigate Guerriere.
John Woods, - - - -	July 8,	" -	-	Navy yard, Washington.

## GUNNERS.

John Baker, - - - -	June 16,	1814, -	-	Lake Champlain.
Thomas Barry, - - - -	July 2,	" -	Penn.	Philadelphia.
James Bogman, - - - -	December 14,	1815, -	-	Navy yard, Charlestown.
John Blight, - - - -	- - - -	- - - -	-	Sloop Ontario.
Antonio Corraei, - - - -	January 28,	1809, -	Portugal.	Navy yard, Portsmouth, N. H.
Wesley Cunningham, - - - -	August 11,	1819, -	Md.	Sloop Cyane.
James Cosgrove, - - - -	" 30,	1813, -	-	Navy yard, New York.
William C. Cowan, - - - -	April 21,	1819, -	-	Frigate Congress.
William Devers, - - - -	- - - -	- - - -	-	Washington 74.
John Fair, - - - -	July 8,	1815, -	-	Frigate Guerriere.
Henry Hunt, - - - -	July 5,	1819, -	-	Not on duty.
George Jackson, - - - -	February 2,	1810, -	-	New Orleans.
John Johnson, - - - -	May 6,	1813, -	-	Lake Erie.
Stephen Jones, - - - -	- - - -	- - - -	-	Brig Spark.
William Johnson, - - - -	July 4,	1817, -	-	Frigate Constellation.
Joseph Lum, - - - -	- - - -	- - - -	Conn.	Navy yard, Gosport, Virginia.
John Lord, - - - -	June 17,	1817, -	-	Franklin 74.
George Marshall, - - - -	July 15,	1809, -	-	Sloop Erie.
Thomas Marshall, - - - -	- - - -	- - - -	-	Brig Enterprise.
Elijah Marchant, - - - -	- - - -	- - - -	-	Schooner Nonesuch.
John S. Wilson, - - - -	- - - -	- - - -	-	-
Elijah Whitten, - - - -	- - - -	- - - -	-	Sloop Hornet.

## CARPENTERS.

Christian Barkenbile, - - - -	August 18,	1819, -	-	Erie, Pennsylvania.
Breasted Barnes, - - - -	- - - -	- - - -	-	Washington 74.
Thomas Berry, - - - -	- - - -	- - - -	-	Frigate Guerriere.
Abraham Demott, - - - -	- - - -	- - - -	-	Sackett's Harbor.
John Deacon, - - - -	- - - -	- - - -	-	Brig Enterprise.
Baruch M. Evans, - - - -	- - - -	- - - -	-	Frigate Constellation.
John Floyd, - - - -	- - - -	- - - -	-	Navy yard, New York.
Zaccheus R. Fuller, - - - -	April 12,	1815, -	-	Frigate United States.
Robert Fell, - - - -	June 6,	1803, -	-	New Orleans.
Richard Lowell, - - - -	- - - -	- - - -	-	Navy yard, New York.
William Pook, - - - -	- - - -	- - - -	-	Sackett's Harbor.
Samuel Phillips, - - - -	- - - -	- - - -	-	Sloop Ontario.
Nehemiah Parker, - - - -	- - - -	- - - -	-	Independence 74.
James Stephens, - - - -	April 8,	1815, -	-	-
John Stewart, - - - -	- - - -	- - - -	-	Brig Spark.
John Snider, - - - -	January 1,	1818, -	-	Frigate Congress.
Richard Thomas, - - - -	January 22,	1814, -	-	Sloop Erie.

## SAILMAKERS.

John L. Brown, - - - -	September 28,	1816, -	-	Frigate Congress.
William H. Baldwin, - - - -	May 31,	1817, -	-	Sloop Ontario.
Samuel B. Bannister, - - - -	June 24,	" -	-	Franklin 74.
Amos Cutler, - - - -	- - - -	- - - -	-	Washington 74.
Charles Cassell, - - - -	- - - -	- - - -	-	Navy yard, Washington.
William Edwards, - - - -	- - - -	- - - -	-	-
John J. Fleming, - - - -	- - - -	- - - -	-	-
William Fleming, - - - -	- - - -	- - - -	-	Navy yard, New York.
George Parcells, - - - -	- - - -	- - - -	-	Frigate Guerriere.
Samuel Trebby, - - - -	- - - -	- - - -	-	Frigate United States.
John Trimble, - - - -	- - - -	- - - -	-	Frigate Congress.
Henry Van Voorhis, - - - -	August 11,	1819, -	N. Y.	Ship Cyane.

## MASTERS' MATES.

Names.	Dates of warrants.	Where born.	Where stationed.
Lewis Coradi, - - - -	- - - - -	-	Washington 74.
Andrew Pouguet, - - - -	- - - - -	-	Brig Spark.
Jacob D. Stout, - - - -	- - - - -	-	Charleston, South Carolina.
Elias Taylor, - - - -	November 16, 1816,	-	Franklin 74.

## COMMISSION OFFICERS OF THE MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

Names.	Dates of commissions.	Where born.	Where stationed.
Anthony Gale, - - - -	March 3, 1819, -	Ireland,	Head-quarters.

## CAPTAINS.

Archibald Henderson, - - -	April 1, 1804, -	Virginia,	Philadelphia.
Richard Smith, - - -	March 13, 1812, -	Md.	New York.
Robert D. Wainwright, - - -	September 29, " -	S. C.	Boston.
William Anderson, - - -	June 18, 1814, -	Penn.	Norfolk, Virginia.
Samuel Miller, adjutant and inspector, -	" " -	Mass.	Head-quarters.
John M. Gamble, - - -	" " -	N. J.	Philadelphia.
Alfred Grayson, quartermaster, - - -	" " -	Ken.	On furlough.
F. B. De Bellevue, - - -	November 7, 1818, -	Lou.	Head-quarters.
Lyman Kellogg, - - -	March 3, 1819, -	N. Y.	Portsmouth, N. H.

## FIRST LIEUTENANTS.

Samuel E. Watson, - - -	June 18, 1814, -	Virginia,	Portsmouth, New Hampshire.
William L. Brownlow, - - -	" " -	Virginia,	Norfolk, Virginia.
William H. Freeman, - - -	" " -	Conn.	Sackett's Harbor.
Joseph L. Kuhn, - - -	" " -	Md.	Mediterranean.
Henry Olcott, - - -	" " -	N. H.	Frigate United States.
Charles R. Broom, - - -	" " -	Del.	Philadelphia.
Benjamin Richardson, - - -	" " -	Md.	Head-quarters.
William Nicoll, - - -	" " -	N. Y.	Frigate Congress.
Charles Lord, - - -	" " -	Conn.	Mediterranean.
Levi Twiggs, - - -	" " -	Geo.	New York.
John Harris, - - -	" " -	Penn.	Erie, Pennsylvania.
Samuel B. Johnson, - - -	" " -	N. Y.	Frigate Macedonian.
Thomas A. Linton, - - -	April 18, 1817, -	Virginia,	Mediterranean.
Richard Auchmuty, - - -	" " -	R. I.	Boston.
James Edelin, - - -	" " -	Md.	Frigate Constellation.
Park G. Howle, - - -	" " -	Virginia,	Norfolk, Virginia.
Richard D. Green, - - -	" " -	Mass.	Philadelphia.
Robert M. Desha, P. M., - - -	" " -	Ken.	Head-quarters.
Henry E. Dix, - - -	" " -	Mass.	John Adams.
Elijah J. Weed, - - -	March 3, 1819, -	Penn.	New Orleans.
Joseph C. Hall, - - -	" " -	Md.	New York.
William W. Dulany, - - -	June 19, 1819, -	Virginia,	Head-quarters.
Thomas S. English, - - -	August 11, " -	Mass.	Boston.
Henry W. Gardner, - - -	" " -	Mass.	Head-quarters.

## SECOND LIEUTENANTS.

James M. Clements, - - -	January 28, 1818, -	Penn.	Head-quarters.
Thomas B. Barton, - - -	" " -	Penn.	Do.
Richard W. Ashton, - - -	" " -	Virginia,	Do.
George W. Walker, - - -	" " -	D. C.	New York.
William W. Whetcroft, - - -	February 19, " -	Md.	Head-quarters.
Christopher C. Floyd, - - -	September 9, " -	Geo.	Do.
Charles Grymes, - - -	March 3, 1819, -	Virginia,	Do.
George D. Brewerton, - - -	" " -	N. Y.	Do.
Ward Marston, - - -	" " -	Mass.	Mediterranean.



*Pay and subsistence allowed in the Navy of the United States to Officers and Petty Officers.*

Rank or station.	Pay per month.	No. of rations pr. day.	Rank or station.	Pay per month.	No. of rations pr. day.
Captain of a vessel of 32 guns and upwards,	\$100	8	Carpenter, - - - -	\$20	2
Captain of a vessel of 20, and under 32 guns,	75	6	Midshipmen, - - - -	19	1
Master commandant, - - - -	60	5	Master's mate, - - - -	20	1
Lieutenant commanding, - - - -	50	4	Captain's clerk, - - - -	25	1
Lieutenant, - - - -	40	3	Boatswain's mate, - - - -	19	1
Chaplain, - - - -	40	2	Carpenter's mate, - - - -	19	1
Surgeon, - - - -	50	2	Coxswain, - - - -	18	1
Surgeon's mate, - - - -	30	2	Quarter-gunner, - - - -	18	1
Sailing-master, - - - -	40	2	Quartermaster, - - - -	18	1
Purser, - - - -	40	2	Master-at-arms, - - - -	18	1
Schoolmaster, - - - -	40	2	Armorer, - - - -	18	1
Boatswain, - - - -	20	2	Steward, - - - -	18	1
Gunner, - - - -	20	2	Cooper, - - - -	18	1
Sailmaker, - - - -	20	2	Cook, - - - -	18	1

NOTE.—Whenever any officer shall be employed in the command of a squadron, on separate service, the allowance of rations shall be double during the continuance of such command, and no longer; except in the case of the commanding officer of the navy, whose allowance, while in service, shall always be at the rate of sixteen rations per day, agreeably to an act of Congress, passed February 25, 1799.

*Pay of the Officers of the United States Marine Corps.*

Lieutenant Colonel commandant, - - - -	\$75	8	First lieutenant, - - - -	\$30	3
Captain, - - - -	40	3	Second lieutenant, - - - -	25	2

N. B. The commandant of marines receives, in addition to his pay, "eight dollars" per month, for the forage of three horses. The adjutant quartermaster and paymaster, thirty dollars per month extra.

## NAVY AGENTS.

Names.	Where born.	Where employed.
Amos Binney, - - - -	Massachusetts, - - - -	Boston.
Robert Swartwout, - - - -	New York, - - - -	New York.
James Beatty, - - - -	Maryland, - - - -	Baltimore.
John P. Henry, - - - -	Georgia, - - - -	Savannah, Georgia.
Jeremiah Brown, - - - -	North Carolina, - - - -	Newbern, N. C.
George Harrison, - - - -	Pennsylvania, - - - -	Philadelphia.
Joseph Hull, - - - -	Connecticut, - - - -	Middleton, Connecticut.
Miles King, - - - -	Virginia, - - - -	Norfolk, Virginia.
Henry S. Langdon, - - - -	New Hampshire, - - - -	Portsmouth, N. H.
James Morrison, - - - -	Maryland, - - - -	Lexington, Kentucky.
John Morgan, - - - -	Connecticut, - - - -	Hartford, Connecticut.
Joshua Potts, - - - -	Virginia, - - - -	Wilmington, N. C.
James Riddle, - - - -	Delaware, - - - -	Newcastle, Delaware.
John Robertson, - - - -	North Carolina, - - - -	Charleston, S. C.
John Randall, - - - -	Maryland, - - - -	Annapolis, Maryland.
John L. Storer, - - - -	District of Maine, - - - -	Portland, Maine.
John K. Smith, - - - -	Maryland, - - - -	New Orleans.
Constant Taber, - - - -	Rhode Island, - - - -	Newport, R. I.
Baring Brothers, & Co. - - - -	England, - - - -	London.
Richard McCall, - - - -	Pennsylvania, - - - -	Mediterranean.

NOTE.—Navy Agents receive "one per cent." on their expenditures, not to exceed two thousand dollars per annum.

## NAVAL STOREKEEPERS.

Names.	Where employed.	Where born.	Compensation.
John P. Decatur, - - - -	New York, - - - -	Maryland, - - - -	\$1,700
Tunis Craven, - - - -	Portsmouth, N. H. - - - -	New Jersey, - - - -	1,000
Thomas Dulton, - - - -	Gosport, Virginia, - - - -	England, - - - -	1,200
Edward W. Duvall, - - - -	Washington City, - - - -	Maryland, - - - -	1,700
George Bates, - - - -	Charlestown, Mass. - - - -	Massachusetts, - - - -	1,500
Robert Kennedy, - - - -	Philadelphia, - - - -	Pennsylvania, - - - -	1,000

## NAVAL CONSTRUCTORS.

William Doughty, - - - -	Washington City, - - - -	Pennsylvania, - - - -	\$2,300
Henry Eckford, - - - -	New York, - - - -		

*Names and force of the ships and vessels of the United States' navy.*

Names.	Guns.	Names.	Guns.	Names.	Guns.
Alert, ship, - -	18	Guerriere, frigate, -	44	Niagara, brig, - -	18
Asp, schooner, -	2	General Pike, ship, -	24	Nonesuch, schooner, -	6
Block ship, (Tchifonta,) -	22	Ghent, schooner, -	1	Ontario, ship, - -	18
Columbus, - -	74	Hornet, ship, - -	18	Oneida, brig, - -	14
Constitution, frigate, -	44	Hornet, schooner, -	6	Peacock, ship, - -	18
Congress, frigate, -	36	Independence, ship, -	74	Porcupine, schooner, -	1
Constellation, frigate, -	36	Java, frigate, - -	44	Queen Charlotte, ship, -	14
Chippewa, ship, - -	74	John Adams, ship, -	24	Ranger, brig, - -	14
Corporation, schooner, -	None.	Jefferson, brig, - -	18	Raven, brig, - -	14
Confiance, ship, - -	32	Jones, brig, - -	18	Superior, frigate, - -	44
Cyane, ship, - -	24	Louisiana, rec. ship, -	18	Saratoga, ship, - -	22
Detroit, brig, - -	18	Lawrence, brig, - -	20	Sylph, brig, - -	16
Despatch, schooner, -	2	Linnet, schooner, -	16	Spark, brig, - -	12
Erie, ship, - -	18	Lynx, schooner, - -	6	Spitfire, brig, - -	Bomb.
Enterprise, brig, - -	12	Lady of the Lake, sloop, -	1	Surprise, schooner, -	6
Etna, brig, - -	None.	Macedonian, frigate, -	36	Ticonderoga, schooner, -	14
Eagle, schooner, - -	12	Mohawk, frigate, - -	32	United States, frigate, -	44
Franklin, ship, - -	74	Madison, brig, - -	18	Vengeance, schooner, -	Bomb.
Fulton, steam frigate, -	30	New Orleans, ship, -	74	Washington, ship, -	74
Fox, schooner, - -	4				

*Barges, galleys, gunboats, &c.*

At Sackett's Harbor, - - - -	15 Barges, no armament.
Whitehall, - - - -	6 Galleys, 2 guns each.
Boston, - - - -	1 Anchor hoy.
Newport, - - - -	Gunboat No. 95.
New York, - - - -	Gunboat No. 8.
Baltimore, - - - -	3 Barges.
Norfolk, - - - -	Gunboats Nos. 72 and 76.
Charleston, South Carolina, -	Gunboats Nos. 158 and 168.
New Orleans, - - - -	Bulldog, (felucca,) 2 guns, and 2 launches.

16th CONGRESS.]

No. 177.

[1st Session.

## NAVY PENSION FUND.

COMMUNICATED TO THE SENATE, JANUARY 10, 1820.

NAVY DEPARTMENT, January 6, 1820.

SIR:

On behalf of the Commissioners of the Navy Pension Fund, and in obedience to the "act for the better government of the navy of the United States," I have the honor respectfully to report to Congress the following statements in relation to that fund, viz:

- A. Showing the amount of United States' stock belonging to the Navy Pension Fund.
- B. Showing the bank stock belonging to said fund.
- C. The account of the treasurer, Thomas Tudor Tucker, Esq., with the commissioners of the Navy Pension Fund.—[Balance against him, 15,335 06.]
- D. Abstract of warrants drawn by the Secretary of the Navy on the treasurer of the fund.—[Amounting to \$59,597 10.]
- E. List of navy pensioners, with the pensions allowed to each.—[Number, including widows and orphans, four hundred and thirty-eight; sum expended, \$39,340 04.]

All which is respectfully submitted.

SMITH THOMPSON.

The Hon. PRESIDENT OF THE SENATE.



## A.

*Statement of the stocks on the books of the Treasury to the credit of the Secretary of the Navy, to the Secretary of the Treasury, and the Secretary of War, for the time being, commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued in the year 1819.*

Stocks.	Nominal am't 1st January, 1819.	Commence- ment of inter- est.	Interest and reimburse- ment for the year 1819.	Reimburse- ment of defer- red and Louisi- ana stocks.	Unredeemed amount, 1st Jan. 1820.
Deferred six per cent., - - -	\$56,532 23	Jan. 1, 1819,	\$4,522 56	\$38,702	\$17,830 23
Three per cent., - - -	30,895 93	"	926 88	-	30,895 93
Louisiana six per cent., - - -	19,000 00	"	1,021 50	10,260	8,740 00
Six per cent. of 1812, - - -	79,000 00	"	4,740 00	-	79,000 00
Exchanged six per cent. of 1812, - - -	4,504 86	"	270 28	-	4,504 86
Six per cent. of 1813, sixteen millions, - - -	18,400 00	"	1,104 00	-	18,400 00
Ditto seven and a half millions, - - -	134,235 02	"	8,054 08	-	134,235 02
Six per cent. of 1814, ten millions, - - -	214,400 46	"	12,864 04	-	214,400 46
Ditto six millions, - - -	189,932 32	"	11,395 92	-	189,932 32
Six per cent. of 1815, - - -	43,814 41	"	2,628 88	-	43,814 41
Treasury note six per cent., - - -	2,815 36	"	168 92	-	2,815 36
Total, - - -	\$793,530 59	- -	\$47,697 06	\$48,962	\$744,568 59

Nominal amount as per statement for 1818, - - -	\$793,530 59
Louisiana six per cent. reimbursed in 1819, - - -	10,260 00
Nominal amount 1st January, 1820, - - -	\$783,270 59
Reimbursement paid on deferred stock to 31st December, 1819, - - -	38,702 00
Unredeemed amount 1st January, 1820, as above, - - -	\$744,568 59

TREASURY DEPARTMENT, REGISTER'S OFFICE, January 6, 1820.

JOSEPH NOURSE, Register.

## B.

*Statement of Bank Stocks belonging to the Navy Pension Fund.*

	Nominal amount.	Amount of cost.
890 complete shares Columbia bank stock, - - -	\$89,000 00	\$95,902 60
90 short shares Columbia bank stock, - - -	3,600 00	3,600 00
700 complete shares Washington bank stock, - - -	14,000 00	14,260 00
600 complete shares Union bank stock, - - -	15,000 00	15,340 50
	\$121,600 00	\$129,103 10

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 3, 1820.

CONSTANT FREEMAN, Fourth Auditor.

## APPLICATION TO ABOLISH PRIVATEERING IN TIME OF WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 11, 1820.

*To the honorable the Senate and House of Representatives of the United States in Congress assembled, the memorial of the undersigned citizens of the United States, respectfully represents:*

That, while they have rejoiced in the privileges of a free people, they have been deeply affected with the multiplied instances of criminal prosecutions, imprisonments, capital convictions, and public executions, which have recently occurred in several States. Your memorialists are far from imputing to defects in the Government of their country all the crimes of their fellow-citizens, and as far from a disposition to attribute the defects of Government to base and criminal intentions on the part of legislators or magistrates. They believe that the best informed men are but partially enlightened, and that men of the best hearts are necessarily liable to the influence of hereditary opinions, prejudices, and customs. But, while crimes of the deepest die abound in the land, while our courts of justice and our prisons are thronged with malefactors, your memorialists conceive it to be the duty of all well-informed men to search out the causes of these evils, and, when discovered, to represent them for the consideration of their legislators. They also regard it as the duty of legislators to seek the virtue and welfare of their fellow-citizens, and to do all in their power to prevent crimes; not merely by providing for the punishment of criminals, but by the abolition of those customs or practices by which men are naturally led into the paths of vice and ruin.

Among the many atrocious offences of the present day, highway robbery, piracy, and murder, frequently occur. The melancholy scenes of public executions which have been witnessed in several of the United States have justly excited reflection and inquiry; and, in searching for the causes of those crimes for which so many fellow beings have been sentenced to the gallows, your memorialists have been impressed with a belief that much may justly be imputed to the *practice of privateering in time of war*.<sup>\*</sup> They are aware that this practice has long been sanctioned by all the maritime Powers of christendom; but they cannot on that account regard it as the less to be deplored, or the less to be abhorred. It is in their view of the same character with the practice of the States of Barbary, for which the people of those regions are reproached as piratical barbarians.

In the course of the late war between Great Britain and the United States, many thousands of people were licensed by the two Governments to commit just such acts of injustice, depredation, and violence, as those for which pirates are hanged in time of peace. They were commissioned to capture, rob, or destroy, the property of innocent merchants; and, in case of resistance, to maim or murder innocent seamen while pursuing their lawful occupations. In this way hundreds of merchants in the two countries were unjustly despoiled of their property, many of them ruined, and their families reduced to poverty, wretchedness, and despair. The number of seamen who lost their lives in consequence of these licensed depredations was doubtless very considerable.

It is impossible for your memorialists to conceive how such deeds of rapine and violence can be reconciled to the principles of justice or humanity, when done by privateersmen, any more than when done by unauthorized pirates. The injustice and injury to the innocent sufferers are the same in both cases; and in both the motives and dispositions of the perpetrators may be the same.

As in the business of privateering all the odious passions of human nature are licensed—as the youth of our country become associated with desperate and unprincipled men let loose from every moral restraint—what better can reasonably be expected than that many of them will, after the close of the war, follow the trade to which they had been educated? When *thousands* of our citizens have served an apprenticeship in such an employment, can it be wonderful if *hundreds* of them become pirates or highway robbers? And if they become hardened in iniquity, injured to crime, and ruined by the education which they thus receive, at whose hands will their blood be required? This is a question which, in the opinion of your memorialists, deserves the serious consideration of every legislator, every magistrate, and every citizen of the United States. However necessary it may be, in the present state of society, to inflict capital punishments on piratical offenders, still philanthropy must weep and humanity recoil at the thought of taking the lives of men for crimes to which they have been trained up by the Government, and by the authorized customs of their country.

In this age of improvement, it will generally be admitted in theory, that rulers should ever exercise a tender and parental care towards their subjects, do all in their power to cause them to be educated in the paths of benevolence and virtue, and to preserve them from the snares of vice, and the influence of contaminating customs. Punishments are not the only nor the most effectual means of preventing crimes or saving men from vice. A virtuous education is infinitely preferable to sanguinary laws, as a means of preserving men from those crimes which are usually punished with death; and no laws, however severe, can reasonably be expected to prevent crimes, while such schools of depravity and licentiousness as those of privateering are sanctioned by public authority. It is therefore believed by your memorialists, that the principles of justice, humanity, religion, and sound policy, all unite in demanding the abolition of such seminaries of crime.

It is a gratifying fact, that, in the infancy of the American Government, an attempt was made by our rulers to effect by treaties the very object of the present memorial. As early as 1785, the celebrated philosopher, Dr. Franklin, in a letter to a friend, observed, that “the United States, though better situated than any other nation to profit by privateering, are, as far as in them lies, endeavoring to abolish the practice, by offering in all their treaties with other Powers an article engaging solemnly that, in case of a future war, no privateer shall be commissioned on either side, and that unarmed merchant ships on both sides shall pursue their voyages unmolested.” This humane effort on the part of the American Government, at so early a period, affords encouragement to your memorialists that Congress will listen with pleasure to a proposition for abolishing a practice which has justly been termed “a remnant of ancient piracy,” and which has for ages been a disgrace to civilized nations, and the abhorrence of good men.

Though the magnanimous proposition formerly made was not generally adopted by other Governments, yet your memorialists are of opinion that the people of Europe are more enlightened than they were thirty-five years ago, and that there is much reason to believe that a similar proposition at this period would meet the approbation of nearly all the Powers of christendom. To repeat or renew a proposition so philanthropic and humane, will not by enlightened men be regarded as beneath the dignity of any Government on earth; and, as the proposition probably originated in the United States, your memorialists have a strong desire that their own Government should have the honor of reviving it, and of pursuing the object till it shall have been completely accomplished.

Barbarians and unprincipled politicians might find a motive for continuing the practice in the circumstance mentioned by Dr. Franklin, that “the United States are better situated than any other nation to profit by privateering.” But can the enlightened legislators of this country deem it proper to “do evil that good may come?” Can any considerations of profit induce them to continue a practice so palpably unjust in its nature and operations, so ruinous to the morals of their fellow-citizens, and which furnishes such a multitude of convicts for the State prisons and the gallows?

During a time of general peace, it may naturally be expected that the rulers of Christendom will more impartially examine the subject, if proposed to them, than in a time when their passions are excited by war. The present state of the world is therefore deemed favorable for accomplishing the object of this memorial.

In regard to the best course for abolishing the practice in question, your memorialists would not undertake to prescribe, but confide in the wisdom of their Representatives in Congress. They have no fear that any method will be adopted to effect the abolition of privateering, which can more endanger the best interests of the country than a continuance of the custom. They, however, most respectfully and fervently pray that Congress would devise and adopt some plan which shall free our nation from the reproach of being supporters of a practice which every enlightened mind must deprecate and abhor.

The undersigned beg leave to close their memorial to the honorable Legislature of the United States in the words of Dr. Franklin, on the same subject: “This will be a happy improvement in the law of nations. The humane and the just cannot but wish success to the proposition.”

PLAINFIELD, MASSACHUSETTS, December 27, 1819.

At an annual meeting of the Plainfield Peace Society, voted unanimously that this memorial be signed by the president and secretary, and presented to the Congress of the United States.

MOSES HALLACK, *President*.

JACOB PORTER, *Secretary*.

<sup>\*</sup> If we may credit the narratives of the four pirates who were executed in Boston, February 18, 1819, they had all been concerned in privateering, or *State piracy*; not all, however, by license from our Government.

† Benjamin Vaughan, Esquire.



16th CONGRESS.]

No. 179.

[1st Session.]

## NAVY HOSPITAL FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 15, 1820.

SIR:

NAVY DEPARTMENT, February 8, 1820.

In compliance with the resolution of the House of Representatives of the 31st of January last, the Commissioners of Navy Hospitals have the honor to submit the documents herewith marked A and B; the first showing the amount of the annual receipts of hospital money from the 26th of February, 1811, to the 30th of September, 1819; and the second showing an account of the expenditure, so far as the same has been distinctly charged to the Navy Hospital Fund, on the books of the Accountant of the Navy Department; but what has been heretofore deducted from the pay of the officers and seamen has been absorbed in the pay of the navy, as appears by the letter of the Fourth Auditor, a copy of which (marked C,) and of the statement accompanying the same, is herewith transmitted.

No separate and distinct account having been kept of expenditures for the support of navy hospitals, and which were strictly and properly chargeable to the hospital fund, it is not within the power of the Commissioners to say whether the receipts, under the act of 2d of March, 1799, have been since annually absorbed by expenditures for the support of naval hospitals.

No hospitals have been erected; the temporary buildings occupied as such are hired and paid for out of the naval appropriations, and the sick and disabled seamen provided for to the extent of their wants.

The Commissioners respectfully submit herewith a copy of their last report, of the 14th of January, 1818, (marked D,) together with one from the Secretary of the Navy, of the 15th of January, 1818, (marked E,\*) giving a brief sketch of the proceedings heretofore had upon the subject; from which it will appear that the objects contemplated by the act of the 26th of February, 1811, had not been carried into effect for the want of adequate funds.

The Commissioners have recently directed the Fourth Auditor of the Treasury to render, annually, on the 1st day of October, accounts of the hospital money deducted from the pay of officers and seamen, with a view to its investment for the future benefit of the hospital fund.

All which is respectfully submitted.

SMITH THOMPSON,  
WM. H. CRAWFORD,  
J. C. CALHOUN.

The Hon. the SPEAKER of the House of Representatives.

\* See No. 151, page 451.

## A.

An account of the annual receipts of hospital money, under the act of March 2, 1799, from 26th February, 1811, to 30th September, 1819, as appear by accounts settled in the office of the Accountant of the Navy and Fourth Auditor of the Treasury.

From 26th February to 30th September, 1811,	-	-	-	-	-	1,582	50
From 1st October, 1811, to 30th September, 1812,	-	-	-	-	-	4,777	80
From 1st October, 1812, to 30th September, 1813,	-	-	-	-	-	8,346	99
From 1st October, 1813, to 30th September, 1814,	-	-	-	-	-	14,240	56
From 1st October, 1814, to 30th September, 1815,	-	-	-	-	-	12,764	28
From 1st October, 1815, to 30th September, 1816,	-	-	-	-	-	16,004	09
From 1st October, 1816, to 30th September, 1817,	-	-	-	-	-	22,549	20
From 1st October, 1817, to 30th September, 1818,	-	-	-	-	-	14,278	30
From 1st October, 1818, to 30th September, 1819,	-	-	-	-	-	24,244	70

\$118,788 42

CONSTANT FREEMAN, Fourth Auditor.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,  
February 3, 1820.

## B.

An account of the expenditures charged to the Navy Hospital Fund, from 26th February, 1811, to 30th September, 1819, as appear by accounts settled in the office of the Accountant of the Navy and Fourth Auditor of the Treasury.

Date.	To whom paid.	Dollars Cts.	Dollars Cts.
January 6, 1816,	Paid B. H. Latrobe, for a plan of a navy hospital, - -	-	350 00
May 7, 1818,	Paid Elnathan Judson, acting hospital surgeon, for pay and rations for himself and one assistant, from 19th August, 1816, to 30th April, 1818, house rent, and fuel, - -	2,619 00	
	Paid, for travelling expenses, 5,153 miles, at 15 cents, - -	772 95	
			3,391 95
June 29, "	Paid Elnathan Judson, for his pay and emoluments from 1st of May to 30th of June, 1818, - -	-	277 80
September 5, "	Paid do. for do., from 1st July to 31st August, 1818, - -	-	273 00
November 9, "	Paid do. for do., from 1st September to 31st October, 1818, - -	-	270 75
January 6, 1819,	Paid do. for do., from 1st November to 31st December, 1818, - -	-	312 15
March 31, "	Paid do. for do., from 1st January to 31st March, 1819, - -	-	429 75
May 18, "	Paid do. for do., from 1st to 30th April, 1819, - -	-	241 95
July 2, "	Paid do. for do., from 1st May to 30th June, 1819, for house rent and travelling expenses, also for the pay and rations of one assistant for same time, - -	-	291 60
August 31, "	Paid do. for pay and emoluments of himself and one assistant, from 1st July to 31st August, 1819, - -	166 50	
	For house rent and stationary, &c. - -	93 00	
	For travelling expenses, - -	54 90	
			314 40
			\$6,153 35

CONSTANT FREEMAN, Fourth Auditor.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,  
February 3, 1820.

## C.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *February 8, 1820.*

SIR:

I meant explicitly to state, in the letter I had the honor to write to you on the 4th of the present month, transmitting statements A and B, that the stoppages made from the officers and seamen for the hospital fund were applied to the pay of the navy: not that any formal transfers were made for the purpose, but that the amount now stands credited to the fund, on the books of this office, for which the pay is debtor, as it has had the full benefit. To elucidate this, I herewith transmit a statement exhibiting the amount of moneys appropriated for the "pay and subsistence of officers, and pay of seamen," for the years 1811 to 1819, inclusive; and the amount of warrants drawn on that appropriation, from 1st October, 1810, to 30th September, 1819, by which there appears a surplus of expenditure, beyond the appropriations, of seven hundred and sixty thousand one hundred and sixty dollars and thirty-five cents; and if to this is added the sum of one hundred and eighteen thousand seven hundred and eighty-eight dollars and forty-two cents, being amount of money carried to the credit of the "Navy Hospital Fund," in accounts settled at this office during the same period, as exhibited in statement A, transmitted with my letter of the 4th instant, it would increase the deficit to eight hundred and seventy-eight thousand nine hundred and forty-eight dollars and seventy-seven cents, and which has been covered by transfers made from other appropriations.

I have the honor to be, &amp;c.

CONSTANT FREEMAN, *Fourth Auditor.*The Hon. SMITH THOMPSON, *Secretary of the Navy.*

*Statement exhibiting the amount of the annual appropriations for the "pay and subsistence of officers and pay of seamen," and the amount of warrants drawn by the Secretary of the Navy, and expended under said head of appropriation, from the year 1811 to the year 1819, inclusive.*

Amount appropriated.	For what year appropriated.	Amount of warrants drawn.	For what period drawn.
774,390 00	1811,	879,671 80	From 1st October, 1810, to 30th September, 1811, inclusive.
1,123,341 00	1812,	862,225 81	From 1st October, 1811, to 30th September, 1812, do.
2,033,000 00	1813,	1,738,650 52	From 1st October, 1812, to 30th September, 1813, do.
2,579,341 00	1814,	1,857,554 89	From 1st October, 1813, to 30th September, 1814, do.
1,538,364 50	1815,	2,596,769 56	From 1st October, 1814, to 30th September, 1815, do.
1,142,015 00	1816,	1,262,218 07	From 1st October, 1815, to 30th September, 1816, do.
1,092,732 00	1817,	1,162,661 61	From 1st October, 1816, to 30th September, 1817, do.
1,135,595 00	1818,	1,495,604 40	From 1st October, 1817, to 30th September, 1818, do.
986,372 75	1819,	1,309,954 94	From 1st October, 1818, to 30th September, 1819, do.
<u>\$12,405,151 25</u>		13,165,311 60	
		12,405,151 25	
Leaving a deficit of appropriations for the nine years of -		\$760,160 35	

CONSTANT FREEMAN, *Fourth Auditor.*TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,  
*February 8, 1820.*

16th CONGRESS.]

No. 180.

[1st Session.]

## RETRENCHMENT IN THE EXPENDITURES FOR THE NAVY AND MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 26, 1820.

HOUSE OF REPRESENTATIVES, *January 13, 1820.*

SIR:

I am directed by the Committee on Naval Expenditures to obtain from you the information called for by the following inquiries:

What disbursements have been made under the several appropriations for the naval service for the year 1819? Is the annual appropriation for the increase of the navy yearly expended; and, if so, in what manner, particularly stating the expenditure under the appropriation since the passage of the law? Might this appropriation be diminished without detriment to the public service?

Has the payment of moneys due from public defaulters been enforced, as far as the Navy Department may be concerned?

Will the adoption of any measure be necessary to add to the economy of the Navy Department, and the accountability of its officers?

Can a retrenchment in any branch of the public expenditure in the Navy Department be made without injury to the public service?

What is the number of officers and privates of the marine corps? Could the number of this corps be, with propriety, diminished?

Who performs the duties of secretary of the Navy and Privateer Pension Funds; the sums paid to such secretary; out of what fund paid, and whether his duties could not be performed by one of the clerks of the Navy Department within the hours usually allotted for transacting public business, without rendering an increase of the clerks in the Navy Department necessary?

In presenting, by direction of the committee, the preceding inquiries to you, I cannot fail to accompany them with the hope that every effort will be used, by those who immediately administer the naval affairs of the nation, to introduce, into the Department, in all its branches, a system of rigid economy. This, perhaps, is more peculiarly important at the present period, when the revenue is anticipated to be insufficient to meet the expenditures for the current year. It cannot fail to escape our observation, that the popularity won for the navy, by the valor of our



officers and seamen during the late war, can only be maintained, in time of peace, by exhibiting that branch of our national defence as an example to others of judicious management. Should it become characterized as well for its economy as it is for its efficiency and its bravery, a doubt cannot be entertained but that it would be cherished, and that its growth and prosperity would be commensurate with the increasing population and growing resources of the nation.

I have the honor to be, sir, with the greatest respect, your obedient servant,

STEPHENSON ARCHER.

HON. SMITH THOMPSON, *Secretary of the Navy.*

NAVY DEPARTMENT, *January 20, 1820.*

SIR:

In reply to your letter of the 13th instant, making several inquiries in relation to the naval expenditures, for the information of the committee of which you are chairman, I have the honor to state that the "disbursements made, under the several appropriations for the naval service for the year 1819," are herewith transmitted in the document marked A, in a report upon that subject from the Fourth Auditor of the Treasury, with statements, marked B and C, showing the amount expended, annually, under the act for the gradual increase of the navy.\*

In answer to the inquiry, "whether the appropriation for the gradual increase of the navy might not be diminished without detriment to the public service," I annex the copy of a letter from the commissioners of the navy, marked D, which gives their views of the subject, and reasons why it is not expedient to diminish that appropriation under existing circumstances, and in which I concur.

The inquiry respecting public defaulters is answered in the report of the Fourth Auditor, in the paper marked E.

It may be observed, respecting the inquiry, "will the adoption of any measure be necessary to add to the economy of the Navy Department, and the accountability of its officers," that it is believed the operation of the rules and regulations recently adopted, and now before Congress, will produce economy in the expenditure, by limiting, in various instances, those objects which have heretofore been left too much to the discretion of officers, and by regulating all such allowances, of a contingent nature, as have not previously been fixed by the Department; while, at the same time, it is considered that the pay of officers, as established by law, is as low as is consistent with their respective ranks; and, as it regards the surgeons, is not sufficient to compensate the arduous duties, and respectable talents, indispensable to the safety and preservation of the many valuable lives entrusted to their care. The accountability of pursers is better secured by the increased amount of their bonds, under the act of Congress of March 1, 1817, at which time it was submitted to Congress to increase the bonds of navy agents to double the amount of those of pursers, these being the only disbursing officers under this Department.

In reply to the inquiry, "can a retrenchment, in any branch of the public expenditure in the Navy Department, be made, without injury to the public service," it may be observed that there is no retrenchment in the public expenditure which requires a legislative act; but all such as can be made, in the exercise of my official authority, and in directing the best mode of economy, shall receive every attention and exertion in my power to afford, compatible with the good of the service and the public interest.

As respects the inquiry in relation to the marine corps, I annex the returns made by the lieutenant colonel commandant, with a letter from the adjutant and inspector, stating the strength, and duties required, of that corps, marked F.

With regard to the inquiry respecting the secretaries of the Navy and Privateer Pension Funds, I have to observe that the duties of the secretary of the Navy Pension Fund have been, by order of the commissioners of the fund, always performed by the chief clerk of this Department, who has been paid for his services, out of the said fund, the sum of two hundred and fifty dollars per annum, as authorized by the act of Congress of the 26th of March, 1804. The duties of secretary of the Privateer Pension Fund have been performed by the second clerk, who has been allowed, by the commissioners, out of the Privateer Pension Fund, for his extra services and responsibility, the sum of two hundred and fifty dollars per annum. To guard these funds against fraud, and apply them beneficially to the laudable purposes intended by the Government, much care and vigilance are necessary; the investigation of claims for pensions is laborious, and requires considerable ability; and that these duties may not be suffered to interfere with the general duties of the Department, great part of what relates to the correspondence, claims of pensioners, &c. is done out of the office, before and after the hours usually allotted for the transaction of public business.

I fully coincide with your observations relative to the navy generally, and the means of preserving its popularity, by the prudent management of its fiscal operations; and no effort shall, on my part, be wanting to secure to this branch of the national defence a continuance of the public favor, which its efficiency and bravery obtained for it during the late war. It may not be irrelevant to the subject to observe that, out of the annual appropriations for the support of the navy, since the late peace, large sums have been, and continue still to be paid, in the settlement of claims and accounts for contracts, and expenses incurred during the late war, and for which no additional appropriation has been asked for or made by Congress.

All which is respectfully submitted.

SMITH THOMPSON.

HON. STEVENSON ARCHER,

*Chairman Committee on Naval Affairs, House of Representatives.*

D.

*Statement of the Commissioners of the Navy, in relation to the policy of diminishing the appropriation for the gradual increase of the navy.*

NAVY COMMISSIONERS' OFFICE, *January 17, 1820.*

SIR:

The Board of Navy Commissioners have been honored by your communication of the 14th instant, enclosing an extract of a letter of the 13th instant, from the honorable Stephenson Archer, Chairman of the Committee on Naval Expenditures of the House of Representatives, viz: "might not the appropriation for the gradual increase of the navy be diminished without detriment to the public service?" and requiring their attention to the same.

In reply the Board beg leave to observe that all the live oak necessary for the frames and other parts required for the completion of the ships authorized by law, has been contracted for, and the greater part delivered; the residue is now cut or cutting, and will be delivered during the present, or early in the ensuing year; all of which, by the terms of the contracts, is to be paid for on delivery. That the greater part of the white oak, and pine timber, and plank, necessary for the construction of said ships, has also been contracted for, and a considerable part delivered; the residue to be delivered in the course of the present year. A large proportion of the iron, and nearly all the copper, has been contracted for, and received and paid for. The latter articles, being of an imperishable nature, might be stored and kept for any period, without fear of deterioration. It would, however, be subject to misapplication, which experience has taught that no precaution can effectually prevent. As regards the timber, the Board can, from past experience, speak positively, that a large proportion of it would, in a short time, if exposed, as it

\* A states the amount expended for the naval service, including the marine corps in the year ending September 30, 1819, to be \$3,553,411 48.

B states the sums drawn from the Treasury, under the appropriation "for the gradual increase of the navy," from April 29, 1816, to Sept. 30, 1819, to be \$3,300,869 76, and the sums expended to be \$1,287,024 37, an abstract of which is presented in C.

necessarily would be, to the influence of the weather, become altogether unfit for naval purposes. To obviate this difficulty, it would be necessary to erect store-houses for the preservation of the timber, the expense of which would be very considerable; and, for the preservation of the ships now on the stocks, it will be necessary, if the building is suspended, to erect houses over them similar to those erected over the ships at Sackett's Harbor; and this item alone would render an expenditure of one hundred and forty thousand dollars necessary.

Taking into consideration the existing state of preparation; the progress already made; the loss that would actually occur to the Government; the length of time that it would require to reorganize the different yards, for the purpose of carrying into effect the law for the "gradual increase of the navy," if it should hereafter be required, as also the numerous and valuable mechanics in the various branches employed in the different navy yards, that would be dispersed, the commissioners are induced to believe that, on the score of economy alone, the building of the ships should not be suspended; in which case, the sum appropriated will be necessary, and will not bear to be diminished.

I have the honor to be, &c.

JOHN RODGERS.

HON. SMITH THOMPSON, *Secretary of the Navy.*

E.

[EXTRACT.]

"In all cases of public defaulters, transcripts of their accounts have been made, or are now making for the First Comptroller of the Treasury, pursuant to the provision of the act "to provide for the prompt settlement of accounts," passed March 3, 1817."

F states the numerical force of the corps, including officers, required by law, to be 1,175, and the number in service on the 31st of December, 1819, to be 1,009.

16th CONGRESS.]

No. 181.

[1st Session.]

## SUSPENSION OF THE STANDING APPROPRIATION FOR THE GRADUAL INCREASE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 7, 1820.

Mr. SILSBEE, from the Committee on Naval Affairs, to which was referred the resolution adopted by the House on the 5th of January last, directing an inquiry "into the expediency of suspending, for a limited time, so much of the standing appropriation of \$1,000,000, for the increase of the navy, as may be consistent with the public service; and also inquire whether any other reduction of the expenses of the navy can be made, consistent with the public service," reported:

That they have carefully considered the several important subjects referred to them. They have carefully and diligently investigated the expenditures of the standing appropriation made by the act of the 29th of April, 1816, for the gradual increase of the navy. In prosecuting this investigation, the committee received promptly from the Navy Department every facility and statement necessary to aid them in arriving at a true and rational conclusion. The committee here respectfully refer to the letter of the Secretary of the Navy, dated February 4th, 1820, and the documents therein referred to, all of which accompany this report. They have, also, so far as they deemed it compatible with their duty, inquired into the expenses of the navy, with the view to comply with the second inquiry directed by the resolution above referred to. Without entering into a minute and detailed report of the progress made in building and equipping the ships authorized to be built and equipped by the act above referred to, the necessity of such detailed report being superseded by the statement of the Commissioners of the Navy, (document marked A,) the committee will, in discharge of the duties enjoined on them, present to the view of the House some of the most important facts which have influenced their deliberations, and conducted them to the conclusions at which they have arrived. By the act of the 29th of April, 1816, nine ships are authorized to be built, to rate not less than seventy-four guns each. Of that number, one ship is launched and nearly ready for sea; five are now building, (four of which number it is expected will be launched during the next summer, and one in the course of the next year,) the frames of the other three are contracted for, and nearly all the materials received at the navy yards. And ten ships, to rate not less than forty-four guns each, are also authorized to be built. Of this number one is now building; the frames of the other nine are all contracted for, and most of them received at the navy yards. All the pine plank, and all the oak knees, required for all the ships, have been contracted for. These are large and essential articles in building. Most of the copper for all the ships has been procured. The frames, and other very valuable articles for the three steam batteries, have been contracted for, as appears by statement A. Such arrangements have been made for the completion of the whole number of vessels authorized to be built, by the act above recited, as to leave no doubt that the annual appropriation, if continued, will be amply sufficient to effectuate the great national objects contemplated by Congress, at the passage of the law. Many of the articles now on hand could not be preserved without great expense, such as the erection of sheds and buildings, to protect them from the effects of the weather. Some of the materials, and those the most scarce and valuable, it is believed, could not be effectually preserved, even under sheds. The live oak, it is said, is liable to rents and other injuries from the action of the atmosphere. The Commissioners of the Navy express the fear that it would be impracticable to replace the live oak frames should they receive injury, and make the following communication: "That they have received information from an unquestionable source, that the British Government have now an agent in this country for the purpose of obtaining like oak frames for twenty ships, and should they succeed in obtaining them, the quantity of that timber in our country will be so exhausted that but little of consequence will be left." An efficient and skillful body of men, amounting to sixteen hundred, composed of mechanics, artificers, and laborers, are now engaged at the different building yards. Labor, materials for building, and provisions, are represented to be lower than they have been for a long time past. A suspension of the annual appropriation, or a portion of it, even for a limited time, would produce derangement in the plans already adopted. Workmen of skill and integrity, who are known to the officers of the Government, must necessarily be discharged. It would, on emergency, be difficult to obtain the same, or other workmen of equal skill and integrity. The prudent and judicious arrangements made by the Commissioners of the Navy to obtain ordnance of the best quality, and on reasonable terms, and thereby to guard against the recurrence of those distressing accidents which resulted from defective ordnance prior to the year 1816; their equally judicious arrangements to obtain at all times, either of war or peace, "supplies of canvass of our own manufacture, so that in this essential article of naval equipment we might be at all times independent," would, by a suspension of the annual appropriation, or any portion of it, to a certain extent, be defeated. "The principle of confining the expenditure to the amount appropriated seems to have been invariably observed by the Commissioners of the Navy." The committee are irresistibly led to the conclusion, that true economy, and the best inter-



ests of the nation, are opposed to a suspension, even for a limited time, of any portion of the sum annually appropriated for the gradual increase of the navy of the United States.

In obedience to the second inquiry, directed by the resolution of the 5th of January, viz: "whether any other reduction of the expenses of the navy can be made, consistent with the public service," the committee respectfully remark, that this inquiry appears more peculiarly to fall within the cognizance of the Committee of Ways and Means. This committee, however, turned their attention to the subject. They obtained from the Department of the Navy a statement, showing the class, names, force, and station, of all the public vessels of the United States in active employment, and the number of officers and men attached to each; which statement accompanies this report, marked B. By this statement, it appears that the whole number of officers and men attached to the vessels of the United States, is four thousand three hundred and fifty-four; that of this number, one thousand three hundred and ninety-nine, including officers and men, are employed in the Mediterranean squadron. The committee also obtained from the same department, "a statement of the naval force of the Barbary Powers, copied from a report made by Commodore Isaac Chauncey, dated the 23d of October, 1817." This statement, marked C, accompanies this report.

The committee have not been able to ascertain where any essential reduction can be made in the expenses of the navy, without reducing the establishment.

NAVY DEPARTMENT, February 4, 1820.

SIR:

I have the honor to transmit to you, in compliance with your letter of the 20th ultimo, as chairman of the Naval Committee of the House of Representatives, the documents herewith, marked A, B, and C, which have been prepared with a view to meet all the inquiries suggested by the committee, in relation to the naval affairs of the United States.

Paper A contains a full and explicit statement of facts from the Board of Navy Commissioners, with their opinions upon the most material points, relative to the gradual increase of the navy, in all of which I entirely concur, and believe the best interests of the nation to be inseparably blended with the completion of the original views of Congress, to establish a permanent and respectable naval force.

Papers B and C are statements in answer to the other inquiries, which embrace all those contained in your communication.

In relation to the inquiry concerning the contingent appropriation, I would further respectfully observe, that the charges included under that head of expenditure are numerous, and vary every year in many incidental circumstances, which cannot be foreseen at the time of making the estimates for the general service; in addition to which, more or less is paid every year, in consequence of the settlement of old accounts, even as far back as the commencement of the late war; and, it is apprehended, that this head of appropriation could not be divided, without producing inconvenience to the service, and an inevitable suspension of many claims, the extent and nature of which will be seen by a reference to a report from this department to Congress, made on the 2d instant.

The contingencies of freight, transportation by land and water, and those of the recruiting service, are, in themselves, too precarious to admit of a more specific classification.

I have the honor to be, with great respect, sir, your obedient servant,

SMITH THOMPSON.

HON. NATHANIEL SILSBEE,

*Chairman of the Naval Committee, House of Representatives.*

A.

NAVY COMMISSIONERS' OFFICE, January 31, 1820.

SIR:

In reply to such of the queries, propounded in the letter of the honorable N. Silsbee, as appear connected with the duties entrusted to the Commissioners of the Navy, they have now the honor to make the following communication:

*Query 1st.* What number of ships, to rate not less than seventy-four guns each? What number to rate not less than forty-four guns, have, by virtue of the act entitled "An act for the gradual increase of the navy," been commenced?

*Answer.* Six ships to rate not less than seventy-four guns, and one ship to rate not less than forty-four guns.

*Query 2d.* What number have been finished?

*Answer.* One rating not less than seventy-four guns.

*Query 3d.* What is the state of progress of the ships now building? viz:

*Answer.* The following is the state of progress of the ships now building, viz:

Ship of the line at Norfolk.—Timbering all complete; planking completed from keel to rail, with the exception of garboard, strake, and shutters; planking, inside or circling, completed from keelson to rail, with the exception of spirketing on orlop, lower and second gun deck; poop deck, six beams in and kneed; spar deck beams, all in and kneed, with the exception of hanging knees; deck framed, and dubbed off for plank; water ways in, and secured; upper gun deck, beams all in, but not kneed; lower gun deck, twenty-five beams in, and six of them kneed; orlop deck beams in, and kneed, deck framed, and dubbed off ready for planking; breast hooks all in and fitted, except two; diagonal riders all in, and partly secured; fore and main steps all in, and fitted; stern plank up; inside and out; cat heads fitted; rail on fore and aft, and secured; bottom bored off, ready for treenails, and now treenailing.

Ship to rate not less than forty-four guns, at Washington.—Keel laid, stern and stern post frame raised; floor timbers bolted; and the remainder of the frame prepared, and preparing to raise.

Ship of the line at Philadelphia.—Timbering all complete, part of the fillings in; has on all the strings, drifts, channel wales, main wales, and twenty-nine strakes of plank on the bottom; ceiled up, and the orlop deck clamps in; beams in; four breast hooks fastened, and the fifth faying; orlop deck, transom rider fayed; all her ports formed, and sills fitted, except the bridle port on the lower gun deck, and the stern chase ports in the poop; lower gun deck, beams in, stern, timbered, and partly planked; carlings for all the decks, mizzen steps, and support underneath, got out; bilge bolts drove; part of the butt bolts, and bolts through thick strakes, on; first futtock heads driven; diagonal riders, more than one third got out.

Ship of the line at New York.—Timbering and planking, inside and out, completed; top side, caulked; orlop, lower gun deck, upper gun deck, and spar deck laid, and partly caulked; galleries and head building; treenailing her bottom, and squaring it ready for the caulkers.

Ship of the line at Boston.—The whole frame up, except the stern timbers, long and short top timbers, and filling in pieces; the plank from the bilge strake up, to the lower port sills, on, except six strakes under the wales; lower port sills, all in; channel wale, fitting; long top timbers over the ports, putting in.

Ship of the line at Portsmouth, N. H.—Keel laid, false keel on; deadwood on, except the forward piece; the main inner and false post, three transoms, and eight timbers of the fashion pieces finished, ready for framing the stern; twenty-nine floor timbers fayed to the keel; and four-fifth parts of the timber sided, moulded, and bevelled, ready to make the frames.

*Query 4th.* What is the character of the materials now on hand?

*Answer.* The materials now on hand consist of—

Live oak,	} Materials of wood.	Cannon,	} Materials of metal.
White oak,		Carronades,	
Yellow pine,		Ball,	
White pine,		Ball,	
Ash,		Ball,	
Lignum vitæ,		Ball,	
Maple,		Ball,	
Locust,		Ball,	

*Query 5th.* Are the most valuable such as would be liable to injury by keeping? Or are they of that character which would require them to be immediately applied to the purposes of building?

*Answer.* The cannon, carronades, ball, anchors, copper, iron, and lead, would not be liable to injury by keeping, but all the materials of wood, unquestionably, would be liable to serious injury by keeping, and their immediate application to the purposes of building would certainly be advisable. Were it to be determined not to apply them to this purpose immediately, sheds for their preservation would be indispensably necessary; and even under sheds, the most valuable and durable of this timber, the live oak, is liable to rents and other injuries from the action of the atmosphere. It will be remembered that, out of the six frames provided under the act of 1799, it was found, when we commenced building ships of the line, that we had not timber enough to complete three ships; and it was observed that all the residue of the live oak timber, then provided, was rendered unfit for naval purposes by rents, although it was placed under sheds; and the pine and white oak timber, which had been collected for the same purpose, although placed under sheds, were entirely destroyed.

*Query 6th.* What are the engagements of the Government by contracts for materials for building, labor, and all necessary expenditures?

*Answer.* The engagements of the Government by contracts for materials for building are,

For live oak timber,	-	-	-	-	-	\$791,583 00
For copper,	-	-	-	-	-	728,956 00
For anchors,	-	-	-	-	-	27,139 95
For beams, ledges, long combings, keel and keelson pieces, knees, trenails, staves, mast-pieces, &c.	-	-	-	-	-	473,370 50
For iron,	-	-	-	-	-	157,355 00
For cannon, carronades, and shot,	-	-	-	-	-	331,290 00
For canvass,	-	-	-	-	-	140,298 00
For cordage,	-	-	-	-	-	50,000 00
For lead,	-	-	-	-	-	12,000 00
For steam engines and boilers,	-	-	-	-	-	59,440 00

These engagements are exclusively of purchases made, from time to time, by the navy agents at the different building yards; the amount of which purchases cannot be ascertained at this office, payments of money not coming under its cognizance.

The engagements for labor are as follow: There are now engaged at the different building yards:

458 ship carpenters,
137 ship joiners,
50 caulkers,
181 blacksmiths,
23 mast makers,
32 block makers,
30 painters,
22 boat builders,
25 coopers,
38 riggers,
14 gun carriage makers,
15 sailmakers,
11 yeomen in gunner's department,
26 plumbers,
1 model maker,
1 millwright,
4 steam engine men,
33 sawyers, and
499 laborers of all descriptions.

1,600

Whose monthly wages, at this time, amount to \$31,335; but as the ships now on the stocks progress, additional mechanics in the several departments will be required. It is calculated that when all the requisite materials shall be collected at the different yards, so that men can be advantageously employed in all the various departments, such an addition to the number at present employed will become necessary, that the monthly expense will be very considerably increased.

*Query 7th.* Have contracts or engagements been entered into by which the Government will be bound to expend, within the present year, a portion of the sum appropriated? If so, what portion of the million appropriated for the current expenditures of the present year has been pledged for existing contracts?

*Answer.* In reply to this query, the Commissioners of the Navy would respectfully observe, that, in all the contracts or engagements made under the law for the gradual increase of the navy, the principle of confining the expenditures to the amount appropriated has been invariably observed. Hence it will be found that the unexpended balance of the appropriation, on the 1st January, 1820, is amply sufficient to discharge every engagement made up to that period; and that no portion of the million appropriated for the current expenditures of the present year was, at that time, pledged for existing contracts.

It is, however, here due to the proprietors of certain foundries, and factories of canvass, to state the conditional engagements made with them.

Prior to the passage of the act of 29th April, 1816, the ordnance of the navy was very defective; frequent instances of guns bursting in action had occurred. Many of our men had lost their lives, and others had been severely wounded by such accidents; that confidence in the excellence of his arms, so essential to the sailor and soldier, had been, in no inconsiderable degree, impaired. To remedy this serious national evil became an object of the first importance to the preservation of our naval character. The law in question, requiring that a great number of cannon should be procured, and making an annual appropriation for a term of years, afforded the means of accomplishing this important object. The proprietors of foundries, having before them a prospect of employment for eight years, expressed a readiness to place their establishments on the best possible footing, and to deliver such ordnance as might be required of them on reasonable terms. The Government was thus placed in circumstances the most favorable for accomplishing this purpose. Three foundries were accordingly selected to cast the cannon, carronades, and shot, directed by the act referred to; a method of proof, calculated to test effectually the quality of the metal, was established; the price was fixed so as to allow a moderate profit; and the proprietors were, moreover, required to make, at their own expense, any alterations or improvements in their plans and establishments, that might conduce to the improvement of the ordnance. These points being secured by adequate penalties, assurances were, with the approbation of the Government, given to the proprietors of these foundries, that the cannon,



carronades, and shot, authorized by the act for the gradual increase of the navy, should be procured of them, by annual contracts, provided they should continue to furnish such as would stand the proof prescribed, undergo the inspection directed, and conform in all other respects to the stipulations of the contracts.

It was also considered an object of much national importance, to possess the means, in time of war or peace, of procuring supplies of canvass of our own manufacture, so that, in this essential article of naval equipment, we might be at all times independent. Prior to the law of 29th April, 1816, our service was wholly dependent on foreign importations for the canvass necessary in the equipment of our ships of war; that law provided the means of remedying the evil, and they have, with considerable success, been applied. Assurances, similar to those given to the proprietors of the foundries, have brought into operation two respectable factories; one of which, the elder, at this time makes for the navy, at reduced prices, canvass greatly superior in all respects to any ever known to have been imported into the United States from any foreign country. The other has recently been got up, at great expense to the proprietor, and promises to succeed equally well. The competition excited between the two will not, it is hoped and expected, fail to produce the happiest effects upon both; and the commissioners feel a persuasion that perseverance in a system of reasonable encouragement will, in a short time, effectually secure our independence in this essential material of naval equipment.

The proprietors of the cannon foundries and canvass factories have, thus far, faithfully redeemed their engagements to the Government. Under the assurances given to them they have, at great expense, placed their establishments in the most improved state, calculating, with confidence, upon employment and protection from the Government. How far such assurances may be considered as binding the Government to expend, within the present year, a portion of the sum appropriated, you, sir, will decide; but the commissioners beg leave to observe that the effect of withholding employment from these valuable factories would be, there is too much reason to believe, to involve them all in absolute ruin—a consequence to be deprecated as a national, as well as individual, evil.

*Query 8.* What proportion of the standing appropriation, under the above act, can be suspended for a limited time, consistently with the faith of the Government, in reference to existing contracts, and without material injury to ships now building, and materials on hand?

*Answer.* Referring to the preceding reply to the seventh query, as answering in part, the first branch of this, the commissioners will further observe that the faith of the Government is in no greater degree pledged than is therein stated; that, if the assurances given to the proprietors of the factories referred to be considered as not pledging the faith of the Government for any expenditure of the appropriation beyond the amount of the contracts actually existing on the 1st of January, 1820, the question of suspension would be unfettered with any consideration other than the expediency of such a measure.

As respects the effect which a suspension of part of the appropriation, for a limited time, would have upon ships now building, and materials on hand, the commissioners, with great deference, offer the following considerations:

As before stated, we have now five ships of the line, and one frigate on the stocks; for the labor in the building of which we are now expending \$31,335 per month, (which sum will necessarily, in a short time, be considerably increased,) exclusively of additional materials, which, as the ships progress, it will become necessary to procure in order to keep the mechanics advantageously employed. To suspend building these ships, at this time, might be seriously injurious to them; to preserve them at all, houses over them, which could not be built but at very great expense, would be indispensable. Neither materials nor labor have, for a long time past, been so low as they are at this time; hence, it would appear, in this view, a peculiarly favorable period for building. Doubts are entertained, whether it would be in the power of the Government, at any future period, to command, as it now can, the best professional talents and the most able mechanics, almost on its own terms; and were we now to discharge the mechanics and laborers, employed in the different navy yards, it would require much time, and be attended with difficulty and expense, to collect again, and re-organise, such valuable corps. But, independently of these considerations, there are others which probably may not be deemed unworthy of attention.

Certain great national objects are contemplated by the act of 29th April, 1816, and the means, deemed sufficient to complete them, are provided. To render the means adequate to the objects, great economy is essential; and this economy assuredly suggests the expediency of progressing, particularly when so great a portion of the means has already been applied, and the possession of a fund applicable to advantageous purchases, as opportunities offer, is a consideration of no little weight in the economical application of means.

As to the materials now on hand, as before stated, those of wood, if the building of the ships were suspended, would subject the Government to great expense, in the erection of sheds for their better preservation; and, even then, as experience has proved, they could not be effectually preserved. The Board fear that it would be found impracticable to replace the live oak frames, should they receive injury: for, in addition to the small quantity of this valuable timber which will be left after the completion of the frames now contracted for, the Commissioners of the Navy have already had the honor of communicating to you that they have received information, from an unquestionable source, that the British Government have now an agent in this country for the purpose of obtaining live oak frames for twenty ships; and, should they succeed in obtaining them, the quantity of that timber, in our country, will be so exhausted that but little of consequence will be left.

Upon the whole, sir, the Commissioners of the Navy, viewing this subject in all its bearings, would beg leave respectfully to decline recommending a suspension, even for a limited time, of any portion of the appropriation for the gradual increase of the navy. They feel a clear conviction, that, if no part of the appropriation be suspended, the sum provided will be sufficient to accomplish all the purposes of the law; but they are equally clear, that the sum provided will not be adequate to those objects, unless managed with great economy; and that suspending any material portion of the appropriation would defeat the economical management of it, and thus render the means inadequate to the end.

*Query 9th.* Whether the contingent appropriation for freight, transportation, and recruiting expenses, cannot, consistently with the interest of the navy, be less than three hundred thousand dollars?

*Answer.* The estimate for the contingent expenses of the navy, which embraces a great variety of contingent expenditures, other than those stated in the query, was predicated upon the force intended to be kept in service.

Considering the nature of this appropriation, which is to meet necessary, yet undefinable expenses, fluctuating as the casualties happening in every naval service; expenses which no human foresight can estimate with any degree of precision; and adverting to past experience as the safest guide; the Commissioners would observe, that, although the whole sum of three hundred thousand dollars may possibly not be required, yet it might be injurious to the service to reduce it.

*Query 10th.* Cannot the expenses for freight, transportation, and recruiting, be provided for by specific appropriation?

*Answer.* Could these items be estimated with any degree of precision, then they might be provided for by specific appropriation; but it is apprehended, that a satisfactory estimate of the expense of these items could not be formed. To form such an estimate would require a knowledge, at the commencement of the year, of the whole quantity and measurement of the articles to be transported to and from the several depots, and to and from the several ships and vessels in service; the prices that would be asked for freight; the number of men to be discharged, or that might die; and the number to be entered, &c. during the year.

*Query 11th.* What expenses have been incurred in procuring steam engines, and the imperishable materials necessary for building and equipping three steam batteries?

*Answer.* The following exhibits a view of the engagements made with regard to steam batteries, viz:

2 complete engines	-	-	-	-	-	-	-	43,000
Making boilers, 164,000 lbs. copper, at 10 cents	-	-	-	-	-	-	-	16,400
82,000 lbs. copper, castings, &c.	33	-	-	-	-	-	-	27,060
82,000 do. do.	31	-	-	-	-	-	-	25,420
3 live oak frames, 36,000 feet	1 45	-	-	-	-	-	-	52,200
90,000 cubic feet yellow pine timber	-	-	-	-	-	-	-	34,025

\$223,525

All which is most respectfully submitted.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Honorable SMITH THOMPSON, *Secretary of the Navy.*

## B.

*Exhibit, showing the class, names, force, and station, of all the public ships and vessels of the United States, in active employment, and the number of officers and men attached to each.*

Names.	Force. Guns.	Number of officers and men.	Station.
Ship Franklin, -	74	732	In the Mediterranean.
Guerriere, -	44	434	
Peacock, -	20	143	
Brig Spark, -	14	90	
		<u>1,399</u>	
Ship Columbus, -	74	732	Preparing for the Mediterranean, to relieve the Franklin.
Macedonian, -	38	362	Cruising in the Pacific Ocean.
Congress, -	36	362	Cruising in the China seas.
Constellation, -	36	362	Cruising on the eastern coast of South America.
John Adams, -	24	167	Cruising between Africa, South America, and the West Indies.
Cyane, -	28	175	Cruising on the coast of Africa.
Erie, -	20	143	On her return to the United States.
Hornet, -	18	143	Ready for sea, at New York; destined on special service.
Brig Enterprise, -	14	90	Cruising in the Gulf of Mexico.
Schooner Nonessuch, -	6	61	Cruising on the eastern coast of South America.
Lynx, -	6	57	Cruising in the Gulf of Mexico.
Hornet, -	4	57	Ditto
Ketch Surprise, -	6	24	Ditto
Schooner Bull Dog, -	2	15	Ditto
Lady of the Lake, -	1	12	Cruising on Lake Ontario.
Porcupine, -	1	16	Do. on Lake Erie.
Despatch, -	-	23	Employed on the surveying service.
Asp, -	-	23	Receiving vessel at Baltimore.
Gunboat No. 158, -	1	29	Cruising on the coast of Georgia and the Carolinas.
Gunboat No. 168, -	1	29	Ditto.
Gunboat No. 72, -	1	29	Employed at Norfolk, Virginia.
Gunboat No. 76, -	1	29	Ditto.
Gunboat No. -	1	15	Tender at Washington Navy Yard.
		<u>2,955</u>	
		Total, 4,354	

Number of officers and men employed in the Mediterranean squadron - 1,399

Number of officers and men, attached to the vessels of the United States, otherwise employed - 2,955

Total, 4,354*A statement of the Naval Force belonging to the Bashaw of Tripoli.*

1 corvette ship -	-	-	-	-	-	-	-	24 guns
1 brig -	-	-	-	-	-	-	-	16 do.
3 small vessels -	-	-	-	-	-	-	-	mounting from 2 to 6 do.

About twenty gunboats, with one gun each, all small.

*A statement of the Naval Force belonging to the Bey of Tunis.*

3 frigates -	-	-	-	-	-	-	-	mounting 48 guns each
1 do. building -	-	-	-	-	-	-	-	to mount 48 do.
3 zebecks -	-	-	-	-	-	-	-	mounting 26 guns each
1 corvette -	-	-	-	-	-	-	-	24 do.
1 do. -	-	-	-	-	-	-	-	20 do.
1 zebeck -	-	-	-	-	-	-	-	14 do.
1 do. -	-	-	-	-	-	-	-	12 do.
1 brig -	-	-	-	-	-	-	-	18 do.

10 small vessels, mounting from 4 to 16 guns each, and about

80 gunboats, mounting from 1 to 2 guns each,

3 bomb vessels, with a single mortar in each.

*A statement of the Naval Force belonging to the Regency of Algiers.*

1 frigate -	-	-	-	-	-	-	-	mounting 36 guns
3 corvettes -	-	-	-	-	-	-	-	from 20 to 26 do.
3 brigs -	-	-	-	-	-	-	-	16 to 20 do.
3 schooners -	-	-	-	-	-	-	-	14 to 18 do.

About 40 gunboats



16th CONGRESS.]

No. 182.

[1st Session.]

## NAVY AND MARINE HOSPITALS.

COMMUNICATED TO THE SENATE, MARCH 17, 1820.

NAVY COMMISSIONERS' OFFICE, March 17, 1820.

SIR:

The Commissioners of the Navy have had the honor of receiving your letter of yesterday's date, and, agreeably to your request, transmit herewith a copy of their letter to you of the 13th February, 1819, by which their principal reasons for thinking it inexpedient to blend the Navy and Marine Hospitals will be perceived.

They beg leave to add, that subsequent experience and reflection have only tended to confirm them in the correctness of the views then taken. The customs in the different services are so essentially different, arising from different interests, that it does appear impossible to blend the two, without producing injury and injustice to the navy service, or murmur and discontent to the merchant service. The navy retains their seamen on board their ships as long as there exists any hope of curing them. In the merchant service they discharge the sick seaman the first opportunity that occurs. The navy seamen are now subjected in hospital, as well as on ship board, to subordination and discipline, serving under statute laws and rules specifically provided for the government of the navy. It would, on the one hand, be injurious to relax those laws and rules with respect to navy seamen, and, on the other, it would certainly produce murmur among the seamen of the merchant service, to have those restraints imposed upon them, which are indispensable in the navy; and to have two corps of seamen under the same roof, subject to different laws and regulations would obviously produce confusion.

These considerations are independent of another and a very important one, which is, unless you can reconcile the jarring interests of the different services, injury must result to the navy seamen in the degree of benefit arising from an amalgamated fund; because, while he contributes more, he will receive less; hence, a prolific source of discontent between the two classes.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

HONORABLE JAMES PLEASANTS, JUN. *Chairman of the Naval Committee of the Senate.*

NAVY COMMISSIONERS' OFFICE, February 13, 1819.

SIR:

The Board of Navy Commissioners have had the honor of receiving your letter of the 10th inst. asking their opinion on the subject of the bill relative to sick and disabled seamen, now before the House of Representatives. The Commissioners cannot but feel much diffidence in expressing any objection to a bill which has passed the Senate of the United States, but as you have been pleased to request their opinion, they proceed, with all the respect due to that honorable body, to submit the following observations:

The first section of the bill proposes to constitute a general fund, by amalgamating all the contributions levied and to be levied upon the officers, seamen, and marines, of the navy, and the seamen of the merchant service, for the relief of sick and disabled seamen.

The second, third, fourth, and fifth sections, propose to levy 35 cents per month on each seaman in the merchant service, and provides for the collection of the moneys, and their payment to the commissioners of the Marine Fund.

The sixth section requires of the Secretary of the Navy to deduct, from the pay of the officers, seamen, and marines of the navy, 35 cents.

The seventh section authorizes the purchase or acceptance of lands or buildings at such places as may be proper, &c.

The eighth section provides for the appointment of directors to the marine hospitals, and gives them one per cent. upon their expenditure.

The tenth section proposes a deduction of one ration per day from each officer, seaman, or marine, admitted into hospital, and in cases where they may be entitled to pensions, that the amount thereof, accruing during their continuance in the hospital, shall be paid over to the commissioners of marine hospitals.

The Commissioners of the Navy consider the provisions of the first section objectionable on the following grounds:

1st. The seamen of the navy, when sent to hospital under this bill, would be completely withdrawn from the naval service, and from the control of naval subordination and discipline during their continuance in hospital, and experience teaches us, that under such circumstances, many of them would avail themselves of the first moments of convalescence to desert. In proportion to the importance of retaining them in the service, might be their disposition and determination to abandon it by desertion; for instance, if a seaman had offended against the laws of the navy, and subjected himself to a court martial, or if he had received more pay than was due him, the good of the service in either of these cases would imperatively require that he should be retained, while his own mistaken views of his own interest would suggest the expediency of deserting.

2d. Knowing that these effects would result from sending seamen to hospitals, the commanders of vessels would keep them on board ship as long as possible, in the hope of curing them, and, in all probability, might not send them to hospital till all hopes of their recovery had failed.

3d. It is not perceived that the provisions of this section are calculated to afford any relief, or to improve or ameliorate, in any degree, the condition of the sick and disabled seamen of the navy.

As regards the provisions of second, third, fourth, fifth, and sixth section of the bill, it may be observed, that seamen in the merchant service are necessarily engaged for the voyage; that the voyage is long or short, according to the objects which the ship owner or shippers have in view; that the average voyages cannot be calculated to exceed four months; and that seamen, after performing these voyages, remain on shore a considerable time before they engage again; and that they contribute only while they are actually employed on board ship; on the contrary, seamen of the navy never engage for a term less than two years, and very generally, particularly when on foreign service, re-enter at the expiration of the first term of service. Hence it results that the contributions in the merchant service are irregular and uncertain. A seaman in that service does not, on the average, pay his quota to the fund more than eight months in the year, whereas, in the navy, he is certain to pay for the whole year; and the officers of the navy, whether in service or not, pay as long as they remain in commission.

The amount of the contribution proposed appears, so far as respects seamen of the navy, unnecessarily great. At the time the 20 cents per month was first imposed, seamen's wages were \$17 per month; they are now reduced to \$12, and ordinary seamen receive \$8 to \$10; boys \$5 to \$6. The Navy Commissioners are persuaded that 20 cents per month, collected from all the officers, seamen, and marines of the navy, is sufficient to accomplish all the beneficial purposes of the law, so far as it relates to the navy.

As respects the authority proposed by the seventh section to be given to purchase or accept lands or buildings, the Navy Commissioners would only respectfully observe that, in their opinion, naval hospitals ought to be near the naval establishments on shore—their navy yards or depots, where seamen necessarily resort.

The mode of compensating the directors of marine hospitals appears objectionable. It is proposed by the eighth section to allow them a per centage upon their expenditures, so that the greater their expenditures the greater their

compensation. Will persons thus interested in swelling the expenditures to the greatest possible amount be expected to be economical? It is not perceived that this principle of compensation would in any degree improve the present system, which is, to place the hospitals in the charge of surgeons of the navy, whose pay and emoluments are fixed by law.

The tenth section exacts one ration (twenty-five cents) from each officer, seaman, or marine, sent to hospital; and, should he be entitled to a pension, the amount of the pension is to be taken from him while he continues in hospital, and paid over for the benefit of sick and disabled seamen, generally, whether in the navy or in the merchant service. These contributions are in addition to the one common to all, whether merchant or navy seamen. The seamen in the merchant service pay only thirty-five cents per month, while the seamen of the navy must pay thirty-five cents per month, and twenty-five cents per day; and may, in addition to all, be compelled to pay also his pension—the price of his wounds received in fighting the battles of his country. Hence, an obvious inequality in the amount of contributions imposed—an inequality in no degree softened or compensated by any special provision in favor of the navy seamen; for it is to be remembered that the whole of these contributions are to constitute one general fund, the benefits of which are intended to apply as extensively to the seamen in the merchant service as the navy seamen. When, in addition to all this, it is considered that the seamen in the merchant service receive more pay, generally, than those in the public service; that of the thirty-five cents per month they would pay less than the navy seamen; that while they are in hospital, they are but seldom liable to the contribution, while seamen of the navy always are when in hospital; that, from being more constantly on board ship, where they are well taken care of, they do not so frequently, in proportion to their numbers, become subjects for hospitals as seamen in the merchant service do; the inequality of the proposed provisions appear still more striking; and it will probably be conceded that, under such extreme disparity of circumstances, the seamen of the navy would have just grounds of complaint.

The Commissioners of the Navy confess their inability to perceive any beneficial effects likely to result to the navy from withholding, in any case, under any circumstances, the pensions allowed by law. Pensions are granted for wounds or disabilities sustained in the public service. The amount of the pension is within certain limits, proportioned to the nature of the wounds or the degree of disability; and, until the disability is removed, it is presumed the pension ought to continue. In order to exemplify the hardship of withholding a seaman's pension, because, being sick, he is sent to hospital, let us suppose a case, (and by no means an uncommon one,) that he has a wife and children dependent on him for support; that his pension, which cannot exceed half his monthly pay, barely enables him, with the utmost economy, and with all the exertion his palsied limbs will admit, to keep himself, his wife, and children, from actual want—under such circumstances, he is taken sick, and asks admission into a hospital. He is told, you can be admitted, but the law requires of you to give up your pension while you continue in the hospital. The situation of such a man, under such circumstances, is more easily conceived than described. He must choose between two evils, each full of horror.

It may be said that navy seamen, at this time, but seldom derive any benefit from *the fund*: for, when sick, they are sent to our temporary hospitals, where they are supported and nursed by withholding their rations, and applying the amount to the purchase of nourishing diet, suited to their sick and debilitated condition.

These temporary hospitals, situated generally near our navy yards, cheerless and comfortless as they are, are yet preferred to the hospitals provided for seamen in the merchant service. The men sent to them are under the charge of officers amenable to naval law, and who, for misconduct or neglect of duty, are liable to be court-martialed and cashiered. Hence, every possible care is taken of the patients, and they receive every comfort which inconvenient temporary buildings will admit of. The officers of the navy are generally more happily circumstanced: they have either homes of their own, or of their friends, to resort to in case of sickness, and sometimes are able to pay for lodgings in a private house. They will not be found to complain on their own account, although, while they derive no benefit from the fund, they are, whether in service or not, on full or half pay, constantly contributing to it. They may, however, be pardoned their sympathy for those less fortunate, but not less worthy, who are placed under their command, and who partake with them of all the toils and dangers as well as honors incident to the navy service. While the Navy Commissioners would respectfully urge as objections, in their opinion, to the bill, that its provisions are calculated to injure the naval service, by placing the public seamen in a situation where all would have an opportunity to desert, and many might avail themselves of it; or by subjecting to confinement on board our public ships, when they should be removed to hospitals; by withdrawing the restraints of discipline and subordination; by associating two classes rendered entirely distinct by the laws under which they are respectfully serving; by a tax operating with great and obvious inequality to the prejudice of navy seamen, and furnishing comfort in an inverse ratio to the contribution; and thus producing discontent, and rendering the service objectionable, without any equivalent advantage to the navy. They would, on the other hand, with great deference, express the opinion that the provisions of the act entitled “an act establishing navy hospitals,” passed February 26, 1811, constitute a fund in itself sufficient to establish hospitals for the use of the navy, and furnish them with every requisite convenience for the comfortable accommodation of the sick and disabled seamen of the navy; that, in hospitals appropriated exclusively for the navy, the existing navy laws and rules would be enforced equally, as on ship board, every useful and necessary restraint would be kept up; no cause of discontent would exist; the sick would be placed in the charge of responsible officers of the navy, receiving only the pay prescribed by law; and, no heterogeneous materials being mixed together, the harmony of the whole navy system might be effectually maintained.

If, contrary to the opinion of the Navy Commissioners, the contributions heretofore made under existing laws, and now making by the officers, seamen, and marines of the navy, should be found insufficient to commence a system of navy hospitals commensurate with the proposed naval establishment, it must become a question of national policy whether it would not be expedient to apply the funds already accumulated, and those which may hereafter be collected, to the purchase of stock, investing the interest, as well as annual contributions, as they shall be received, and thus producing the effect of compound interest, so as to ensure an ample fund in a short period of time; appropriating annually, as heretofore, a small sum to support the present temporary hospitals, till the period shall arrive when the fund will admit of permanent national hospitals.

The annual contribution, at this time, of the officers, seamen, and marines of the navy, arising from the twenty cents per month levied upon them, exceeds ten thousand five hundred dollars.

I have the honor to be, sir, your most obedient servant,

JOHN RODGERS, *President.*

HON. JAMES PLEASANTS, *Chairman of the Naval Committee, House of Representatives.*



16th CONGRESS.]

No. 183.

[1st Session.

**APPLICATION OF THE CHILDREN OF THE CARPENTER OF THE FRIGATE CHESAPEAKE, WHO WAS KILLED IN THE ATTACK ON HER BY THE BRITISH SHIP LEOPARD, TO BE PLACED ON THE NAVY PENSION LIST.**

COMMUNICATED TO THE SENATE, MARCH 23, 1820.

Mr. PLEASANTS made the following report:

The Committee on Naval Affairs, to whom was referred the petition of Harriet Shackerly, Sarah Shackerly, and Mary Shackerly, children of Peter Shackerly, have had the same under consideration, and submit the following report:

The petitioners state that their father, Peter Shackerly, was acting as a carpenter on board the United States' frigate Chesapeake at the time she was attacked by the British ship of war Leopard, and was killed during said attack; that the British Government, in their offer of reparation for that outrage, among other things, tendered a support to the families of such persons as were killed on board the American frigate in that encounter; that the American Government, in finally receiving the proffered satisfaction, rejected the offer of a provision for the families of the slain, as being incompatible with the dignity of the Government; that they have made application to the Secretary of the Navy for the benefit of the laws extending half-pay pensions in certain cases to the widows and orphans of persons slain on board the public ships of war; that the Secretary replied that that provision related only to persons slain since the month of June, 1812, the commencement of the late war with Great Britain, but supposes that Congress, on application for that purpose, would extend the provision, so as to make it refer back and comprehend the case of the petitioners. The facts stated in the above petition seem to be sufficiently proved.

The committee, on an examination of the circumstances of this case, are of opinion that it would be improper to extend the provisions of the acts so as to make them refer back to embrace the case of the petitioners. The Navy Pension Fund is constituted in a particular way, and for particular purposes. It had existed some years before the provision for widows and orphans existed; that provision was made and extended during the late war to cases occurring both in the sea and land service; and should it be extended back, so as to take in cases occurring anterior to the war, the committee see no good reason why it should not take in all cases which so occurred since the constitution of the fund, which was very small, they believe, before the captures made during the late war, of the proceeds of which it is made up. The committee have considered their powers on this subject as limited to the Navy Pension Fund. They will not undertake to give an opinion how far the rejected proffer of the British Government to make provision for the families of the persons slain on board the Chesapeake constitutes a claim on our Government; that is a subject proper for the consideration of another committee of this body, when the case comes properly before them. The committee propose to the Senate the adoption of the following resolution:

*Resolved*, That the petitioners have leave to withdraw their petition and documents.

16th CONGRESS.]

No. 184.

[1st Session.

**MARINE HOSPITAL FUND.**

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 28, 1820.

WASHINGTON, March 28, 1820.

*To the House of Representatives:*

I transmit to the House of Representatives, in pursuance of their resolution of the 31st January last, a report from the Secretary of the Treasury, with the documents which accompanied it.

JAMES MONROE.

TREASURY DEPARTMENT, February 28, 1820.

SIR: In obedience to a resolution of the House of Representatives, of the 31st ultimo, referred to this Department, I have the honor to submit the enclosed report and statements, from the offices of the Register, and Fourth Auditor of the Treasury.

I remain, with respect, your most obedient servant,

JAMES MONROE, *President of the United States.*

WM. H. CRAWFORD.

*On the resolution of the House of Representatives, of the 31st January, 1820, in relation to the annual Receipts and Expenditures of the Marine Hospital money, collected under the Acts of 16th July, 1798, and 2d March, 1799, the Register has the honor to state to the Secretary of the Treasury,*

That the moneys collected under the act of the 16th July, 1798, entitled "An act for the relief of sick and disabled seamen," from the time it was carried into operation by the Collectors of the Customs, to the 30th September, 1819, including the sum of \$38,513 96 paid into the Treasury, by the Secretary of the Navy, pursuant to the act of the 2d March, 1799, amounted as per statement, herewith marked A, to - - - \$910,864 60

That the pay deducted from the officers and men of the navy of the United States, pursuant to the act of the 2d March, 1799, up to the 26th February, 1811, amounted, as per statement B, to - - - \$58,975 47

Deduct amount included in Statement A, as above stated, - - - 38,513 96

20,461 51

Total amount of receipts under the act of the 16th July, 1798, up to the 30th September, 1819; and under the act of the 2d March, 1799, up to the 26th February, 1811; which, by act of the 3d May, 1802, was appropriated as a general fund, for the support of sick and disabled American seamen, - - - 931,326 11

To which, add amount of appropriations, by special acts of Congress in 1804, 1813, 1814, and 1815, - - - 61,000 00

Total amount of appropriations to 30th September, 1819, - - - \$992,326 11

That the amount of expenditures, under the acts for the relief of sick and disabled American seamen, up to the 30th September, 1819, as exhibited in statement C, was - \$1,033,269 59  
 To which, add the amount of warrants drawn by the Secretary of the Navy, on the Treasurer of the United States, in favor of sundry agents of marine hospitals, as per Statement D, being so much on account of the money deducted from the pay of the officers and seamen of the navy, per act of the 2d March, 1799, included in the sum of \$58,975 47 above stated - 17,135 33

Making together, - \$1,050,404 92  
 And being (a) 58,078 81

Over the amount of appropriations for that object.

That there is a balance to the credit of Marine Hospital Fund, in the books of the Accountant of the Navy, of \$3,326 18, being the residue of \$58,975 47 above stated, which, pursuant to the act of the 2d March, 1799, should be paid over to the Secretary of the Treasury.

That the expenditures for the relief of sick and disabled American seamen, are under the direction of the collectors of the customs, appointed agents for that purpose, and are, at the small ports, made in payment for boarding, medical attendance, and temporary relief. At Newport, New York, Philadelphia, Alexandria, and New Orleans, seamen are received into the respective hospitals or alms-houses in those cities; at Baltimore they are attended and supplied by contract, with all necessities, except clothing, at 50 cents per day. Marine Hospitals have been built and are supported by the United States, at Boston and Norfolk; attached to that at Boston is a physician at a salary of \$1,000, and a steward at \$500, with nurses, cooks, &c. at various rates; that at Norfolk has a surgeon at a salary of \$840, and an assistant at \$600, per annum, a steward at \$8, and nurses at \$6 50, per month. The hospital at Boston was repaired in 1818, and a site has been purchased for erecting one at Charleston, South Carolina; sick and disabled seamen are, at the last mentioned port, under the care of the corporation of the city, to whom is paid over the amount of hospital money received by the collector.

Respectfully submitted.

TREASURY DEPARTMENT, REGISTER'S OFFICE, February 26, 1820.

JOSEPH NOURSE, *Register.*

HON. WM. H. CRAWFORD, *Secretary of the Treasury.*

(a) Amount brought down,	-	-	\$58,078 81
Add balance to the credit of the Marine Hospital Fund in the books of the	-	-	
Accountant of the Navy, not as yet paid into the treasury,	3,326 18	-	
And this sum, being the amount of sundry payments to collectors of marine	-	-	
hospital money, to the 31st December, 1818, not covered by the appropriation	-	-	
warrant till after that year,	1,637 67	-	
Also, the amount carried to the surplus fund in 1804, and 1806, as per state-	-	-	
ment herewith,	537 32	5,501 17	
			\$63,579 98
Deduct excess of expenditures over the receipts, in the three first quarters of 1819,	-	23,260 64	
Balance against the fund 31st December, 1818, as per statement rendered to Congress	-	-	\$40,319 34
during the present session, a copy whereof is annexed, marked E,	-	-	



A.

Statement of the moneys received into the Treasury, under the act of 16th July, 1798, entitled 'An act for the relief of sick and disabled seamen,' and the act in addition thereto, passed March 3, 1799.

STATES.	DISTRICTS.	1802.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.
New Hampshire, -	Portsmouth, -	2,081 69	579 14	646 15	556 53	635 64	636 46	339 67	417 14	604 85
Massachusetts, -	Pasamaquoddy, -	297 95	137 51	86 59	138 13	183 51	63 17	55 62	93 99	177 85
-	Nachias, -	30 68	31 19	29 29	42 53	41 68	30 08	30 08	29 70	38 92
-	Frenchman's Bay, -	118 56	48 50	40 94	54 71	70 91	76 14	54 51	62 18	53 46
-	Penobscot, -	283 88	310 25	800 93	357 93	398 73	454 94	313 41	485 23	474 23
-	Waldoborough, -	327 96	327 96	310 60	328 41	333 40	415 87	338 33	474 23	371 48
-	Wiscasset, -	612 51	156 11	149 40	134 08	133 59	230 38	78 49	221 60	284 99
-	Bath, -	489 11	267 14	215 01	254 68	285 28	283 49	175 16	364 26	266 33
-	Belfast, -	-	-	-	-	-	-	-	-	-
-	Portland, -	4,174 63	910 77	1,971 79	1,458 27	1,504 87	1,321 85	631 53	739 19	957 65
-	Saco and Biddeford, -	637 50	147 87	110 67	124 24	144 46	135 19	88 77	82 79	92 94
-	York, -	142 44	81 27	56 93	54 86	50 74	74 93	63 57	57 89	114 45
-	Newburyport, -	2,688 52	923 37	936 39	1,931 11	895 48	993 31	483 16	573 57	776 34
-	Gloucester, -	839 77	390 70	426 62	249 21	282 92	369 54	343 88	265 82	373 88
-	Ipswich, -	104 57	46 57	30 64	39 20	39 20	16 14	45 87	31 47	38 51
-	Salem, -	5,922 43	2,377 36	2,279 17	3,004 43	2,713 85	3,166 65	1,327 04	1,316 58	2,087 30
-	Marblehead, -	86 42	1,275 47	380 87	411 75	518 84	564 23	160 48	296 68	482 05
-	Boston, -	18,030 22	6,055 48	7,373 85	7,545 40	7,585 20	7,640 54	3,638 13	3,503 72	7,768 80
-	Plymouth, -	106 05	305 37	361 00	306 53	306 53	466 87	303 53	398 49	423 84
-	Barnstable, -	1,601 25	511 42	519 97	508 53	645 57	684 06	659 65	639 30	839 30
-	Nantucket, -	528 64	171 70	138 22	360 45	272 32	393 77	153 01	200 74	230 93
-	Edgartown, -	161 33	84 85	119 55	105 23	119 55	70 05	130 48	170 46	266 68
-	New Bedford, -	1,143 80	270 66	302 08	419 73	459 46	517 67	367 07	430 59	510 34
-	Kennebunk, -	577 42	225 32	160 59	172 95	214 75	213 75	182 87	216 68	304 03
-	Dighton, -	749 32	215 43	224 20	206 26	234 48	238 40	208 03	238 17	297 05
-	Providence, -	1,384 18	1,384 18	1,146 73	1,041 28	1,136 09	1,160 99	724 94	630 73	1,088 05
-	Bristol, -	338 11	213 07	439 41	356 43	567 41	396 08	273 22	177 24	1,477 24
-	Newport, -	642 08	687 53	697 30	1,068 84	1,063 55	1,096 50	759 65	719 82	768 49
-	Middletown, -	1,639 31	638 59	499 35	436 82	488 61	385 15	395 09	395 09	438 61
-	New Haven, -	1,743 87	688 98	703 70	672 44	611 12	477 96	396 33	418 15	521 22
-	New London, -	2,125 03	541 96	574 38	673 18	770 97	535 77	657 38	450 71	561 60
-	Fairfield, -	795 49	307 38	294 60	295 63	326 13	326 13	215 76	218 07	257 31
-	Hudson, -	948 00	84 00	130 76	109 71	92 39	90 72	53 40	81 68	106 38
-	New York, -	16,506 54	10,189 95	11,312 72	12,571 61	13,985 49	12,769 45	8,449 04	7,561 37	11,799 87
-	Sag Harbor, -	313 92	128 89	143 40	128 22	91 91	110 19	132 52	149 45	126 49
-	Buffalo, -	-	-	-	4 60	3 87	-	-	-	-
-	Perth Amboy, -	790 21	526 12	583 15	547 95	593 09	495 05	424 88	433 52	526 64
-	Little Egg Harbor, -	201 90	84 81	95 08	98 26	118 52	115 92	96 51	92 74	99 55
-	Budington, -	342 31	140 35	136 41	120 39	139 87	124 24	118 75	-	-
-	Carried forward, -	\$69,784 08	\$33,327 59	\$33,712 70	\$36,122 07	\$38,031 53	\$37,256 35	\$23,569 61	\$22,338 27	\$34,489 74

## STATEMENT—Continued.

STATES.	DISTRICTS.	1811.	1812.	1813.	1814.	1815.	1816.	1817.	1818.	1819.
New Hampshire, -	Portsmouth, -	604 49	389 55	139 61	96 64	229 46	412 43	368 12	479 54	357 96
Massachusetts, -	Passamaquoddy, -	98 76	106 85	94 16	1 94	173 34	347 82	346 80	423 62	180 30
-	Machias, -	33 96	33 96	13 00	0 39	173 34	20 65	53 06	38 74	28 53
-	Frenchman's Bay, -	50 45	92 07	58 80	6 39	37 93	60 64	127 19	138 72	85 17
-	Penobscot, -	419 27	441 13	324 28	138 07	139 79	273 68	301 28	307 93	186 18
-	Waldoborough, -	386 57	413 05	270 77	103 96	165 41	371 16	359 16	311 79	286 42
-	Wiscasset, -	467 38	276 62	43 30	16 96	100 68	129 14	132 45	112 10	137 13
-	Bath, -	492 47	522 16	179 80	45 38	157 43	342 88	449 18	401 37	336 85
-	Belfast, -	-	-	-	-	-	-	-	56 57	153 01
-	Portland, -	874 67	797 67	506 93	137 54	350 42	449 33	523 04	629 31	597 01
-	Saco and Biddeford, -	141 51	92 83	31 56	20 74	31 01	34 80	69 77	86 25	56 34
-	York, -	167 34	132 36	5 53	12 99	64 99	75 93	55 30	43 81	43 81
-	Newburyport, -	686 05	451 01	190 59	47 40	227 32	368 69	369 78	367 08	*206 20
-	Gloucester, -	32 11	319 49	174 07	90 93	90 68	372 05	208 45	177 68	205 05
-	Ipswich, -	36 95	25 03	22 78	13 96	12 80	32 69	34 18	22 50	*23 57
-	Salmon Falls, -	1,935 52	1,155 33	299 61	24 60	360 21	1,214 19	1,236 56	1,615 65	1,185 72
-	Marblehead, -	291 42	140 44	16 77	-	91 23	1,918 13	269 87	1,139 75	1,09 61
-	Boston, -	7,155 80	4,314 24	2,207 56	300 32	3,738 09	5,770 78	6,401 13	6,634 67	6,075 48
-	Plymouth, -	360 69	336 56	351 52	81 10	160 73	242 50	310 30	326 17	273 88
-	Barnstable, -	854 74	754 80	385 14	188 62	262 49	522 03	704 16	760 05	670 79
-	Nantucket, -	220 72	212 18	118 23	57 33	121 19	134 70	159 73	170 33	170 33
-	Edgartown, -	160 42	81 62	63 13	15 25	176 68	985 47	498 83	423 61	351 45
-	New Bedford, -	586 76	582 01	794 64	103 79	281 32	376 78	435 57	409 65	388 07
-	Kennebunk, -	386 87	272 74	32 94	11 56	127 98	174 95	165 81	192 92	158 09
-	Dighton, -	267 92	241 04	137 12	88 67	114 67	202 37	198 71	151 72	151 72
-	Providence, -	1,102 55	601 55	351 99	83 11	476 64	845 83	891 22	1,132 55	1,354 95
-	Bristol, -	383 04	253 21	78 86	28 26	160 98	295 07	312 10	464 95	416 46
-	Newport, -	848 76	816 68	1,058 91	173 45	336 50	617 43	711 74	829 11	447 24
-	Middletown, -	337 56	354 96	193 33	58 57	203 91	304 03	378 59	409 89	292 36
-	New Haven, -	654 49	590 89	266 90	162 90	260 40	411 39	339 01	438 21	349 47
-	New London, -	597 26	824 07	272 53	94 87	96 90	494 05	442 90	369 19	300 61
-	Hartford, -	217 39	188 60	87 77	87 77	125 13	335 84	287 94	273 69	223 28
-	Fusdon, -	93 54	105 72	79 28	70 23	107 61	99 38	226 48	123 05	119 61
-	New York, -	11,260 67	8,633 82	5,606 06	2,768 30	6,934 53	10,389 06	9,648 14	10,328 55	7,479 50
-	Sag Harbor, -	167 33	161 62	106 01	39 39	68 58	120 25	139 45	115 38	114 78
-	Buffalo, -	-	-	-	-	-	-	-	-	-
-	Perth Amboy, -	565 34	372 98	313 02	265 69	243 81	442 09	308 11	350 09	316 71
-	Little Egg Harbor, -	119 91	107 30	56 08	82 01	38 15	81 30	96 62	93 51	93 51
-	Burlington, -	-	-	-	-	-	71 07	1,020 40	128 75	105 35
		\$33,477 55	\$25,125 73	\$14,953 31	\$5,519 70	\$16,432 71	\$26,535 66	\$38,537 57	\$29,610 64	\$33,992 10

\* Amount received to the 30th June. Returns for the third quarter not forwarded to the Treasury.



## STATEMENT—Continued.

STATES.	DISTRICTS.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1910.
New Jersey,	<i>Brought forward,</i>									
	Bridgetown,	69,784 08	32,927 59	33,712 70	36,122 07	38,231 53	37,256 45	22,562 61	22,338 27	34,489 74
	Great Egg Harbor,	987 14	331 68	367 71	392 34	406 64	403 24	431 69	499 92	545 91
Pennsylvania,	Philadelphia,	314 54	78 26	65 93	75 35	41 26	63 40	83 44	62 57	194 63
	Presque Isle,	20,786 89	5,048 48	5,421 81	4,606 34	7,848 30	6,394 51	3,378 20	2,876 23	5,676 98
Delaware,	Delaware,	2,178 26	788 92	888 82	966 26	551 03	699 20	494 41	564 90	552 76
Maryland,	Baltimore,	2,887 99	3,349 83	5,718 04	4,449 37	5,922 04	4,504 02	2,157 34	2,350 86	3,893 45
	Chester,	297 73	79 39	87 51	134 84	87 49	106 14	144 48	123 31	131 37
	Oxford,	156 87	84 15	61 61	144 15	91 81	108 15	67 71	76 83	76 68
	Vienna,	1,002 80	402 00	143 29	525 98	315 74	303 35	308 91	288 39	275 78
	Havre de Grace,	347 43	99 83	99 72	103 59	124 27	22 70	107 67	97 98	100 97
	Snowhill,	437 45	157 30	89 59	301 69	89 99	148 06	96 86	95 15	137 07
	Annapolis,	313 52	98 28	89 59	127 77	89 99	55 61	82 35	53 52	63 75
	Norfolk,	226 34	78 37	69 94	65 58	76 90	76 90	82 35	56 07	63 44
District of Columbia,	St. Mary's and Nanjemoy,	136 90	96 02	378 80	120 37	119 07	98 19	135 49	135 49	137 45
	Georgetown,	140 60	150 77	88 03	79 90	100 36	142 43	152 81	152 81	152 81
	Alexandria,	769 78	706 30	745 00	609 19	636 42	578 43	356 16	355 59	579 01
Virginia,	Hampton,	102 67	69 70	85 38	76 47	72 76	104 00	90 54	73 43	80 82
	Norfolk,	994 55	4,652 21	2,295 94	2,954 03	3,186 41	2,234 70	573 91	886 16	1,816 07
	Petersburg,	492 20	289 92	392 63	307 32	392 64	465 55	185 17	142 32	243 14
	Richmond,	456 67	253 25	156 13	191 45	179 64	166 96	136 53	203 39	226 53
	Yorktown,	201 98	144 92	156 13	111 19	179 64	112 67	112 67	223 45	86 16
	East River,	81 31	77 80	82 07	93 03	93 07	85 10	71 00	71 00	95 49
	Tappahannock,	478 36	214 84	178 31	206 42	243 93	243 80	130 23	291 21	242 65
	Yeuconico,	194 44	36 96	73 27	66 73	82 32	82 32	69 45	65 45	78 53
	Dumfries,	98 59	35 09	28 05	48 06	39 96	34 16	34 98	38 09	50 35
	Folly Landing,	132 68	71 60	70 55	80 44	97 10	109 13	91 24	118 75	149 24
	Cherrystone,	169 24	398 64	174 48	194 16	144 17	138 66	116 65	98 49	133 10
North Carolina,	South Quay,	2 66	1 17	2 66	194 16	144 17	138 66	116 65	98 49	133 10
	Wilmington,	614 72	533 18	382 83	471 73	591 51	688 64	257 89	269 91	507 40
	Newbern,	1,159 65	367 65	239 17	291 41	279 70	215 60	67 93	164 58	198 82
	Washington,	454 52	152 69	233 82	114 61	181 20	178 88	79 65	141 40	158 37
	Edenton,	655 98	417 04	442 61	396 74	379 72	343 68	152 47	175 54	246 00
	Camden,	791 34	268 32	255 69	227 08	261 08	271 72	161 32	197 72	203 88
	Beaufort,	-	-	68 64	42 27	73 82	51 17	26 80	30 01	38 36
	Ocracoke,	-	-	-	-	10 76	12 70	26 80	30 01	38 36
	Plymouth,	-	-	-	-	-	-	9 08	39 67	37 72
South Carolina,	Georgetown,	191 65	73 71	79 55	57 45	84 08	40 85	10 55	65 22	37 72
	Charleston,	1,166 40	2,033 09	3,831 48	1,312 28	4,523 82	1,828 96	2,734 43	895 34	1,595 50
	<i>Carried forward,</i>	\$109,103 99	\$53,868 94	\$57,021 19	\$55,971 15	\$64,857 20	\$68,336 10	\$35,788 55	\$34,599 92	\$53,353 61

## STATEMENT—Continued.

STATES.	DISTRICTS.	1811.	1812.	1813.	1814.	1815.	1816.	1817.	1818.	1819.
New Jersey,	<i>Brought forward,</i>	33,477 55	25,125 73	14,953 31	5,519 70	16,433 71	26,525 65	28,527 57	29,610 64	33,932 10
	Bridgetown,	533 36	525 69	547 84	472 13	516 56	518 46	591 41	579 10	*309 92
Pennsylvania,	Great Egg Harbor,	125 02	166 50	65 47	35 88	60 47	144 91	178 86	210 88	200 30
	Philadelphia,	5,777 22	3,931 11	1,003 51	1,074 16	3,243 28	4,273 47	4,452 31	4,236 19	3,529 46
Delaware,	Presque Isle,	508 25	715 15	616 86	390 29	511 93	657 02	526 34	657 00	415 92
	Delaware,	3,409 23	3,409 99	596 57	362 73	2,803 05	3,681 26	3,989 43	3,658 25	2,835 04
Maryland,	Baltimore,	126 34	113 02	82 57	76 05	69 85	68 10	102 88	113 38	97 58
	Chestertown,	77 03	77 40	52 38	25 43	27 16	45 58	85 94	95 45	71 58
District of Columbia,	Oxford,	341 43	338 83	205 90	111 65	133 80	292 85	385 59	397 79	395 76
	Vienna,	85 87	95 88	85 03	68 88	71 60	91 78	107 87	77 31	179 75
Virginia,	Havre de Grace,	167 05	132 39	101 19	44 64	65 01	244 36	210 90	236 22	236 22
	Snowhill,	76 45	154 92	250 83	59 27	57 33	246 73	232 62	233 59	90 85
District of Columbia,	Annapolis,	71 18	57 28	95 04	13 43	16 91	44 34	37 15	45 79	39 65
	Nottingham,	58 96	61 86	53 80	35 22	30 35	55 76	77 93	89 73	44 97
Virginia,	St. Mary's and Nanjemoy,	219 07	184 97	121 53	113 63	183 34	289 23	252 04	298 78	304 57
	Georgetown,	745 47	643 40	251 22	178 86	739 82	789 02	549 11	432 01	432 01
District of Columbia,	Alexandria,	72 89	76 35	56 69	43 14	36 85	62 98	-	516 68	63 68
	Hampton,	1,906 97	1,505 68	374 85	161 45	649 48	1,074 00	1,118 62	1,309 25	821 58
Virginia,	Norfolk,	332 94	266 97	121 38	85 84	223 36	321 54	289 76	283 93	328 35
	Petersburg,	264 13	270 67	94 43	55 52	223 55	394 23	420 09	443 12	380 36
District of Columbia,	Richmond,	95 26	106 68	51 43	34 46	78 62	98 09	93 17	86 34	97 79
	Yorktown,	64 95	84 54	117 12	29 30	24 00	51 14	73 60	98 80	64 80
Virginia,	East River,	248 97	157 43	81 97	79 21	113 68	154 32	216 59	256 88	188 87
	Tappahannock,	71 11	84 70	59 37	49 78	48 54	56 17	69 13	91 58	65 87
District of Columbia,	Yeoanico,	40 47	40 42	38 21	19 37	23 33	22 66	31 36	23 15	14 02
	Dumfries,	176 21	169 26	81 96	53 94	95 62	186 25	174 54	145 16	145 16
North Carolina,	Folly Landing,	157 69	161 88	110 25	55 27	100 94	156 09	136 70	163 03	167 85
	Cherrystone,	634 37	462 57	304 03	65 35	165 32	321 58	395 20	436 25	372 49
North Carolina,	South Quay,	101 09	138 35	96 67	42 31	73 87	191 48	209 20	206 59	147 98
	Wilmington,	212 94	162 23	95 08	46 08	91 68	217 28	226 57	173 82	192 41
District of Columbia,	Edenton,	182 29	161 03	129 48	154 31	87 45	251 53	252 05	217 89	186 24
	Camden,	58 26	42 52	123 44	85 11	39 70	164 95	192 31	186 27	201 48
District of Columbia,	Beaufort,	46 12	26 63	65 57	46 58	28 20	52 00	45 68	37 23	30 81
	Ocracoke,	61 81	63 69	66 48	8 64	20 10	52 00	45 68	49 77	36 84
South Carolina,	Plymouth,	18 88	19 82	6 48	-	2 68	20 67	79 17	106 01	98 82
	Georgetown,	1,577 47	993 68	331 15	156 52	690 99	1,046 82	1,062 56	1,068 92	732 05
South Carolina,	Charleston,	\$53,793 12	\$40,882 50	\$21,494 33	\$9,837 79	\$27,880 77	\$42,769 76	\$44,705 36	\$46,454 52	\$36,539 49
	<i>Carried forward,</i>	-	-	-	-	-	-	-	-	-

\* Amount received to the 30th June. Returns for the third quarter not forwarded to the Treasury.



## STATEMENT—Continued.

STATES.	DISTRICTS.	1802.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.
South Carolina, Georgia,	<i>Brought forward,</i>	\$109,103 99	\$53,868 94	\$57,021 19	\$55,971 15	\$61,857 20	\$58,336 10	\$35,788 55	\$34,599 92	\$53,353 61
	Beaufort,	1 35	538 12	403 11	358 18	18 23	27 36	-	-	9 31
	Savannah,	470 55	-	-	-	234 01	1,334 77	250 41	-	246 52
	Sunbury,	-	2 33	-	-	1 94	-	-	-	-
	Brunswick,	31 11	26 32	27 71	37 30	29 53	38 70	45 86	66 31	17 33
	St. Mary's,	160 68	82 05	37 88	33 46	53 25	60 55	54 72	58 98	88 43
	Hardwick,	4 06	-	-	-	-	-	-	-	-
	New Orleans,	-	-	631 06	1,230 07	1,427 14	1,504 47	375 90	823 12	594 11
	Teche,	-	-	-	-	-	-	-	-	-
	Detroit,	22 10	6 19	-	8 39	74	21	-	-	-
Louisiana, Michigan Territory, Mississippi, Tennessee,* Territory United States, Mississippi,*	Mobile,	-	-	-	-	-	2 47	-	-	-
	Palmyra,	139 37	-	-	-	-	-	-	-	-
	Tennessee,*	21 33	26 04	1 92	362 87	197 97	169 94	-	131 83	-
	Territory United States,	-	383 22	42 42	-	-	-	-	-	-
	Massac,	-	-	45 69	-	-	-	-	-	-
	Natchez,	-	-	-	-	-	-	-	-	-
	Fort Adams,	-	-	-	-	-	-	-	-	-
	<i>Total,</i>	109,954 54	54,933 21	58,310 98	58,005 98	66,890 01	61,474 47	36,515 44	35,678 46	54,309 31
	From the Navy Department, for the support and expenses of marine hospitals.	-	-	-	-	-	-	-	38,513 96	-
									74,192 42	
South Carolina, Georgia,	<i>Brought forward,</i>	\$52,798 12	\$40,882 50	\$21,494 33	\$9,837 79	\$27,880 77	\$42,789 76	\$44,705 35	\$46,454 52	\$26,539 49
	Beaufort,	14 94	42 35	27 95	11 64	18 63	25 61	30 28	17 66	11 65
	Savannah,	679 17	462 14	84 95	186 56	145 70	315 75	583 02	627 69	472 48
	Sunbury,	-	-	-	-	-	-	-	-	-
	Brunswick,	31 70	41 71	23 95	20 32	2 89	9 85	16 94	103 49	110 45
	St. Mary's,	170 10	96 49	19 19	-	21 30	21 89	70 04	59 50	54 20
	Hardwick,	-	2 23	-	-	-	-	-	-	-
	New Orleans,	892 31	871 43	120 45	203 27	286 49	691 45	1,155 57	1,754 46	1,850 35
	Teche,	-	20 96	-	-	-	-	-	-	-
	Detroit,	-	-	-	-	-	-	-	-	-
Louisiana, Michigan Territory, Mississippi, Tennessee,* Territory United States, Mississippi,*	Mobile,	-	1 65	18 76	21 15	18 96	9 90	69 40	232 26	232 37
	Palmyra,	-	-	-	-	-	-	-	-	-
	Tennessee,*	-	-	-	-	-	-	-	-	-
	Territory United States,	-	-	-	-	-	-	-	-	-
	Massac,	-	-	-	-	-	-	-	-	-
	Natchez,	-	-	-	-	-	-	-	-	-
	Fort Adams,	-	-	-	-	-	-	-	-	-
	<i>Total,</i>	54,586 34	42,421 46	21,789 58	10,280 73	28,374 74	43,864 21	46,630 59	49,239 58	39,260 19

\* Amount received to the 30th June. Returns for the third quarter not forwarded to the Treasury.

*Recapitulation of the preceding statement.*

Total received in the year	1802,	-	-	-	-	-	-	\$109,954	56
Do.	1803,	-	-	-	-	-	-	54,933	21
Do.	1804,	-	-	-	-	-	-	58,210	98
Do.	1805,	-	-	-	-	-	-	58,005	98
Do.	1806,	-	-	-	-	-	-	66,820	01
Do.	1807,	-	-	-	-	-	-	61,474	47
Do.	1808,	-	-	-	-	-	-	36,515	44
Do.	1809,	-	-	-	-	-	-	74,192	42
Do.	1810,	-	-	-	-	-	-	54,309	31
Do.	1811,	-	-	-	-	-	-	54,566	34
Do.	1812,	-	-	-	-	-	-	42,421	46
Do.	1813,	-	-	-	-	-	-	21,789	58
Do.	1814,	-	-	-	-	-	-	10,280	73
Do.	1815,	-	-	-	-	-	-	28,374	74
Do.	1816,	-	-	-	-	-	-	43,864	21
Do.	1817,	-	-	-	-	-	-	46,630	59
Do.	1818,	-	-	-	-	-	-	49,239	58
Total received from 1st January to 30th September, 1819,		-	-	-	-	-	-	39,260	99
Total received,		-	-	-	-	-	-	\$910,864	60

JOSEPH NOURSE, *Register.*TREASURY DEPARTMENT, REGISTER'S OFFICE, *February 26, 1820.*

## B.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *February 17, 1820.*

*Statement exhibiting the annual receipts of Hospital Money, deducted from the pay of officers, seamen, and marines, in the service of the United States, in accounts settled at the office of the Accountant of the Navy, from 1st September, 1799, to 26th February, 1811, pursuant to the provisions of the 2d section of the act, entitled "An act in addition to an act for the relief of sick and disabled seamen," passed 2d March, 1799.*

From 1st January, to 31st December, 1800,	-	-	-	-	-	-	-	742	09
1st do. to 31st do. 1801,	-	-	-	-	-	-	-	6,070	20 <sup>4</sup> / <sub>8</sub>
1st do. to 31st do. 1802,	-	-	-	-	-	-	-	10,429	60 <sup>2</sup> / <sub>8</sub>
1st do. to 31st do. 1803,	-	-	-	-	-	-	-	9,441	03
1st do. to 31st do. 1804,	-	-	-	-	-	-	-	5,425	02 <sup>4</sup> / <sub>8</sub>
1st do. to 31st do. 1805,	-	-	-	-	-	-	-	3,396	10 <sup>1</sup> / <sub>8</sub>
1st do. to 31st do. 1806,	-	-	-	-	-	-	-	8,613	05 <sup>1</sup> / <sub>8</sub>
1st do. to 31st do. 1807,	-	-	-	-	-	-	-	6,088	78
1st do. to 31st do. 1808,	-	-	-	-	-	-	-	4,592	60
1st do. to 31st do. 1809,	-	-	-	-	-	-	-	2,069	11
1st do. to 31st do. 1810,	-	-	-	-	-	-	-	2,062	63
1st do. to 31st do, 1811.	-	-	-	-	-	-	-	45	24
								\$58,975	47 <sup>3</sup> / <sub>8</sub>



C.  
Expenditures on account of the Marine Hospital establishment.

DISTRICT.	1802.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	AGGREGATE FOR 9 YEARS.	MODE OF EXPENDITURE.	
											Expended under the direction of the collectors of the ports, who are appointed agents for that purpose by the Secretary of the Treasury.	do.
Portsmouth, Bath.	-	-	-	-	33 74	-	106 28	166 30	171 28	477 60	For boarding in private houses and medical attendance.	
Portland,	-	-	650 73	1,186 12	1,661 18	3,383 13	459 38	187 91	986 86	8,515 31	For boarding in private houses and medical attendance.	
Penobscot.	-	-	-	6,628 28	11,337 84	10,376 91	7,639 16	8,098 76	6,169 35	73,459 46	For maintenance in the United States' Marine Hospital.	
Boston,	-	-	23,279 16	160 28	323 74	233 12	-	-	-	707 14	For boarding in private houses, and attendance.	
Salem,	-	-	-	-	-	-	-	-	-	-	For maintenance in the hospital, and medical attendance.	
Newburyport.	-	324 60	589 71	847 68	512 98	1,238 40	967 77	343 38	443 72	5,208 24	Do.	
Newport.	-	-	-	491 74	966 40	800 05	1,689 72	855 69	219 37	5,041 97	Do.	
Providence,	-	-	-	-	-	-	-	-	-	-	Do.	
Bristol,	-	767 30	934 61	1,265 41	838 31	1,054 70	719 93	625 52	460 09	116 85	Do.	
New London,	-	-	-	95 43	318 93	457 46	13 90	-	-	792 59	Do.	
New Haven,	-	-	171 17	10,028 63	14,413 45	12,032 20	11,836 00	11,938 90	10,832 53	99,787 33	For boarding and maintenance in the New York Hospital.	
Middletown,	-	9,271 06	19,394 56	5,997 94	6,051 64	9,739 88	11,351 06	10,204 01	4,252 03	53,270 97	For temporary relief.	
New York,	-	3,498 75	9,196 26	5,997 94	6,051 64	9,739 88	11,351 06	10,204 01	4,252 03	53,270 97	For boarding and maintenance in the Pennsylvania Hospital.	
Sag Harbor,	-	-	-	7,262 45	6,206 89	6,656 07	10,414 87	22,289 29	6,073 46	70,773 44	For temporary relief.	
Philadelphia,	-	-	-	-	-	-	-	-	-	-	For boarding and medical attendance, at 50 cents per diem for each seaman, per contract, and for clothing.	
Wilmington,	-	5,724 32	6,052 09	-	-	-	-	-	-	-		
Baltimore,	-	-	-	-	-	-	-	-	-	-		
St. Mary's,	-	-	-	-	-	-	-	-	-	-		
Annapolis,	-	1,134 40	802 70	359 34	400 74	315 98	-	537 62	173 42	3,724 20	For boarding in alms house, and attendance.	
Alexandria,	-	-	-	-	-	-	-	-	-	-		
Georgetown.	-	7,356 09	19,286 31	6,144 62	4,193 26	8,309 56	5,592 64	4,367 61	3,362 97	68,613 06	For maintenance in the United States' Marine Hospital.	
Norfolk,	-	-	-	-	-	-	-	-	-	-		
Richmond.	-	-	-	-	-	-	-	-	-	-		
Tappanhook.	-	-	-	-	-	-	-	-	-	-		
Yeomicon.	-	-	-	-	-	-	-	-	-	-		
Wilmington, N. C.	-	123 22	669 07	218 95	893 41	583 72	391 49	53 52	337 26	3,268 64	For boarding in private houses, and medical attendance.	
Washington, N. C.	-	-	-	130 30	141 10	152 65	124 48	31 81	68 16	638 50	Do.	
Camden.	-	-	-	-	-	135 74	109 07	234 42	98 32	567 45	Do.	
Plymouth.	-	-	-	-	-	-	-	-	-	-		
Edenton.	-	724 66	436 17	433 76	475 29	531 04	128 29	192 52	113 44	3,025 17	For boarding in private houses, and attendance.	
Newbern,	-	228 39	335 45	188 79	177 60	177 71	166 36	396 42	-	1,560 62	Do.	
Beaufort.	-	-	-	-	-	-	-	-	-	-		
Charleston,	-	-	-	17,035 50	864 00	5,069 12	4,361 32	545 71	1,490 57	29,254 22	For annual payments to the corporation of Charleston for the relief of distressed seamen.	
Georgetown,	-	-	-	-	-	-	30 30	-	-	30 30	For temporary relief.	
Savannah,	-	391 66	878 36	350 13	-	-	460 63	4,867 32	251 31	7,198 40	For maintenance in the Savannah Poor House and Hospital.	
New Orleans,	-	250 00	1,451 12	1,033 06	3,208 27	4,178 09	3,539 70	4,761 88	1,244 30	21,108 84	For maintenance in the New Orleans Charity Hospital.	
Mobile.	-	-	-	-	-	-	-	-	-	-		
Total Dols.	250 00	31,087 36	84,027 50	59,898 41	53,981 98	65,571 51	60,383 16	70,901 75	36,793 60			

## EXPENDITURES—Continued.

DISTRICTS.	1811.	1812.	1813.	1814.	1815.	1816.	1817.	1818.	1819.	AGGREGATE FOR 9 YEARS.	Expend under the direction of the collectors of the ports, who are ap- pointed agents for that purpose by the Secretary of the Treasury.
Portsmouth,	60 40	15 15	489 70	380 88	79 03	999 60	912 77	442 85	748 17	3,328 55	For boarding in private houses, and medical attendance.
Bath,	-	-	-	-	-	268 36	268 36	114 00	380 84	703 20	Do.
Penobscot,	1,982 29	1,120 50	357 89	393 01	282 83	373 86	409 94	835 63	252 32	5,309 35	Do.
Boston,	8,265 33	8,454 78	9,419 15	7,674 78	4,840 14	11,415 73	6,396 95	14,919 84	7,061 31	78,948 01	For temporary relief.
Salem,	13 13	-	-	-	-	-	-	-	-	50 00	For maintenance in the United States' Marine Hospital.
Newburyport,	699 79	1,084 37	940 21	1,641 91	232 50	1,178 42	1,330 18	51 77	-	13 13	For boarding in private houses, and attendance.
Newport,	450 00	569 41	340 85	352 27	340 01	408 68	569 64	672 31	1,156 67	8,465 33	For temporary relief.
Bristol,	-	48 48	90 53	-	-	239 34	171 84	319 88	325 44	4,394 90	For maintenance in the hospital, and medical attendance.
New London,	768 94	1,185 58	1,038 45	1,209 43	630 99	918 99	1,019 93	2,511 84	1,480 74	1,925 51	Do.
New Haven,	517 99	785 36	256 85	50 56	-	301 70	203 27	31 06	-	10,768 89	For boarding in private houses, and
Middletown,	302 44	225 11	98 91	25 10	80 65	26 51	150 42	31 06	920 51	2,112 75	Do.
New York,	11,324 18	11,523 37	10,298 56	10,365 61	6,530 06	10,375 62	14,114 16	10,895 24	11,011 77	2,160 71	Do.
Sag Harbor,	-	-	-	-	-	-	-	-	-	95,301 57	For boarding and maintenance in the New York Hospital.
Philadelphia,	7,665 87	7,719 55	12,425 47	7,929 13	7,239 16	15,076 88	13,631 60	14,102 66	15,746 26	108,547 18	For boarding and maintenance in the Pennsylvania Hospital.
Wilmington,	4 80	-	-	-	-	-	-	-	-	4 80	For temporary relief.
Baltimore,	8,140 36	8,822 53	7,623 00	6,580 12	11,367 14	19,508 59	18,135 64	19,743 41	22,495 33	132,410 12	For boarding and medical attendance, at 50 cents per diem for each seaman, per contract, and clothing.
St. Mary's,	72 82	-	-	-	-	-	-	-	-	72 82	For temporary relief.
Annapolis,	-	-	-	113 11	-	-	-	255 18	89 63	456 92	Do.
Alexandria,	335 93	373 52	374 55	-	-	1,131 49	434 99	1,516 96	883 67	5,051 12	For boarding in alms house, and attendance.
Georgetown,	-	-	-	-	-	-	-	181 03	63 63	244 66	For temporary relief.
Norfolk,	6,311 22	5,490 64	5,979 79	4,549 51	4,836 60	13,440 49	6,051 62	6,595 24	6,753 29	49,819 40	For maintenance in the United States Marine Hospital.
Richmond,	-	-	-	-	-	-	-	-	34 20	34 20	For temporary relief.
Tappahannock,	-	-	-	-	-	-	-	-	446 33	446 33	Do.
Yemassee,	-	-	-	-	-	-	16 00	-	-	16 00	Do.
Washington, N.C.,	896 95	273 71	343 16	243 15	448 77	437 09	1,479 32	560 90	608 78	5,291 73	For boarding in private houses, and medical attendance.
Washington, N.C.,	96 19	33 78	61 45	41 01	53 78	234 57	1,005 35	651 58	574 49	2,772 20	Do.
Camden,	206 97	315 19	367 82	336 29	724 65	218 65	337 64	594 53	551 71	3,643 52	Do.
Plymouth,	56 01	146 15	8 28	12 12	-	71 10	29 79	99 44	91 16	514 05	For temporary relief.
Edenton,	115 50	349 59	-	-	357 48	157 42	-	343 71	229 88	1,553 58	For boarding in private houses, and attendance.
Newbern,	252 80	270 07	-	-	-	-	-	612 03	-	1,134 90	Do.
Beaufort,	-	-	-	-	83 63	-	30 30	115 47	-	219 50	For temporary relief.
Charleston,	3,172 95	1,160 08	395 34	195 74	400 11	1,003 03	6,526 48	1,174 65	1,023 68	15,064 03	For annual payments to the corporation of Charleston for the relief of distressed seamen.
Georgetown,	-	-	-	-	-	-	-	-	-	-	For maintenance in the Savannah Poor House and Hospital.
Savannah,	2,799 18	1,279 67	938 65	1,632 59	1,147 21	2,020 00	2,740 70	3,189 28	5,664 64	21,332 93	For maintenance in the New Orleans Charity Hospital.
New Orleans,	3,099 67	6,243 80	2,318 19	1,711 19	3,976 61	3,730 92	5,995 86	199 71	360 79	560 50	For temporary relief.
Mobile,	-	-	-	-	-	-	-	-	-	-	
Total Dollars.	57,109 05	57,723 11	53,376 87	45,226 50	43,651 55	82,555 68	81,749 28	87,230 62	84,097 61	1,054,945 57	
Deduct amount of expenditures in the 4th quarter of 1819,										21,575 98	
Total expenditures to the 30th September, 1819,										1,033,369 59	

TREASURY DEPARTMENT, REGISTER'S OFFICE, February 26, 1820.

JOSEPH NOURSE, Register.



## D.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *February 17, 1820.**Statement of Expenditures on account of the "Marine Hospital Fund," as charged on the Books of the Accountant of the Navy, from 1st September, 1799, to 26th February, 1811.*

1799.	Nov. 21.	For warrant on the Treasurer of the United States, No. 945, in favor of William Ellery, Newport, R. I., agent for marine hospitals; by order of the Secretary of the Treasury,	1,000 00
1800.	May 6.	For same on the same, No. 1,491, in favor of Otway Boyd, Norfolk, Virginia; by order of the Secretary of the Treasury,	1,000 00
	Aug. 27.	For same on the same, No. 139, in favor of Otway Boyd, Norfolk, Virginia; by order of the Secretary of the Treasury,	1,500 00
	Aug. 27.	For same on the same, No. 140, in favor of Otway Boyd, Norfolk, Virginia; by order of the Secretary of the Treasury,	2,000 00
	Sept. 30.	To Gibbs & Channing, navy agents at Newport, R. I., for this sum, advanced to William Ellery, agent for marine hospitals,	450 00
	Oct. 20.	For warrant on the Treasurer of the United States, No. 241, in favor of William Ellery, Newport, R. I., agent for marine hospitals; by order of the Secretary of the Treasury,	1,000 00
1801.	Feb. 3.	For same on the same, No. 540, in favor of William Davis, Norfolk, Virginia; by order of the Secretary of the Treasury,	1,500 00
	April 10.	For same on the same, No. 735, in favor of Samuel Meredith, indorsee of a draft, dated 31st March, 1801, drawn by William Davis, Norfolk, Virginia, for a deed of conveyance to the United States,	6,185 33
1802.	Feb. 1.	For same on the same, No. 1,089, in favor of James Simons, collector at Charleston, S. C., dated 15th January, 1800, and which was passed to the credit of Marine Hospital Fund,	2,500 00
1809.	July 27.	To pay of the navy, for this sum, being amount of warrant No. 8,077, drawn by the Secretary of the Navy in favor of Thomas Tudor Tucker, Treasurer of the United States, in pursuance of instructions from the Secretary of the Treasury,	38,513 96
			<u>\$55,649 29</u>

## E.

TREASURY DEPARTMENT, REGISTER'S OFFICE, *December, 1819.**A general statement of moneys received from the Collectors of the Customs, under the act of July, 1798, as also of appropriations of moneys made by law, in aid thereof, with the annual expenditures on account of Marine Hospitals, from 1st January, 1802, to 31st December, 1818.*

	RECEIPTS.		Total receipts.	Total expenditures.	Amount carried to S. Fund.
	From Collectors.	Specific appropriations.			
1802	18,000 00	- -	18,000 00	250 00	
1803	146,887 77	- -	146,887 77	31,087 36	
1804	58,210 98	1,000 00	59,210 98	84,027 50	157 66
1805	57,928 20	- -	57,928 20	59,838 41	
1806	66,820 01	- -	66,820 01	53,281 98	379 66
1807	61,474 47	- -	61,474 47	65,571 51	
1808	36,515 44	- -	36,515 44	60,383 16	
1809	74,192 42	- -	74,192 42	70,901 75	
1810	53,715 20	- -	53,715 20	36,793 60	
Amount carried to S. Fund -			\$574,744 49	\$462,125 27	\$537 32
Balance 1st January, 1811 -			- -	537 32	
			- -	112,081 90	
			\$574,744 49	\$574,744 49	
Balance 1st January, 1811 -			112,081 90	- -	
1811	54,586 34	- -	54,586 34	57,109 08	
1812	42,421 46	- -	42,421 46	57,723 11	
1813	21,789 58	20,000 00	41,789 58	53,376 87	
1814	10,191 97	20,000 00	30,191 97	45,226 50	
1815	28,374 74	20,000 00	48,374 74	43,651 55	
1816	43,864 21	- -	43,864 21	82,555 68	
1817	48,081 88	- -	48,081 88	81,749 28	
1818	46,911 27	- -	46,911 27	87,230 62	
			\$468,303 35	\$508,622 69	

And includes for buildings and repairs, \$6,650.  
And includes for the purchase of a site for building hospital, \$5,500.

## Recapitulation.

Total expenditures	-	-	-	-	-	\$508,622 69
Receipts	-	-	-	-	-	468,303 35
Balance against the fund	-	-	-	-	-	<u>\$40,319 34</u>

JOSEPH NOURSE, *Register.*

[16th CONGRESS.]

No. 185.

[1st SESSION.]

## PRIVATEER PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 28, 1820.

NAVY DEPARTMENT, *March 27, 1820.*

SIR:

In compliance with the resolution of the House of Representatives of the United States, passed on the 15th instant, I have the honor to submit statements, marked A, B, C, D, E, F, and G, which will, it is presumed, be found to contain all the information contemplated by the resolution.

Paper A is an exhibit of the amount of money received under the act of Congress of the 26th June, 1812, entitled "An act concerning letters of marque, prizes, and prize goods," which authorized a deduction of two per centum on the nett amount of prize money arising from captured vessels and their cargoes; and, also, on the salvage of vessels re-captured by the private armed vessels of the United States. The proceeds of these deductions have been regularly, on their receipt into the treasury, invested in six per cent. stock of the United States.

Paper B shows the amount of stock now constituting the Privateer Pension Fund.

Paper C shows the receipts and application of all moneys on account of the fund, as well as the balance remaining in the treasury on the first day of January last.

Papers D, E, F, and G contain lists of the pensioners, as well as of persons disabled, as of the widows of those slain or lost in private armed vessels.

Of those who were disabled on board private armed vessels, specified in paper D, three or four are known to be dead; and a few have not, for some years past, claimed their pensions.

Of the widows, enumerated in paper E, a few have intermarried, without leaving children to receive the remainder of the pensions; the residue will, on furnishing proof of the continuance of their widowhood, be entitled to receive *renewed* and *increased* pension certificates for the further term of five years, the same as the widows named in paper F, conformably to the provisions of the act of Congress of the 16th of April, 1818.

The annual interest accruing on the stock invested for the benefit of the Privateer Pension Fund, amounts, at this time, only to eleven thousand seven hundred and ninety-six dollars and twenty-three cents; and the pensions already authorized, under the different acts of Congress, as appears by paper G, require annually a sum exceeding twenty thousand dollars. Notwithstanding this disparity between the productive power of the fund, and the claims chargeable to it, it is presumed that the fund will prove sufficient to satisfy all demands, without requiring from Congress any appropriation to its aid.

The pensions to widows and orphans are limited to ten years, and more than half that term has in most cases expired. The amount of these pensions, as well as to those granted to persons disabled, must, from a variety of contingencies, intermarriages, and the mortality incident to human nature, be constantly diminishing. Stock to the amount of twelve thousand nine hundred and fifty-one dollars and thirty cents, as will appear by paper C, has already been sold; and it is obvious that, until the pensions of the widows shall have expired, to meet the semi-annual payments, which will become due in January and July of each successive year, further sales of part of the principal will be inevitable; after that period, the interest accruing on the remaining stock will, it is believed, be adequate to pay the residue of the pensions.

The act of Congress of the 16th April, 1818, which provides for the widows and orphans of those lost in private armed vessels in consequence of casualties, has introduced a much greater number of cases than had been anticipated, particularly in the States of New Hampshire, Massachusetts, and New York; as several privateers owned in those States were, during the last war with Britain, foundered at sea, and all on board lost.

With the highest respect, I have the honor to be, sir, your most obedient servant,

SMITH THOMPSON.

The Honorable the SPEAKER of the House of Representatives.

[Statements D, E, F, are condensed in G, and therefore omitted.]

## A.

*Amount received from captors, being two per cent. on the nett proceeds of prize vessels and prize goods.*

In the year	1812,	-	-	-	-	-	8,677	99
	1813,	-	-	-	-	-	62,172	85
	1814,	-	-	-	-	-	50,670	26
	1815,	-	-	-	-	-	55,959	71
	1816,	-	-	-	-	-	21,547	87
	1817,	-	-	-	-	-	6,082	24
	1818,	-	-	-	-	-	8,424	95

\$213,535 87TREASURY DEPARTMENT, REGISTER'S OFFICE, *March 22, 1820.*JOSEPH NOURSE, *Register.*

NOTE.—The accounts for the year 1819 are not finally adjusted at the treasury; it is, however, presumable the amount will be very small.

## B.

TREASURY DEPARTMENT, REGISTER'S OFFICE, *March 22, 1820.*

I certify that the following sums stand on the books of this office to the credit of "the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, commissioners of the Privateer Fund;" viz:

Six per cent stock of 1814, loan of	\$10,000,000	-	-	-	-	71,312	49
Do.	do.	6,000,000	-	-	-	56,324	95
Do.	of 1815,	-	-	-	-	68,966	46
							<u>\$196,603 90</u>

JOSEPH NOURSE, *Register.*



## C.

*Statement of receipts and expenditures, on account of the Privateer Pension Fund, from its commencement to 31st December, 1819, inclusive.*

*Receipts.*

Amount of two per cent. on the proceeds of prize vessels and goods; credited in Treasurer's accounts,	216,367 84
Amount of interest on United States' stock, do. - - - - -	51,480 92
Amount of United States' 6 per cent stock, sold - - - - -	12,951 30
	<u>\$280,800 06</u>

*Expenditures.*

Amount of warrants issued by the Secretary of the Navy, to pay pensioners, &c. - - - - -	83,666 00
Amount of warrants issued by the Secretary of the Navy for the purchase of United States' stock, -	196,135 00
Amount of balance in the hands of the Treasurer, - - - - -	999 06
	<u>\$280,800 06</u>

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *March 24, 1820.*

CONSTANT FREEMAN, *Fourth Auditor.*

## G.

*Summary view in relation to privateer pensioners; a synopsis of papers D, E, and F, showing the States in which they reside; their number and description; and the aggregate amount of money required annually to pay the pensions of persons disabled, and the widows and orphans of those slain or lost in private armed vessels.*

Names of the States in which the pensioners reside, or in which the pensions are payable.	Disabled persons.	Widows' pensions under act of Mar. 1814.	Widows' pensions under act of April, 1816.	Total number of privateer pensioners.	Annual amount of privateer pensions.	Remarks.
New Hampshire, -	3	33	2	38	\$2,052 00	The widows pensioned under the act of March 4, 1814, until their pensions are renewed, receive only a moiety of the amount allowed to those pensioned under the act of the 16th April, 1818. Persons disabled are entitled to pensions during the continuance of their disabilities.
Massachusetts, -	35	23	36	94	7,716 00	
Rhode Island, -	1	-	-	1	60 00	
New York, -	12	20	29	61	5,640 00	
Pennsylvania, -	6	3	4	13	1,176 00	
Maryland, -	27	-	4	31	2,580 00	
District of Columbia, -	3	-	1	4	480 00	
North Carolina, -	-	-	1	1	144 00	
South Carolina, -	10	-	-	10	792 00	
Louisiana, -	1	-	-	1	60 00	
Total, -	98	79	77	254	\$30,700 00	

NAVY DEPARTMENT, *March 25, 1820.*

16th Congress.]

No. 186.

[1st Session.

DISPOSITION OF A SWORD RECEIVED, AS A PRESENT, BY CAPTAIN BIDDLE FROM THE VICE-KING OF PERU; AND THE TRANSPORTATION OF PASSENGERS, MONEY, OR EFFECTS, IN THE PUBLIC VESSELS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 8, 1820.

NAVY DEPARTMENT, *April 7, 1820.*

SIR:

In obedience to a resolution of the House of Representatives of the United States, passed on the 30th day of March last, I have the honor to report that the documents transmitted herewith, marked A, numbered 1 to 8, and B, numbered 1 to 7, being copies and extracts of letters and orders having relation to the subject, contain the information required; and they will, it is presumed, fully explain the transaction referred to in the said resolution.

The papers marked A will show what present was received by the commander of the Ontario, during the late cruise of that ship in the Pacific Ocean, and the disposition made of the same; what citizens or subjects of foreign Powers, or their money or effects, were transported in the Ontario from one foreign port to another; which of those citizens or subjects were in the military or naval service of a Government engaged in war; and, also, what freight was received for the money or effects so transported.

The papers marked B will explain to the House of Representatives the instructions which have been given by this Department, during the last four years, respecting the transportation in the public vessels of passengers, money, or effects.

All which is respectfully submitted.

SMITH THOMPSON.

The Honorable the SPEAKER of the House of Representatives.

## A. No. 1.

*Extract of a letter from Captain James Biddle to the President of the United States, dated*

WASHINGTON, August 16, 1819.

The Secretary of the Navy showed me yesterday a letter from the Secretary of State of Chili, containing the complaints of that Government against my conduct. I perused the letter in the presence of Mr. Thompson, and replied to it verbally immediately upon perusing it. Mr. Thompson this morning informs me of your wish that I should submit to you, in writing, the substance of my conversation of yesterday with him; and I therefore now have the honor to do so.

The letter complains that I had covered the property of the enemies of Chili. The only property of any kind on board was specie; the amount two hundred and one thousand dollars. Of this, eleven thousand were put on board by the captain of an American brig for his owner in Boston; the remainder was shipped by individual merchants in Lima, and consigned, fifteen thousand of it to Mr. Astor of New York, fifteen thousand of it to Mr. Gracie, of New York, and the balance of it to individual merchants in Rio Janeiro. That this was all private property is indisputable. In fact, the Government of Lima has not remitted a dollar out of the country for several years. The increased expenses consequent upon the war absorbs all the means of that Government, and it is now embarrassed from the want of money. It was this want of money which opposed a great obstacle to the release of the ships *Beaver* and *Canton*, at Lima. Of the propriety of conveying this private property I entertained not a doubt. The law of the United States permits specie to be received on board. The English men of war, with whom the law is the same as with us, do it constantly. Our own ships have done it constantly. Commodore Shaw, who is now in Washington, and who was formerly on the *New Orleans* station, informs me, what indeed I previously knew, that the *Saranac*, the *Boxer*, and our other vessels in the Gulf of Mexico, have always brought specie from Vera Cruz and the other ports.

The letter complains that the English frigate *Andromache* had received at Lima much property, to be conveyed to England and elsewhere, *in consequence of the precedent set by me*. This is not true. On my first arrival at Valparaiso, in January, 1818, the English Frigate *Amphion* was at Valparaiso: she had just come from Lima; had money on board, which was received at Lima, and she sailed with it to Rio Janeiro. That this money was on board the *Amphion* was known to me, and, I believe, to every one else; yet I never heard any remark made respecting it. With respect to the *Andromache*, her commander informed me that, during my absence to the Columbia, he had carried money from Lima to Valparaiso, which was consigned to Rio Janeiro; and that, while at Valparaiso, he had transferred this money from his own ship to the British sloop of war *Tyne*, then at Valparaiso, and that the *Tyne* had carried it to Rio Janeiro. This, also, was before my arrival at Valparaiso with money. When I met the *Andromache* at Lima, money was putting a second time on board of her; and it is this second time of the *Andromache's* conveying money to which the letter alludes. I do not hesitate to assert that, at the time of writing their letter, it must have been known to the Government of Chili that both the *Amphion* and the *Andromache* had arrived at Valparaiso, with money for Rio Janeiro, previously to me. I will add that Commodore Bowles, of the *Amphion*, and Captain Sherriff, of the *Andromache*, are officers highly respectable, and that I associated with them upon frank and intimate terms. Captain Sherriff, personally, and Commodore Bowles, by letter, expressed to me thanks for services I had rendered some British merchantmen, and assured me they would seek opportunities of returning them to my countrymen who might be in need.

The letter complains that I had carried D'Olahaberrigua y Blanco to Chili, as a spy. It is impossible to express sufficiently my astonishment at this complaint. My letter to the Secretary of the Navy, (June 12, 1818,) states the object of my going from Lima to Valparaiso, namely, to convey to the Spanish blockading squadron, off Valparaiso, an order from the Vice-King, which it was important to the American commerce should be conveyed to the Spanish squadron as early as possible. The same letter to the Secretary of the Navy, also my letter to the Vice-King, of April 28, 1818, and my letter to the Governor of Chili, May 29, 1818, explains the object for which I had consented to receive D'Olahaberrigua y Blanco on board, namely, to endeavor to effect an exchange of prisoners between the patriots and royalists. The Governor of Chili had often previously told me of the cruelty of the royalists towards the patriot prisoners, and of their earnest desire to effect an exchange; and, by referring to the letter of the Government of Chili to me, May 30, 1818, it will be seen that they declare they had often solicited an exchange of prisoners, and which had always been opposed by the Government of Lima. Upon arriving at Valparaiso, I notified to the Government of Chili, (letter of May 29, 1818,) my having D'Olahaberrigua y Blanco on board, and for what object; and, by referring to the letter of the Government of Chili, May 30, 1818, it will appear that they compliment me in the highest manner for my disinterested generosity in undertaking such a work of humanity, and inform me that a residence is prepared for me in the capital, by order of the Supreme Director, who will have the pleasure to return me in person his thanks for my good offices. D'Olahaberrigua y Blanco and I, escorted by an officer and some soldiers, accordingly proceeded together from the port to the capital, where, on arriving, I was conducted to the residence prepared for me, and D'Olahaberrigua y Blanco was placed with an officer of the Government, in whose custody he remained during our stay. After the failure of the negotiation between the Chili Government and D'Olahaberrigua y Blanco, it will be perceived, by the letter of the Government of Chili to me, (Mr. Guido's letter, of June 7, 1818,) that they "still appreciate the sentiments of humanity which had animated me in interesting myself in the business." I was frequently with the Supreme Director while I was at the capital, and experienced much civility; and, the day previously to my leaving the capital, the Supreme Director himself paid me a formal visit, and expressed friendship to me in the strongest language. Upon the journey from the capital to the port, we were accompanied by an officer of the Chili Government and some soldiers, who had charge of D'Olahaberrigua y Blanco; and, on the day after reaching the port, I sailed from Valparaiso. In confirmation of the respect with which I had been treated, I quote the following from my letter to the Secretary of the Navy, June 12, 1818, written after my return from the capital: "It is proper I should state that at Santiago I was received and treated with great distinction, and which was the more gratifying as it evinced the high consideration in which our country is held." After these testimonies from their own letters, and of their own conduct towards me, is it credible that the Government of Chili itself seriously believes that I had carried D'Olahaberrigua y Blanco as a spy? What possible motive could have induced me to such improper conduct? Was I not entirely convinced that enough has already been said to satisfy your mind of the purity of my conduct, I would declare, in the most solemn manner, that, in consenting to undertake (at the solicitation of the Government of Lima) to endeavor to effect an exchange of prisoners, (a measure which the Government of Chili had previously informed me they were also anxious to effect,) I was actuated solely by the motives of humanity. Civil wars are always waged with asperity and bitterness; and if I could be the means of introducing a milder system of warfare, I knew I should meet your approbation, and might make impressions with both parties advantageous to our country. I hope, sir, you will pardon my saying that the baseness and injustice of this complaint of the Government of Chili has excited in me feelings of strong indignation.

The letter states that, in consequence of my having brought D'Olahaberrigua y Blanco, as a spy, the Government of Chili had prohibited my entrance into its ports. That this is utterly untrue, is manifest from my having afterwards arrived at Valparaiso, and remained there five days, without hearing a syllable of it. The Governor of Valparaiso received me at my arrival, with the greatest cordiality, and spoke of his own friendship and that of his Government for me. Is it credible, that the Government of Chili had prohibited my entrance? a measure, too, which I think the letter states was adopted to pacify the feelings of the people, indignant at my having brought a spy into the country. Is it credible, that such a prohibition should exist, and the Governor of the only port which I was to enter, as also the commander of the naval forces, know nothing of it? That I myself should know nothing of it during a stay of five days? So far from the people being unfriendly disposed towards me, the reverse is the fact. My ship remained in Valparaiso during the interval of the battles of Tullo and of Maypo; and during this interval,



when the country was considered as lost to the patriots, the presence of the Ontario was of great importance to the patriot cause, and both the Government and people of Chili felt and acknowledged it.

The letter states that the Government of Chili knew I had received a sword from the Vice-King of Lima. While at Santiago, D'Olahaberrigua y Blanco informed me, that the officer in whose custody he was, had insulted him very grossly, telling him, among other things, that the Government of Chili would not permit him to go away in the Ontario, and that if he had any influence he would have him hanged. I replied, that as he had come to Santiago under my protection, I would protect him from insult; that I would immediately complain to the Supreme Director, who, I was sure, would not allow him to be insulted, and that we would quit Santiago immediately, if these insults were not discontinued. D'Olahaberrigua y Blanco, who was already alarmed at being in the power of the patriots, and doubted my ability to protect him in case any complaints were made, begged me not to say any thing upon the subject. Foreseeing that D'Olahaberrigua y Blanco would complain on his return to Lima, of having been treated with insult at Santiago, I was determined his story should not reflect upon me. I accordingly told him to recollect, that I declined to make any complaint against the officer, solely at his particular request; and that, but for his request, I would feel it my duty to interpose. Afterwards, upon returning to Lima, D'Olahaberrigua y Blanco reported to the Vice-King, that, while on board the Ontario, I had treated him with much civility and politeness, and that at Santiago, when he was insulted, I had very promptly and spiritedly offered to interpose, but was prevented by him. It was this last circumstance that conciliated the Vice-King in the most lively manner. As soon as D'Olahaberrigua y Blanco had had his interview with the Vice-King, the Vice-King sent to the port to invite me to dinner that day. I did not go, as I was occupied on board preparing to sail on the next day; but I went to Lima in the evening, and then visited him. He received me with great civility, as I have already related, and he asked me to dine with him on the next day. I begged him to excuse me, as I wished to sail the next day. He said he would not insist upon my dining with him, as I wished to sail, but he would insist upon my receiving some token of his friendship and gratitude; and calling for his sword, he presented it to me, saying, it had been given to him by a friend of his. It would have been more agreeable to me that this offer, although I did not attach any importance to it, had not been made, but I felt an embarrassment, taken as I was by surprise, about receiving it. At the time of receiving it, which was night, I supposed it to be the Vice King's common wearing sword, but found, at returning to my lodgings, that the scabbard was of gold. I have related this incident, which I still consider as trivial, as it happened. It just occurs to me while writing, that Captain Sherrieff mentioned to me, that the Vice-King, upon some occasion, had given him some pieces of silver plate.

## A. No. 2.

UNITED STATES' SHIP ONTARIO, Valparaiso, June 12, 1818.

SIR:

I have the honor to enclose copies of two letters I addressed, while at Lima, to his excellency the Vice-King of Peru, together with copies of his excellency's answers. As it was important that the new instructions of the Vice-King should be transmitted as speedily as possible, as well for the sake of the American vessels already in Valparaiso, as for the sake of such others as might be about to enter, I considered it my duty to return hither from Lima, and bring with me the Vice-King's despatch. I have great satisfaction in acquainting you that five American seamen, who were imprisoned in Lima, were released upon my application to the Vice-King, and delivered to me on board this ship. In the war between Chili and Peru there was established no cartel for the exchange of prisoners, nor had prisoners been admitted even to their parole. Such a system of warfare serving to increase individual distress, and to render hostilities between the two countries rancorous, was repugnant to every sentiment of humanity and of generosity, and I considered, therefore, I should render an acceptable service to both parties if I could effect an arrangement for the release of such as were then prisoners, and provide against the imprisonment of prisoners for the future. The offer of my services to effect this object was accepted by the Vice-King, and I brought from Lima Don Felix Olahaberrigua y Blanco, whom he appointed to treat on this subject with the Governor of Chili; but, upon arriving at Santiago, the only document which Don Felix presented was a letter from the Vice-King, addressed to Don Jose San Martin, as an individual, and not recognising him in his public station of General-in-chief of the army of Chili. The Government of Chili, therefore, decided that the credentials of Don Felix were so informal and insufficient that it would not be proper to negotiate with him; and thus the effort to relieve the prisoners has failed of success. I hope the offer of my services, and the using my endeavors to soften the calamities of the war, will meet the approbation of the President. It is proper that I should state that, at Santiago, I was received and treated with great distinction; and which was the more gratifying, as it evinced the high consideration in which our country is held.

I have the honor to be, &c.

J. BIDDLE.

The Honorable the SECRETARY OF THE NAVY.

## A. No. 3.

*Extract of a letter from Captain James Biddle to His Excellency Don Joaquim de la Pezuela, Vice-King of Peru, dated*

UNITED STATES' SHIP ONTARIO, Callao, April 28, 1818.

I have learned, with deep regret, that, in the war between this country and Chili, there has not yet been established any exchange of prisoners, although the number of prisoners on both sides has now become considerable. Being animated with a very sincere desire to lessen, as much as possible, to individuals, the inconveniences inseparable from a state of war, I beg leave to offer to your excellency my mediation and good offices towards effecting this object, so desirable for the sake of humanity. It would afford me very great gratification to be instrumental in effecting such an arrangement, with respect to prisoners, as may serve to relieve individuals and their families from the distress in which they are involved, as also in producing between the two countries a termination of the hostilities which at present so unhappily exist.

## A. No. 4.

*Extract of a letter from Don Joaquim de la Pezuela, Vice-King of Peru, to Captain James Biddle, commanding the United States' sloop of war Ontario, dated*

LIMA, April 28, 1818.

I accept, with the highest satisfaction, the mediation to which you invite me, for an exchange of insurgent prisoners, detained within the district under my command, for those of the army of the King, which they have taken. You know well the disposition of my mind: an interest equal to that which you display in favor of humanity will always animate my heart, and render it prompt to accede to whatever proposal may be made to me, tending to diminish the evils of war, since it is not practicable, at present, to terminate them completely. Such is, moreover, the will of the most benign of sovereigns, who is so much affected by the shedding of the blood of his subjects. Whatever, therefore, may be the result of your good offices, you may be assured of my gratitude and consideration for the merit of having even attempted it.

A. No. 5.

U. S. SHIP ONTARIO, VALPARAISO, May 29, 1818.

SIR:

I have the honor to acquaint your excellency that, when I was about to sail from Lima for this port. I represented to the Vice-King of Peru that I was deeply concerned at seeing that there did not exist between Chili and Peru any exchange of prisoners, although the number of prisoners, on both sides, had become considerable; and that, animated with a very sincere desire to lessen, as much as possible, to individuals, the inconveniences of the war, I offered to his excellency the Vice-King my mediation and good offices towards establishing between the two countries a cartel for the regular exchange of prisoners. In offering my services towards effecting this object, your excellency will readily believe that I was actuated solely by the motives of humanity, and a very earnest wish to relieve from their long confinement the many brave men who have had the misfortune to be made prisoners. His excellency the Vice-King accepted my offer, and has empowered Don Felix Olhaberrigua y Blanco to treat with your excellency on this subject. As this gentleman, with his secretary, Don Thomas Crompton, have come hither in this ship, and under my protection, I request of your excellency permission for them to land, and to proceed to Santiago; and I also request that your excellency will be pleased to give me assurances that they shall be respected during their stay, and be allowed freely to embark, on their return, at any moment they may desire. Upon receiving this permission, and these assurances, from your excellency, I shall myself accompany Don Felix to Santiago; and shall be very happy to contribute all my endeavors to procure between the two countries such an arrangement, with respect to prisoners, as may alleviate the evils of the war which at present unhappily exists. I have brought with me, from his excellency the Vice-King, the sum of ten thousand dollars, for the relief of the Spanish prisoners in Chili, and which I will cause to be remitted to Santiago, if your excellency will allow it to be distributed. I have great satisfaction in informing your excellency that Lieutenant Colonel Quaesada, and Captains Badennama, Villanema, and Equiro, officers of the Patriot service, who were prisoners at Lima, have arrived here in this ship.

I have the honor to be, &amp;c.

J. BIDDLE.

His Excellency DON BARNARDO O'HIGGINS,  
*Supreme Director of Chili.*

A. No. 6.

DEPARTMENT OF STATE, May 30, 1818.

SIR:

His excellency the Supreme Director of the State being informed of the contents of your letter of the 29th instant, has commanded me to present to you, in his name, his most particular thanks for the generous efforts which you have made with the Vice-King of Peru, in obtaining the commencement of an exchange of our prisoners of war, so often solicited by us and opposed by him.

Chili, as well as all the countries of South America, will ever remember your name with feelings of the highest gratitude for having undertaken this work of humanity, as congenial to the American character as it is opposed to the destructive projects of the agents of tyranny. For your disinterested generosity in undertaking it, no less than your success in accomplishing it, you will receive the most sincere proofs of the gratitude of the people, and the Government of this State.

His excellency the Supreme Director also commands me to inform you that he has already given orders to the Governor of this port that the commissary Don Felix Olhaberrigua, and his secretary Don Thomas Crompton, should come to this capital, under the charge of an officer of the State, and that the necessary facilities be furnished for their journey; and, to assure you that they shall be treated with the politeness and generosity characteristic of Chilians, without recollecting the conduct of the Vice-King of Lima towards Lieutenant Colonel Torres, our commissary for this same purpose. These persons will be treated in this capital agreeably to their commission and the laws of war, and may return when they have finished their business, or before if they desire it. You may rely with the same confidence on the distribution of the ten thousand dollars, which you have brought for the relief of the Spanish prisoners.

The Supreme Director, desirous of showing to you a proof of his gratitude, has given orders to prepare a residence for you in this capital, where he will have the pleasure of returning to you, in person, his thanks for your good offices, as soon as he is informed of your arrival, if you will give yourself the trouble of previously announcing the day when it will take place.

God preserve you many years.

ANTONIO JOSE DE IRIFARRI.

JAMES BIDDLE, Esq. *Commander U. S. sloop of war Ontario.*

A. No. 7.

PHILADELPHIA, December 9, 1819.

SIR:

I have the honor to enclose a copy of a letter addressed by me to the Secretary of State.

I have the honor to be, &amp;c.

JAMES BIDDLE.

HON. SMITH THOMPSON, *Secretary of the Navy.*

PHILADELPHIA, December 7, 1819.

SIR:

I have the honor to forward, by my friend Commodore Bainbridge, a sword, presented to me by the Vice-King of Peru, and which, in compliance with what I understand to be the usage in similar cases, it is my wish should be deposited at the Department of State. Although I have already explained to the Secretary of the Navy the circumstances under which this sword came into my possession, allow me to state to you the situation, generally, in which I stood in relation to the Vice-King, and the reasons which induced me not to decline the acceptance of what was presented, as well as received, as an act of mere personal civility.

During my last cruise in the Pacific, the important interests of my countrymen, dependent on the Governments of Chili and Peru, rendered it a matter of obvious propriety for me to cultivate the good will of both, by every act of personal civility not inconsistent with my first duty to my own Government. In my detailed report, I have already stated that my mediation for an exchange of prisoners between the conflicting parties was undertaken, in the first instance, at the desire of the Vice-King. The government of Chili had previously informed me that an exchange of prisoners was an object of great solicitude with it; and, in using my endeavors towards an object which each party had assured me it was anxious to effect, it was reasonable for me to expect that the impressions upon each of them would be alike favorable; and, accordingly, though circumstances afterwards rendered my mediation in a great measure ineffectual, I received the thanks of the Government for it. It so happened that, during the negotiation at Santiago, the commissioner, whom I had brought from Lima, was treated with much insult by the Chili officer, in whose custody he was placed; and, considering it as incumbent upon me to protect him from insulting language, as from any other kind of violence, I was about to take measures for his protection, but abstained at the particular desire of the commissioner, who, already alarmed at being within the power of the Government of Chili, thought it better for him to submit to insulting language, rather than, by resenting it, to incur the risk of not being allowed to depart. The commissioner, at his return to Lima, acquainted the Vice-King that, while on board the Ontario, I had



treated him with much civility and politeness; and that at Santiago, when he was treated with insult, I had promptly offered to interpose, but had been prevented by himself. Excepting the expense incurred by me in conveying the commissioner and his suite, and of some Spanish officers, released in exchange for some Patriot officers I had conveyed to Valparaiso, these are the amount of the favors I had conferred upon the Vice-King—favors which, in my view, did not transcend that courtesy which my duty would exact from me towards the public authorities of every part I might visit. On the other hand, the favors conferred upon me by the Vice-King comprised acts of substantial benefit to my countrymen. He had, at my instance, repealed his orders to the blockading squadron to seize all American vessels bound into Valparaiso; he had ordered the same squadron not to molest any American vessel which might leave Valparaiso in company with my ship; and he had released and delivered to me a number of Americans who had been engaged in the Patriot service.

It was under these circumstances that, just as I was leaving Callao, after landing the commissioner, that I received an invitation to dine with the Vice-King. Being occupied on board, I declined going to dinner; but, in the afternoon, called on the Vice-King. He received me with great civility, and assured me that his obligation for my efforts to effect an exchange of prisoners had lost none of its force for the failure of the negotiation. He again invited me to dine with him on the following day; this I declined, as I was anxious to proceed to sea. He said he would not then insist on my dining with him, but that he must insist upon my receiving from him some token of his regard; and, calling to an officer to bring him his sword, he put it into my hands, adding that it had been a present to him from a particular friend of his. It was by no means agreeable to me to receive it; but, after the services he had, at my request, rendered to my countrymen, I was unwilling to appear to slight his offer of civility; and there was a peculiar awkwardness in refusing, as it was made in the presence of his family, and seemed to me so unpremeditated, that I could consider it only as a mark of private regard from one officer to another. It was towards night, too, and I did not perceive, till afterwards, that the sword, though a present to him from a friend, was of costly materials. It was then equally unpleasant to send it back to him, as it would seem to be attaching too much importance to a circumstance trivial in itself, and altogether of a personal nature.

Since my return to the United States, on reflecting upon one of the provisions of the constitution, I have thought it best not to retain an object which might, perhaps, be construed to be inconsistent with it; and I have therefore considered it most proper to transmit the sword to the Department of State. The possession of such an object is perfectly indifferant to me, and is so little important, that I owe an apology for troubling you on the subject. That apology will be found, I trust, in my desire to conform exactly to the constitution.

I have the honor to be, &c.

JAMES BIDDLE.

Hon. J. Q. ADAMS, *Secretary of State.*

A. No. 8.

*Extract of a letter from Captain James Biddle to the Secretary of the Navy, dated*

*PHILADELPHIA, April 2, 1820.*

"During my first visit to Lima, in April, 1818, on examining the prison for the purpose of ascertaining and releasing the Americans confined there, I found a British subject, the surgeon of a British whale ship. He was suffering, and I promised the Vice-King, that if he would release him, I would take him out of the country. He did so, and this British subject went in the Ontario from Lima to Valparaiso; at the same time, also, went a commissioner of the Vice-King, with his secretary, and four military officers, in the Chili service. The commissioner was charged with negotiating an exchange of prisoners, from the Vice-King to the Chili Government; the officers were prisoners in Lima, released in consequence of my offer to give them a passage, and their release was intended as the basis of a general exchange of prisoners. On my return from Valparaiso to Lima, I carried back there the commissioner and his secretary, and four royalist officers, prisoners in Chili, released in exchange for the Chili officers just mentioned. I also carried with me a royalist naval officer, who was a prisoner in Chili, and who was released without exchange, in consequence of his being a relation of an officer of the Chili Government, to whom I promised to furnish his kinsman a passage. I also carried a lady with her three children, a native of Chili, but whose husband was then in Lima; a Spanish merchant, whom I took in consequence of a very pressing request from the *Secretary of State of Chili*; one other Spanish merchant, at the earnest desire of the *Governor of Valparaiso*; and a third Spanish merchant, at the particular wish of a citizen of the United States, then in the service of the Government of Chili.

On my return from the Columbia river I touched at Lima, and when I left that place, in December, 1818, carried with me to Rio Janeiro a Spanish officer, who was a relation of the Vice-King, a Spanish lady with her child, and two Spanish merchants. The two merchants were received at the request of the commissioner of the Government of Lima, whom I had previously carried to Valparaiso. The Spanish officer and the lady were taken on board at the particular desire of the Vice-King; he had, as a personal favor to me, released a number of my unfortunate countrymen imprisoned in Lima for having been taken in arms against the royalists, and I was at that period pressing, with great earnestness, the restoration of the two vessels, the Beaver and Canton, which were ultimately restored. Their release depended entirely upon the personal disposition of the Vice-King, whom I was therefore desirous of conciliating at so critical a period, when a large amount of property belonging to our citizens was in jeopardy. I considered, indeed, the fate of those two vessels as directly and immediately involved in my decision as to these persons, since, in case of refusal, the trial of the vessels would have ended in condemnation, or been indefinitely postponed. I therefore received them on board. My having done so, and the reasons for it, were communicated to the Navy Department immediately on my arrival in the United States. The transportation of these persons, from whom, of course, I could not think of receiving compensation of any sort, was inconvenient and somewhat expensive to me. It was my fortune to pass between two parties in a civil war, imbittered against each other, and one at least of them prejudiced against the United States. It was also my fortune to claim the rights of our citizens, as they were violated by each party. It was proper, therefore, to mingle with the performance of this duty every act of kindness and courtesy not inconsistent with it. Among these, none were more appreciated than the transportation of persons from the one country to the other, while all intercourse was so precarious. I therefore apprized the Government, both of Chili and of Lima, that as I was unwilling to refuse a passage to all those who applied, I would give the preference to such as the respective Governments felt a desire to oblige; and, accordingly, it will be seen that all the persons named were connected with the relations or friends of members of the respective Governments.

No effects were transported in the Ontario. Money was transported; \$41,000 from Lima to New York, and \$160,000 from Lima to Rio Janeiro. That this was wholly private property I do not entertain the slightest doubt, not only from my knowledge of the persons who shipped it at Lima, and those who received it at Rio Janeiro, but from the fact that the Government of Lima had no money to ship. That Government has not remitted money from the country for several years; the increased expenses of war having absorbed all its means, and left it embarrassed for funds. For the transportation of this money, a freight of two and a half per cent. was received. The receipt of freight is a necessary incident to the transportation. No person would commit money to a stranger without the security of a bill of lading; nor would any officer become responsible for the safe delivery of money belonging to strangers, without some indemnity. This transportation of private property, and the receipt of freight for it, is a thing so common in our own as well as every other public service, that I did not hesitate about receiving this money on board. The laws of the United States expressly authorize it. The twenty-third article of the first section of the act of Congress, (April, 1800), declares that "if any commander or other officer shall receive, or permit to be received, on board his vessel, any goods or merchandise, other than for the sole use of his vessel, *except gold, silver, or jewels*, and except the goods or merchandise of vessels which may be in distress, or shipwrecked, or in imminent danger of being shipwrecked, in order to preserve them for their owner, without orders from the President of the United States or the Navy Department, he shall, on conviction," &c. This regulation is borrowed from the British,

with whom the law and the usage is the same as with us. The British regulation even allows freight to the commanders of British national vessels, on the transportation of money belonging to the Government itself. It is authorized, too, by invariable practice; since the establishment of the navy, money and freight have been so received on board, received without hesitation, never refused, distinctly recognised and sanctioned by the Navy Department. I could readily particularize the instances, but I presume it is superfluous to prove a usage of such notoriety. At my first arrival at Valparaiso, in January, 1818, there was a British frigate in that port, with money on board, shipped at Lima, and which she was carrying to Rio Janeiro. This was known at Valparaiso, and never complained of. Another British frigate arrived at Valparaiso with money shipped at Lima, and while at Valparaiso she transferred the money to a British sloop of war, in which it was conveyed to Lima. This, also, was before I had received any money on board."

SIR:

NAVY DEPARTMENT, April 8, 1820.

I have the honor to transmit to you, herewith, three papers marked A, numbered 9, 10, 11, in addition to those accompanying my report of the 7th, in the case of Captain James Biddle, which I request may be annexed to the file marked A, numbered 1 to 8, as showing more distinctly the benefit which has resulted to our trade, and the protection afforded by our public ships in the Pacific ocean, and, also, the estimation in which Captain Biddle was held for the services rendered.

I have the honor to be, respectfully, sir, your obedient servant,

SMITH THOMPSON.

The Honorable the SPEAKER of the House of Representatives.

A. No. 9.

*Extracts from the Journal of Captain James Biddle, kept on board the United States' ship Ontario.*

"At Lima was the master of the ship Beaver, and the supercargo of the brig Canton, two American vessels which had been seized and condemned in the port of Talcahuana, and whose cases, by appeal, were still pending here. From each of these gentlemen I received a letter, requesting me to stop at Lima on my return from the Northwest Coast, and expressing the opinion that my doing so, and making known my intention of doing so previous to sailing, would have great influence in producing a decision favorable to their claims. This opinion accorded with my own, and, therefore, in a letter which I had occasion to write to the Vice-King, respecting the Beaver, I mentioned that, as it was important to the Government of the United States to be informed as early as possible of the decision respecting the Beaver and Canton, I should touch at Lima on my way from the Northwest Coast, for the purpose of obtaining the information and conveying it home with me."

"I sailed from Monteny on the 30th of August, and arrived on the 22d of October at Lima. Here I found the cases of the Beaver and Canton still undecided, nor had any progress been made towards a decision. I had several conversations with the Vice-King respecting these vessels. I perceive, I said to him, by the late newspapers, that the seizure of the Beaver and Canton, with the circumstances which accompanied it, has produced great sensation in the United States; that I was certain the owners of these vessels had been urgent with the Government of the United States to take decisive measures respecting them; and that I was equally certain the Government would defer taking any measures until my return; that the owners of these vessels, as American citizens, had a right to a prompt decision upon their claims; that the great delay which had already occurred did not comport with the respect which was due from the Government of Spain to the Government of the United States; that the result of these cases would materially affect the relations of the United States with Spain; that it was from my impression of the importance of these cases, and knowing the Government would expect a final decision by the return of this ship, which had induced me to touch at Lima; that the presence of a public vessel of the United States ought to hasten a decision; that a further delay would be equivalent to the worst that might happen; and that if I sailed from Lima, and carried home information that these cases were still undetermined, the most unpleasant consequences might be apprehended."

"At length the cases of the Beaver and Canton were taken up for trial, and it resulted in the acquittal of both vessels. From my own opportunities of observing, as also from what I could learn from others, I am of opinion that the acquittal of these vessels is to be attributed to the presence of a public vessel of the United States."

A. No. 10.

We, the undersigned, captains, supercargoes, and agents, of American ships now in the port of Valparaiso, think it incumbent on us to express to you in this manner our warm acknowledgments of the very important services which you have rendered us, in the protection of our persons, and of the property of our constituents, at a moment of uncommon danger.

There can be no doubt that the presence of your ship was the only safeguard we possessed against the attempts of the blockading squadron to take our ships out of the port, while they were under embargo; the consequence of which would have been the total loss of the property under our charge, and the subjection of our persons to imprisonment and every species of outrage.

Nor is this the only advantage which we have derived from your consent to remain here a longer time than you had, perhaps, originally contemplated; for it is notorious, that nothing but the representations of a dignified officer in the service of the United States to the Government of this place, could have prevented the seduction of the seamen from our several ships, which, before your arrival, took place to an extent which left several ships absolutely in a state of distress.

The aid, also, which has always been promptly furnished by you, when required, and which was necessary to the safety of our ships, is a circumstance not to be forgotten; and, although we still hope the same attention to our interest, we feel it incumbent upon us to express our sense of the obligations which the vigilance, activity, and zeal, which has been manifested by yourself, your officers, and ship's company, in affording us protection and assistance, have laid on us.

We flatter ourselves, that when it shall be known in the United States that nearly a million of American property has been saved from certain condemnation, and many American citizens from oppressive imprisonment, by your exertions, both our country and Government will duly appreciate and reward your meritorious services.

With every wish, sir, for your prosperity and happiness, and every sentiment of respect and esteem, we remain, &c. &c.

SOLOMON TOWNSEND,

*Master and Supercargo of ship Lion, of Providence.*CHARLES S. CARY, *Master of ship Levant, of Boston.*J. HIGGINSON, *Supercargo of ditto.*

CHARLES L. HYATT,

*Master and joint Supercargo of ship Two Catharines, of Providence.*HORATIO JERAULD, *Joint Supercargo of ditto.*BENJAMIN VANDERFORD, *Master of ship Indus, of Salem.*R. PULLEN, *Master of brig Ariel, of Baltimore.*DANIEL REA, *Master of brig American, of Philadelphia.*JOHN MILNOR, *Supercargo of ditto.*THOMAS ROBINSON, *of the ship Packet.*

HENRY HILL.

JAMES BIDDLE, Esq. *commanding U. S. ship Ontario, Valparaiso.*



A. No. 11.

WASHINGTON, February 26.

Captain Biddle has the honor to submit to the President the enclosed letter, written to-day, by Mr. Worthington; the object is to show, that, on the 6th or 7th of January, (seven or eight days after my departure from Chili,) the Director expressed sentiments of regard and respect towards me, and that, consequently, the complaints of Chili against me, written four and a half months after my departure from Valparaiso, originated in machinations.

SIR:

In some of the last conversations which I had with General O'Higgins, the Supreme Director of the State of Chili, he reported your not having come up to Santiago, on your last visit to Valparaiso. He said you well knew that he had shown you all attentions when you came up before, and that he should still have continued to do so had you have come up. He said that he knew that you were as good a republican as any one, and as for disputing about salutes, or search, his Government was too young to be so captious, and indeed treated it lightly. I must confess I did not believe much in the sincerity of all this; still I have no doubt the Government would have treated you in the manner he says, had you have come up to Santiago. These conversations took place on the sixth or seventh of January last, and a good deal more of this sort, which I do not recollect.

Yours, very respectfully, &amp;c.

W. G. D. WORTHINGTON.

Captain JAMES BIDDLE.

P. S. On parting with the Supreme Director O'Higgins, amongst other things, he requested me particularly to give many expressions of friendship, &c. to you and Judge Bland, as I delivered to you on my first meeting you, after my return to the United States.

Yours, very respectfully, &amp;c.

W. G. D. WORTHINGTON.

B. No. 1.

NEW ORLEANS, November 22, 1815.

SIR:

I do myself the honor to communicate to you a subject which has for some time past attracted and occupied my attention, and which, if practicable to effect under the sanction of the Government, would, I think, tend greatly to the advantage of our country, in a pecuniary point of view, by introducing specie and bullion into it, and thereby lessening the great demand for, and, consequently, high price of it.

It is by affording convoy to specie from the different ports of South America, lying in the Gulf of Mexico, as well those of the independent provinces as of the Spanish Government. Many applications have been made to me for convoy, or what was deemed infinitely preferable, to permit the vessels under my command to touch occasionally at those ports and receive specie, &c. on board, and transport it to this place, but which I have, of course, invariably rejected, not feeling authorized to comply; although some of the applicants are Americans, who, like all others who have property in that distracted country, are anxious to remove it from thence to a place of safety; the royalists apprehend capture from the cruisers of the independent provinces, who, in their turn, fear those of Spain, and both dread the Barataria association, which they deem much more formidable than it really is, and thus both parties are deterred from attempting to ship specie to this country, which they would do, if to be done with safety. The vessels of this station could very readily, and without leaving our coast or commerce of this port at all exposed, occasionally run down and touch at some of the ports for this purpose; their appearance in that part of the gulf would also have another very good effect, inasmuch as most of the piratical cruisers connected with those of Barataria, who commit depredations on commerce, and violate our laws, frequent the small ports of the Mexican coast; the appearance, therefore, of our vessels in the neighborhood of their haunts, would alarm them and deter them from coming out, when, if they did, and came on this coast, they would soon find themselves between the force on the coast, and that which they had escaped from, and thus fall into our hands.

I am well assured that a large amount in specie and bullion might by this means be introduced into the United States, which would relieve the public in some measure from the present pressure for want of it.

I had contemplated addressing you on this head for some time past, but the pirates and smugglers were not before sufficiently suppressed to admit of any of my force leaving the coast; the addition about to be made thereto, would enable me to carry this thing into effect, provided it meets the sanction of the Government, and effectually suppress piracy and smuggling within the limits of my command.

I have the honor to be, with great respect, your obedient servant,

DANIEL T. PATTERSON.

Hon. BENJAMIN W. CROWNINSHIELD, *Secretary of the Navy, Washington.*

B. No. 2.

NAVY DEPARTMENT, January 22, 1816.

SIR:

Your letter of November 22d has been received, and the subject submitted to the consideration of the President. The plan you propose is objectionable, so far as it might produce a collision with some of the Powers, in the present state of the Spanish colonies; it is therefore desirable to preserve, as far as possible, the most amicable relations with them all, and to be cautious of giving cause of complaint by any interference in their commercial or political affairs. Such arrangements as your prudence may dictate in promoting a friendly intercourse, will be approved by this Department, as well as every precaution for the security of our revenue, and protection from the piratical depredations heretofore practised within the limits of your command.

I am, respectfully, &amp;c.

B. W. CROWNINSHIELD.

Commodore D. T. PATTERSON, *Commanding Naval Officer, New Orleans.*

B. No. 3.

*Extract from the orders to Captain Charles Morris, commanding the United States' Frigate Congress, dated*

NAVY DEPARTMENT, October 19, 1816.

You are not to allow any public vessel of the United States to transport, or receive on board, any private mercantile property, of which description specie and bullion are considered; nor passengers of any kind, without a sanction having been first properly obtained. You will not convoy, or protect against a rightful seizure by belligerent vessels under whatever flag, American or other, bound with contraband of war.

## B. No. 4.

*Extract of a letter from Captain Charles Morris to the Secretary of the Navy, dated*

UNITED STATES' FRIGATE CONGRESS, OFF THE BALIZE, January 23, 1817.

Should circumstances authorize the Department to modify my instructions, so as to permit the vessels of this squadron, occasionally, to visit some of the Spanish ports on the main, when it would not interfere with their other duties; and to transport, from thence, to ports of the United States, specie and bullion, agreeably to the provisions of the law for the government of the navy, it might be of considerable pecuniary advantage to the officers, and give them local information, which may hereafter be serviceable.

The British cruisers at present are deriving all the advantages of a similar arrangement, and they are, by no means, inconsiderable. It is openly and publicly done by them, and not considered as impairing, in any degree, their neutral or their national character.

## B. No. 5.

NAVY DEPARTMENT, February 27, 1817.

SIR:

In reply to your communication, under date of the twenty-third of January last, respecting the transportation of bullion and specie, I have to observe that the situation of affairs between this Government and Spain renders it desirable to obviate all probable causes of complaint. It is therefore deemed inexpedient to vary the former instructions upon that subject, and preferable to forego the benefits which might result to the country, or to individuals, from such employment of our national ships, or other measures tending to produce a collision of interests.

The course pursued by the British cannot be considered a precedent for the United States.

I am, respectfully, &c.

B. W. CROWNINSHIELD.

Captain CHARLES MORRIS, *United States' frigate Congress, Bay of Mexico.*

## B. No. 6.

NAVY DEPARTMENT, October 17, 1818.

SIR:

The United States' vessels of war will be permitted to touch occasionally at the ports of Kingston and Port Royal, in Jamaica, and at Nassau, in New Providence; and, if permitted by the Government, at those places may receive on board such sums in specie, as shall properly belong to the merchants of the United States, and be due to them in the course of commercial transactions heretofore existing; this permission is, however, positively limited to this specific object. No article of merchandise, of any description, must be put on board any public vessel of the United States; and any officer offending in this instance, in contravention of the laws and regulations for the government of the navy, will incur the severest penalty for such offence, of which you will give due notice, in such orders as you may issue with the permission aforesaid.

I am, very respectfully, your obedient servant,

J. C. CALHOUN, *Acting Secretary of the Navy.*

Commodore D. T. PATTERSON, *Commanding Naval Officer, New Orleans.*

## B. No. 7.

*Extract of a letter to Captain John Downes, commanding United States' frigate Macedonian, Pacific Ocean, dated*

NAVY DEPARTMENT, August 27, 1819.

The war continuing between Spain and the Spanish provinces, and the parties, respectively, being entitled to equal rights, as belligerents, the utmost caution should be observed to abstain from any acts that may have a tendency to compromise our neutral character. Acts of kindness to either, although equally extended to the other, may be misconceived or misrepresented, to the prejudice of the United States. You will, therefore, decline taking on board for either party, either men, money, provisions, or supplies, to be carried from such party to any other port or country whatsoever, except specie, which you have permission to bring to the United States.

[6th CONGRESS.]

No. 187.

[1st SESSION.]

APPLICATION FOR INDEMNITY TO A PURSER FOR LOSSES PRODUCED BY DESERTION,  
STORES THROWN OVERBOARD BY ORDER OF THE COMMANDING OFFICER, AND THE  
DETENTION OF HIS BOOKS BY THE ENEMY AFTER CAPTURE.

COMMUNICATED TO THE SENATE, APRIL 11, 1820.

Mr. PLEASANTS made the following report:

The Committee on Naval Affairs, to whom was referred the petition of John B. Timberlake, have had the same under consideration, and thereupon submit the following report:

The petitioner states that he was appointed a purser in the navy in the year 1809; that, during the late war with Great Britain, he acted in that capacity, first on board the frigate United States, and afterwards on board the frigate President, both under the command of Commodore Decatur; that, after the capture of the Macedonian by the United States, the latter, with her prize, returned into the port of New York, where a dinner was given by the citizens of that place to the officers and crew of the United States, at which nearly the whole of her crew were permitted to attend; that a number of them, taking advantage of the situation, deserted, and did not return to their duty, being considerably indebted to the petitioner at the time for articles furnished them whilst on board, advances made, &c.; that, on settling his accounts at the Department, he has only been allowed the amount due to those who deserted up to the time of such desertion, though the balance due him in many instances was considerably more than the pay due them. The petitioner further states, that, near the end of the war, the President frigate sailed on a cruise, and, soon after leaving port, fell in with a British squadron, by which she was ultimately captured; that, during the chase, a quantity of articles were thrown overboard by order of the commander, to lighten the ship, among which was a quantity of stores, the private property of the petitioner, put on board for the use of the crew, in conformity with



the usage of the naval service; the said property consisting of groceries and other articles. The petitioner further states, that when the President was taken possession of by the enemy, he lost, among a variety of other articles, his books, on which all the entries of articles, &c. furnished to the men were made; that the said books would not be given up by the enemy, and all he could get was a certificate from the purser of the British ship that they were detained by authority; that, on their return to this country, he was ordered by Commodore Decatur to pay off the men as well as he could; but they, knowing he had lost his books, would admit that they had received very few articles; in consequence of which, he has been subjected to considerable loss in settling his accounts at the Department, where no allowance is made on account of such articles furnished the men, though the petitioner has offered to supply the absence of the book by collateral proof of the most respectable character. He concludes by praying the passage of a law authorizing the settlement of his accounts by the proper Department, on principles of liberality and equity, &c. &c.

The committee, having attentively examined this case, observe, that the petition presents three grounds for relief: the first produced by the desertion of the men at New York; the second, by the loss of the private stores thrown overboard during the chase of the President; and the third, by the loss of books on the capture of that ship.

The committee think it reasonable that an allowance, such as is prayed for, should be made, on account of the desertion of the men at New York. It is customary for the pursers of the navy to sell certain articles, at a certain profit, to the seamen; this is allowed by the regulations of the service. The articles which may be thus sold are enumerated, and the profit also stated which the purser is allowed to make. When the purser comes to pay off the men, he retains the amount of account against them out of the pay due them. Permitting the whole of the crew to go on shore was a departure from the usual custom, and could only be justified by the peculiar circumstances of the case, the state of public feeling, &c., which induced the officers to assent to the seamen all going on shore agreeably to invitation. The large desertion is undoubtedly to be ascribed to this cause, and the committee think an allowance ought to be made to the purser for advances made to such men, though he has only been allowed to retain the amount of pay due them up to the time of their desertion. The committee herewith report a bill to afford the relief sought in this part of the petition. As to the private stores lost, and the loss sustained by the retaining the books of the petitioner, the committee are of opinion that no relief can be granted. The private stores of the purser are his own private adventure; he puts them on board for the purpose of selling to the crew, which he does at a limited but liberal profit. This, no doubt, is a considerable object in seeking after the appointment of a purser in the navy with as much eagerness as we know these places are sought. The Government certainly never meant to become insurers in these cases; had this been the case, the records of the Department or the acts of Congress would afford at least one precedent to justify the present application; but the committee believe that there is no case to be found in which indemnity has been made to the purser by the Government for such loss, nor do they think it just that the Government should make good such losses. The pursers might in all instances ensure their property, and would, no doubt, be justified in charging the insurance on the articles retained, as in all other cases. The petitioner states that insurance was so high, that it would have absorbed all the profits in this particular case. The committee do not think the high rate of insurance changes the principle which ought to govern these cases. The committee are unable to see the justice of the application for relief under the third head, viz. the loss of his books on the capture of the ship. The articles charged to the men were merely private property, the public not being interested in the same; besides, there can hardly be a doubt but copies of these books might have been obtained. It is understood to be the practice to deposit all books and papers which may be conducive to the condemnation of the ship, ascertaining the number of men on board, &c. in the court of admiralty, there to be kept. It is presumable that a copy of this book might have been obtained by the petitioner. Upon the whole, the committee think the petitioner has no claim on the Government for the private stores lost, nor for any loss he may have sustained on account of the books taken from the ship by the enemy in the settlement of his accounts with the men. They recommend to the House the following resolution:

*Resolved*, That the prayer of the petition, so far as relates to the two last named grounds of relief, ought not to be granted.

16th CONGRESS.]

No. 188.

[1st Session.]

## MODIFICATION OF THE ACT CREATING THE BOARD OF COMMISSIONERS OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 1, 1820.

Mr. SILSBEE made the following report:

The Committee on Naval Affairs have, according to order, had under consideration a resolution directing an inquiry "into the expediency of so modifying the act establishing a Board of Commissioners of the Navy, as to make the Secretary of the Navy, for the time being, the presiding officer of that Board; and, also, of so limiting the tenor of the commissions of the members thereof, as to secure the accumulating experience and talents of our naval commanders in that department, by a periodical rotation in office;" and submit the following report:

The act, entitled "An act to alter and amend the several acts for establishing a Navy Department, by adding thereto a Board of Commissioners," provides that the Board so constituted shall be attached to the office of the Secretary of the Navy, and, under his superintendence, shall discharge all the duties therein specified; and that the record of their proceedings shall, at all times, be subject to his inspection.

As it would be often inconvenient, and sometimes impracticable, for the Secretary of the Navy to meet the Board of Commissioners, as their presiding officer, without neglecting other and more important duties; and, as the Secretary is, by the aforesaid act, already vested with a supervising and controlling power of the acts and proceedings of the Board of Commissioners, the committee do not perceive the necessity of such a modification of the said act as is contemplated by the first inquiry directed by the resolution, or that the public service would be benefited thereby.

The committee are the more disposed to this opinion, from the consideration that the limits of jurisdiction between the Secretary and the Board seem to be perfectly understood by each, and that no conflicting claims exist between them on this subject.

The committee are not advised whether the resolution contemplates the Secretary to be a constituent part of the Board, and at the same time possessed of the control and superintendence of its proceedings, or merely the presiding officer, with a casting vote. In the latter case, the benefit to be derived from the superintendence of one officer over others, under distinct responsibilities, as well as the circumspection naturally resulting from such responsibility, would be entirely lost. In the former case, the Commissioners would be little more than advisory, and, in that proportion, bereft of responsibility.

In relation to the second inquiry directed by the resolution, viz. "of so limiting the tenor of the commissions of the members" of the Board of Commissioners, "as to secure the accumulating experience and talents of our naval commanders in that department, by a periodical rotation in office," the committee beg leave to remark, that the duties of the Commissioners of the Navy Board are not merely such as appertain to a mere naval officer, but

extend to other and important subjects, with which such officers cannot be supposed to be familiarly acquainted; they relate not only to the contracting for, and procurement of, all articles necessary for the armament, equipment, and provisioning of the public ships, but also to the constructing and repairing of those ships; to effectuate which objects, in the cheapest and best manner, requires a full knowledge, not only of the places at which materials and every thing needful for these purposes can most advantageously be procured, but also with persons in different sections of the country, with whom they can, with the greatest reliance, make their contracts. The investigation of the committee has led them to the conclusion, that too much time has not yet been allowed the present Commissioners to obtain that intelligence and experience which is desirable to the most advantageous discharge of these duties, and to perfect such a system in their department as will unfold to their successors all the advantages of their labors, which, in the estimation of the committee, have been such as are honorable to themselves and highly beneficial to the public interest.

The committee would only add, that a periodical rotation in office, from a given number, would preclude choice; such a rotation, instead of "securing the accumulating experience and talents of our naval commanders," might possibly endanger the Board with qualifications opposite from those intended.

Under these impressions, the committee are of the opinion, that, although occasional changes in the Board of Commissioners may, and probably would, be productive of public benefit, yet that these changes may with safety be left to the discretion of the Executive; and, therefore, that it is inexpedient at this time to make any modification of the act under which the said Board of Commissioners is established.

16th CONGRESS.]

No. 189.

[2d Session.]

## INCREASE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 5, 1821.

NAVY DEPARTMENT, December 11, 1820.

SIR:

I have the honor to acknowledge the receipt of your letter of the 8th instant, on behalf of the Committee on Naval Affairs, and to furnish, in compliance with your request, the following statement, which contains the information required:

*Columbus*, of 74 guns;

*Peacock*, sloop of war, 18 guns;

*Spark*, brig, 14 guns; these vessels are employed for the protection of our commerce in the Mediterranean, to prevent the Barbary States from committing depredations on the persons or property of citizens of the United States. The *Spark* is principally employed as a despatch vessel to and from the ports of Barbary.

*Ontario*, sloop of war, 18 guns, in readiness to proceed to the Mediterranean to relieve the sloop of war *Peacock*, ordered to the United States.

*Constellation*, frigate, 36 guns, cruising in the Pacific Ocean for the protection of our trade and whale fisheries. *Macedonian*, frigate, 36 guns, returning to the United States from the Pacific, after being relieved by the *Constellation*.

*Congress*, frigate, 36 guns, cruising in the India seas, and the several straits, to afford convoy and protection to our trade to and from China, and to give security against the native pirates.

Corvette *John Adams*, 24 guns;

Corvette *Cyane*, 24 guns;

*Hornet*, sloop of war, 18 guns; cruising on the coast of Africa for the suppression of the slave trade and capture of piratical vessels, with instructions to cruise, for the same purpose, on their return to the United States, off the coast of Guiana and among the West India islands.

*Enterprise*, brig, 14 guns, cruising in the West Indies, Gulf of Mexico, and occasionally round the Bahamas, and along the southern coast of the United States.

*Lynx*, schooner, 6 guns;

*Nonesuch*, schooner, 8 guns; cruising as the brig *Enterprise*: all these vessels being employed to carry into effect the several acts of Congress for the suppression of the slave trade and punishment of the crime of piracy.

Gunboats Nos. 158 and 168, cruising for the same objects along the coasts of Georgia, Florida, &c.

Three small vessels, mounting one gun each, are employed off the Mississippi in the protection of the trade and revenue of the United States.

The objects contemplated in the orders to the several ships and vessels of the navy are briefly explained against their names and stations.

As respects the force now employed in the Mediterranean, it is presumed to be not greater than the service and interests of the United States require for the purposes of protection; the other ships and vessels are cruising separately, and are considered necessary for the service to which they have been assigned.

I have the honor to be, with very great respect, sir, your most obedient servant,

SMITH THOMPSON.

Hon. PHILIP P. BARBOUR, *Chairman Naval Committee, House of Representatives.*

NAVY DEPARTMENT, December 18, 1820.

SIR:

Your letter of the 15th instant has been received, and, as most of the information required was to be furnished by the Navy Commissioners, it was referred to them. A full answer to your inquiries would, however, require much time to make the necessary calculations, and, as I understood from you, in conversation on Saturday evening, that your object was to ascertain whether the time for building the vessels authorized by the act of April 29, 1816, for the gradual increase of the navy, might not be extended, without any material injury to the timber and materials on hand, and contracted for under the act, I have had a conversation with the Commissioners on that subject, and their opinion is, that the time for building might be extended for three years, and only half a million, instead of a million, of dollars expended annually.

I take this opportunity to repeat what I mentioned to you in conversation, that the actual balance on hand of the appropriation for the gradual increase of the navy is a little short of a million of dollars: the reason why a much larger balance appears by the report of the Secretary of the Treasury, is, that requisitions to the amount of the ex-



penditures had not been made on the Secretary, and the treasurer, as agent for the Department, had paid, out of moneys in his hands, for other purposes, expenses for the gradual increase of the navy, and for which that fund was indebted to other appropriations; this has now been rectified by a requisition, and the true balance appears by the books of the treasury.

I have the honor to be, very respectfully, your obedient servant,

SMITH THOMPSON.

Hon. P. P. BARBOUR, *Chairman of the Naval Committee, House of Representatives.*

NAVY COMMISSIONERS' OFFICE, December 9, 1820.

SIR:

In reply to the queries propounded by the honorable Mr. Barbour, in his letter to you of the 24th ultimo, which you were pleased to refer to this Board, the Commissioners of the Navy respectfully report:

That the "whole of the materials necessary for the construction and equipment of the vessels authorized by the act of 1816" have not been procured.

That, of the nine ships of the line, and ten frigates, authorized by the act referred to,

One ship of the line has been built, equipped, and sent to sea.

Three other ships of the line have been built and launched.

Two other ships of the line are now on the stocks, and nearly all the materials necessary for their construction have been procured.

Three frigates are now on the stocks, and the materials necessary for their construction are all procured.

That all the materials of wood, iron, copper, lead, &c., required for the other three ships of the line, and seven frigates, with the exception of the following estimated deficiency, have been procured, and are now deposited at the several building yards, viz:

The estimated deficiency is,

30,000 cubic feet of live oak,

140,250 cubic feet of white oak,

2,032 knees,

153,945 cubic feet of yellow pine,

15,000 cubic feet of white pine,

45,000 locust treenails,

136,761 pounds of copper,

56,738 pounds of composition,

89,640 pounds of lead,

655,735 pounds of iron and other articles, the whole cost of which will probably not exceed \$350,000; which sum may be estimated as the probable cost of the materials yet to be procured for the construction of the ships.

The materials for equipment, yet to be procured, will cost not less than \$1,650,000. These materials essentially consist of cannon, carronades, shot, blocks, gun carriages, canvass, cordage, paints, leather, water casks, boats, anchors, kentledge, caboses, &c.

With respect to preserving "the materials of wood by covering, or by immersion," it is believed that, by immersion, all the materials of wood, used in the construction of ships of war, might be preserved for a great length of time, while in a state of immersion; but, whether immersion does not essentially injure the durability of timber, after it is taken out of the water, is a question upon which the most experienced professional men differ in opinion.

On the one side it is urged that the sap juices of timber possesses certain acescent fermentative qualities, destructive in their nature and tendency; that their removal is indispensable to the preservation of the timber; that water, being more fluid, in its natural state, than air, and most penetrative of all bodies, excepting fire, finds its way through smaller pores, enters the timber, and neutralizes, dissolves, or displaces these sap juices more speedily and effectually than can be done by any other advisable process.

While this hypothesis is, to a certain extent, admitted, that is, so far as to its being necessary that these sap juices should be displaced, it is contended, on the other hand, that their expulsion may be produced by other and more advisable means; less sudden, but more salutary in their operation, and unattended with any of the ills arising from immersion; that a succession of wet and dry divests the fibres of the wood of their natural tenacity, adhesiveness and organization, when exposed in the open air—the wet swelling, and the dry separating, the soft fibres; that one of the tendencies of immersion is, to render the wood porous, and subject it peculiarly to the action of the atmosphere; that, in this porous state, timber, confined, as it must be when brought into use, where there cannot be a free circulation of air, and where a greater or less degree of humidity must prevail, the interstices become filled with putrid, corroding matter, and decay ensues; that timber exposed to intense frosts, after immersion, by which it becomes water soaked, or saturated with water, the pores of the wood become over-distended, and in that state remaining fixed, the elastic adhesiveness of its fibres, and their power of contraction, are destroyed; that a firm, adhesive, consolidated state of fibre is essential to great durability; that this state never can be produced after the timber shall have been saturated with water, and its pores once distended; that, if the timber be not cut while in a vegetating state, and be kept under shelter, exposed neither to rain, to the heat of the sun, nor to the piercing winds, yet having a free circulation of dry air, nature will expel the sap juices, without the aid of any artificial means.

It is further contended that timber of close texture, such as live oak, or the best white oak, when once saturated with water, cannot, by any known process, be dispossessed of its moisture, in any reasonable time; that, when put into a ship, it imparts to the surrounding atmosphere a degree of humidity which damages the provisions and stores, and generates diseases among the crew; that timber, in a dry state, is not subject to the destructive effects of frost, one of the most insinuating and irresistible of all, operating on the texture of bodies.

Water swells and expands the pores of wood; and the fibres, thus expanded, become, when exposed to frost, still more distended. The texture of the wood, by frequent exposure to wet and frosts, loses its natural adhesiveness, and, by remaining saturated, and in a frozen state, the pores become so fixed in an unnatural state of expansion as to lose all power of contraction. This, it is observed, is the condition of the oak and pine imported into England from Canada; and to these causes the best writers attribute the "dry rot," so destructive to British vessels. The Canada timber is brought down the St. Lawrence in large rafts, continues months in water, and in that saturated state is landed and exposed to frost; every attempt to season it, under cover, is unavailing; its pores never close again, and, when used as ship timber, dry rot ensues, which, when once commenced, can never be arrested but by taking out all the pieces in any degree affected.

Experiments have been made to arrest the dry rot in ships, by sinking them for months in salt water, but without success. The texture of the wood was found to be essentially injured by being thus water soaked, and it became more subject to this disease than before it was sunk. The ships were also injured in their fastenings, and the atmosphere within them was kept in a constant state of humidity, whence, among other ill effects, proceeded injury to provisions and stores, and sickness to the crews.

When timber begins to decay it communicates and operates by infection on adjacent pieces, and there are no means of arresting a general decay but by removing every piece affected. Hence, the importance of using none but timber sound, imporous, and well seasoned, in the construction of ships.

Among other considerations the following facts are adduced, as sustaining the objections to immersion:

In the early periods of the British marine, the custom, originating from necessity, was to transport all the navy timber to the dock-yards in vessels; it was taken immediately to the yards and there landed in a dry state without having been subject to immersion; and no other timber than that grown in Great Britain was used.

In the year 1515 the Great Henry was launched, and, without having sustained any essential repairs, she was fit for service in 1553, thirty-eight years after she was launched, when she was accidentally burnt; after about five years' service she was placed in a "pond" with a covering over her.

In the year 1636 the Sovereign of the Seas, "the first great ship ever built in Great Britain," after having been on the stocks two years, was launched; in the year 1696, it was determined to repair her; the frame was found perfectly sound, and, according to Blackburn, "the timber was so firm and hard as almost to resist the edge of tools." By accident she was burnt in the year 1696, after having been a number of years in service; she also was placed in a pond with a covering over her.

The timber with which these vessels were built having been conveyed to the building yards in vessels, and not in rafts, and having consequently been delivered into the yards in a dry state, has been considered one of the essential causes of their great durability.

Between the years 1636 and 1696, British timber became scarce, and foreign timber was, of necessity, resorted to. This foreign timber was, at that period, it is understood, almost universally rafted down the waters near which it grew, and to its having been thus rafted and exposed to wet, was attributed the very rapid decay of the thirty ships authorized to be built in the year 1677. Charnock observes: "the scarcity of British timber, which was complained of in the loudest terms so early as the reign of Charles I, began to be felt very considerably after the conclusion of the last Dutch war; at the time the vote for building thirty new ships had passed through the Parliament, in 1677, much labor and exertion became necessary to collect as much as proved sufficient for the purpose. The Navy Board, with every effort it could make, was unequal to the task; and, the deficiency being through necessity supplied by foreign plank, in all probability caused the early decay of the vessels in question."

It is a remarkable fact that there are, at this time, but two vessels in the British navy as old as the Sovereign of the Seas was at the time she was burnt, viz: the *Sussex* a ninety and the *Prospero* an eighteen gun vessel.

Blackburn remarks "the Rhine oak brought down that river from the forests in large rafts, remaining for months soaked in water, and afterwards landed and exposed to intense frost, sustains very material injury, the fibres of the wood being expanded in so powerful a degree, lose their natural texture and remain porous; and the water it imbibes, changing its state and becoming corrosive, rot ensues." The French ships built at Antwerp, a few years since, with the Rhine oak, were found in a state of decay from the dry rot, some of them even while building.

The oaks of north Europe, naturally porous, absorb much water, and from similar causes incur similar consequences. Hence, neither the Dutch nor the Danish ships are durable.

The oaks of the United States, excepting probably the live oak, are sufficiently porous to become saturated in a short time; and, if exposed in this state to the action of frost or of extreme heat, similar effects would inevitably result. The effect of heat and cold is known to be similar in many respects; they both penetrate into substances in the same manner. A cannon, for instance, filled with water securely confined in it, will burst upon being exposed either to extreme heat or intense frost: and it will be remembered that wood is far less tenacious than iron, and far more liable to the action of heat and cold.

The oaks with which the ships are built at St. Petersburg are brought down the rivers in crafts, from a very long distance in the interior, being sometimes two years on their passage. This method of bringing their ship timber to the building yards is resorted to, it is understood, from the apprehension that rafting it would affect the durability of their ships. The Russians, for greater preservation, char the ends of the beams, and such other timber as is practicable, and cover their ships with painted canvass, to preserve them from the snow and rain, and render them more durable.

Lescalier, a distinguished French writer, on the subject of timber, observes:

"Timber cut in good or bad season preserves a greater or less degree of moisture. Some of it remains, especially in the interior of the logs, although the outside of them appear always dry after they have been kept for some time. This moisture, which derives its origin mostly from the sap, contains a great deal of acid congenial to fermentation, and consequently favorable to produce the rot. It is this moisture which must be attacked and driven from the heart of the timber—dryness alone will make it solid and durable. We think it by no means advantageous to lay it in the water for the purpose of preserving it; water is a dissolvent which in time penetrates, and rots all: sea water possesses this quality in a less degree than fresh water, but it has it in a great measure. The English do not put the timber in the water for the purpose of preserving it. It is the same with several other maritime nations, who use a great quantity of timber, and possess a considerable knowledge respecting it. The best means known to this day, to preserve timber, appears to be that of keeping it in well constructed and airy sheds, in a vertical position, so that the moisture which remains in the interior of the logs, in running along the fibres of the wood, may be enabled to issue from the lower end.

"We perceive that wood used on land for beams in houses, and other purposes, kept dry and under shelter, will preserve itself for ages.

"We see the English construct the frames of their vessels, and leave them to dry for a long time on the stocks, under the shelter of great awnings, before they finish them completely. Moisture destroys the timber, and dryness preserves it. Timber not only rots when it has been exposed to humidity, but it is likewise exposed to injury from the effects of insects which find their way into it.

"Water seems to be favorable for the decomposition of the sap in the timber immersed; but it substitutes in its place another kind of moisture not less destructive, of which the timber, though afterwards exposed to the air, will not easily get clear—it weakens and destroys the grain of the wood."

In reply to that part of the query which calls for information as to the practicability of preserving the materials of wood by immersion, the Commissioners of the Navy beg leave to observe that, although wood, so long as it shall be immersed, may be kept in a sound state for a great length time, yet they are not able to discern any advantage resulting from immersion to wood intended to be used in the open air; that injuries certainly arise from saturating timber, and particularly large pieces intended for use above water; that as regards timber intended for use under water, the bottom of ships for instance, immersion may not be so injurious; but, even in that case, if the timber could be dry seasoned, and rendered hard and imporous, prior to its being used, it would be greatly preferable to immersion. This, however, could not be conveniently practised, particularly with the large massy timber intended for keels and keelson pieces. Immersion, then, may, to a certain extent, be resorted to from necessity, but not from choice in any case.

With respect to preserving materials of wood by covering them the Commissioners would remark, that our live oak is a species of wood particularly subject to rents and warks: that this timber, the strongest, firmest, and most durable of any grown in the United States, is used for the frames of our ships; that, owing to its great weight, (76 pounds the cubic foot,) and the expense of hauling and transporting it to the building yards, it is cut to moulds in the forest; that each piece has its appropriate place in the ship, and will not suit for any other place; that the pieces, if stowed in sheds, will spring out of place, and cannot be again restored to their original moulds; that it is of the first importance to preserve the form and shape of each and every piece, which cannot be done, under sheds, where the timber has been cut to moulds; that if it were intended to place live oak timber for frames under sheds, it should be got out considerably larger than the moulds, in order to make allowance for its springing, which would involve much additional expense in hauling, transporting, and fashioning, when in a hard dry state, to moulds; that if the principle of immersion be discarded, as it should be to the greatest possible extent, there exists, within the knowledge of the Commissioners, no means by which the form and shape of live oak timber, got to moulds, can be preserved, except by putting the frames together, and bolting, planking, and staying them so effectually, as to prevent the possibility of their springing.

With respect to other materials of wood, the result of the experiments made many years since, would seem to indicate the inefficacy of covering as a means of preservation. The white oak and pine, collected under the act of 1799, and placed under sheds, was, in a few years, found in such a state of decay as to be unfit for use. The Commissioners know but little of the history of the oak and pine collected at that period. Whether the trees had attained their full growth; whether they were not cut in a vegetating state; whether, when stowed, the timber was properly stuck so as to admit a free circulation of air; whether the sheds were of a sufficient width and height to



protect it against the sun, or sufficiently tight to secure it against rains and piercing winds; whether the timber had not been water soaked, prior to its being placed under sheds, are points upon which the Commissioners possess no positive information. Since, however, universal experience affirms the efficacy of this method of preserving ship timber, the commissioners are persuaded that these causes of decay must have existed in a greater or less degree; and, that the result of experiments, so partial and unsatisfactory, should, by no means, deter us from adopting it, as far as circumstances may render it expedient to do so.

White oak and pine, cut in the right season, when in a proper state, and brought to the yards dry and carefully placed under sheds affording protection against the sun, rain, and piercing winds, yet admitting a free circulation of pure dry air, could, it is confidently believed, be preserved in a perfectly sound state for a great length of time, probably as long as the furniture of a house.

Lescalier remarks, "there ought to be built in every yard a sort of great square and flat oven, with several fire places underneath, in order to keep up a sufficient degree of heat, say 45 to 48 degrees, to dry the timber very slow without causing it to crack. This process would expel the air contained in the interior, and extract the acquired moisture, destroy the worms or other insects which might have found their way into the timber, and render it perfectly sound to the very heart. Until it should be thought proper to use it, it should be kept under sheds well aired," &c.

The Commissioners beg leave here to observe, that, if the objections already urged to the practice of immersion, should not be considered as conclusive, still it would be highly improper to resort to it at any of our building yards, where the worm is known to frequent, Norfolk and New York for instance. Again, at some of our building yards, the bottom of the timber docks is so soft that live oak, which is 134 pounds per cubic foot heavier than water, would sink in the mud in the course of two or three years, if not less time, so far that its recovery would be difficult. We have heard of instances of white oak, which is 20 pounds per cubic foot lighter than live oak, sinking in the mud so far as to be irrecoverably lost.

Those who have heretofore advocated immersion as a means of preserving timber admit that, to be effectual, the timber must be at all times completely covered with water; that to deposit it in water of less depth, at low tide, than its own diameter, would expose it to serious injury from the sun. In constructing a dock, reference must be had to the rise and fall of water; the diameter of navy timber varies from 12 to 28 inches, and the timber must never be placed where there is not, at low water, a depth of water at least equal to these diameters; it should, to cover the timber completely, exceed them two or three inches. Hence, it is obvious, that the expense of constructing suitable docks, even in the most favorable situations, would be no inconsiderable item.

At this time we use docks for timber to a certain extent, but this arises more from necessity than choice; sheds are unquestionably greatly preferable for every species of timber used for navy purposes, excepting, possibly, live oak cut to moulds; but, not having suitable sheds or other means, we are compelled to resort to immersion, as less injurious to the timber than sun, rain, and frost, or an exposure to a succession of wet and dry.

It will, it is presumed, sir, appear obvious that neither immersion nor covering would answer as a system of preservation, applicable to all our building yards; and that both methods combined would not answer at such of our yards as are frequented by the worm. The question then presents itself, What plan would it be most expedient to adopt, in reference to the preservation of the materials of wood, as a system applicable alike to each of our building yards?

This subject has justly commanded every attention which could be bestowed upon it. Considering it as we do, vitally interesting to the present and future prosperity of the navy, of which we have the honor to be members, we have investigated it with an anxiety proportioned to its importance. Every means of information, within our reach, has been resorted to, and, having satisfied our minds upon the subject, we respectfully submit the result with a degree of confidence not usually felt by us on such occasions.

To avoid all the disadvantages of immersion, and secure all the advantages, without any of the ills, of covering timber in pieces, the Commissioners of the Navy are of the opinion that the whole frame should be put together, and planked, bolted, and stayed so firmly that no piece could spring out of its place or shape, and covered so effectually, as to be protected against the sun, moisture, and high piercing winds, yet to admit a free circulation of pure dry air.

In favor of this system innumerable considerations present themselves; among others, the Commissioners beg leave to submit the following:

1st. This is the only method applicable to all our building yards as a system for the preservation of our ship timber.

2d. As to the efficacy of this means of preserving timber, there is, as far as is known to us, but one opinion, and that decidedly in its favor.

3d. The expense of stowing and unstowing under sheds, or of docking and undocking, in either case considerable, would thus be, in a very great measure, avoided.

4th. If put under sheds it is not possible, without incurring great expense, to arrange the pieces of timber in the order in which they would be wanted when required to be put together; they are generally stowed away as they are received from the contractors. Hawse pieces, fashion pieces, knees, floor timbers, counter timbers, &c. &c. are brought together, and necessarily stowed promiscuously: nor could this be otherwise well done, unless we had an extent of shedding far greater than is required by promiscuous stowage. Similar objections, though probably in a less degree, exist to immersion; whereas by framing the pieces together, they are always in place; no expense of removal is incurred; and they are not liable, as they would be, either by shedding or immersion, in a greater or less degree, to be lost or misapplied.

5th. The ships in this state could always, when required, be launched and fitted for service in a short time.

6th. It is the most economical, as well as most effectual mode, for the preservation of ship timber, that can, in our opinion, be devised. The covering, or housing, should be first made, and the ship should be built under this covering. A very great and decided advantage thence results as respects workmanship, as well as materials. The artificers can always make a full day's work at any season, and can perform more work in the same time than they can do when exposed to the weather.

Many instances might be adduced of the great durability of ships thus built and preserved; one, if not more, occurred at Venice. A ship built there remained on the stocks, under cover, for sixty years, when, on being examined, no mark of decay could be discovered in her timbers; they were somewhat shrunk, which was ascribed, no doubt justly, to their having been put in the ship in an unseasoned state. Escalier observes, "we perceive that wood used on land, kept dry and under shelter, will preserve itself for ages." Thus preserved, the wood acquires a close texture, a hard consolidated fibre, which prevents its imbibing moisture, and enables it to resist all the destructive effects thence arising.

As to "the probable difference between the injury to vessels launched, and those which are framed and kept upon the stocks," the Commissioners have to observe:

That, before vessels are launched, they must be caulked and coppered, and, after they are launched, they must be safely moored; the copper and cables would wear, the oakum in a few years would decay, recaulking would become necessary. These are injuries and expenses to which vessels kept on the stocks are not subject.

A vessel afloat, in still water, and well covered, could no doubt be preserved for a great length of time; but if exposed to be agitated by the winds and waves it would be impossible to cover her as effectually as she could be on the stocks, where she would be immovable, and operated upon, as she would be in such a situation, by winds from every point of the compass, her sides, as far as she could be careened by such winds, would be exposed to alternate wet and dry; whence decay would ensue in the parts so exposed, and occasional repairs would become indispensable to the preservation of the ship; repairs which obviously would not be required on vessels kept on the stocks.

"What sum would be sufficient to pay the wages of the workmen at the several navy yards for one year?"

The Commissioners, understanding this question as confined to the wages of the workmen employed on the vessels authorized by the act of 29th April, 1816, have to observe that, at this time, our monthly expenditure, at the several building yards, is—

At Norfolk,	-	-	-	-	-	-	6,913 39
Washington,	-	-	-	-	-	-	6,524 18
Philadelphia,	-	-	-	-	-	-	2,661 22
New York,	-	-	-	-	-	-	2,779 89
Boston,	-	-	-	-	-	-	1,712 50
Portsmouth,	-	-	-	-	-	-	237 44
Making the whole monthly expenditure,	-	-	-	-	-	-	\$20,898 62
And the annual expenditure,	-	-	-	-	-	-	\$249,943 44

At some of the building yards, particularly at Portsmouth, the expenditure will shortly be increased, but at others it will be reduced—a reduction of wages being contemplated, and which it is believed can be made without injury to the public service; and our impression is, that the reduction in the one class of cases will be equal to the increase in the other; so that, in the opinion of the Commissioners, the sum of \$250,000, or \$260,000, would be sufficient to pay the wages of the workmen employed on the vessels authorized by the act of 29th April, 1816, at the several navy yards for one year.

“As to the probable cost at which sheds might be erected,” it is thought that, to place all the timber, (other than the live oak,) now deposited at the several building yards, and that yet to be delivered under existing contracts, under sheds calculated to protect it effectually, would probably involve an expense of 75,000 to 80,000 dollars.

“What is the whole amount of existing engagements in relation to the vessels directed to be built by the act of 1816?”

The Commissioners, on the 31st of January last, had the honor of reporting to you, that the engagements, by contracts, for materials for building (exclusively of purchases made by the navy agents, from time to time, at the different building yards) amounted, at that time, to the sum of \$2,771,392 45.

The engagements since that period are estimated at	-	-	-	-	-	-	\$490,750 34
Viz: For Iron,	-	-	-	-	-	-	\$51,960 00
Staves,	-	-	-	-	-	-	18,343 00
Augers,	-	-	-	-	-	-	1,500 00
Tanks,	-	-	-	-	-	-	102,850 00
Cannon,	-	-	-	-	-	-	188,000 00
Timber,	-	-	-	-	-	-	73,329 00
Kentledge,	-	-	-	-	-	-	11,750 00
Blocks,	-	-	-	-	-	-	9,468 34
Cordage,	-	-	-	-	-	-	18,450 00
Anchor,	-	-	-	-	-	-	14,000 00
White lead,	-	-	-	-	-	-	1,200 00
							\$490,750 34

These engagements are generally by contract, and do not include those made for labor, which, as before stated, amount to \$20,828 per month. How far these contracts have been executed, or what amount will hereafter become payable upon them, cannot be stated with precision, in consequence of some of the returns, made by the agents, not being perfect, and others not having yet been made. The Commissioners have invariably kept one great object in view: that is, to confine the expenditures to the amount of the appropriation; and they have, therefore, no hesitancy in observing that the unexpended balance of the appropriation is abundantly sufficient to meet every engagement made by them.

The engagements for steam batteries have not been increased since the 31st January last. At that period, as the Commissioners had then the honor of stating to you, they amounted to \$223,555. Of which sum there has probably been paid to the contractors \$117,476 49, leaving the sum of \$106,078 51 yet to be paid when the contractors shall have executed their respective contracts.

All which is respectfully submitted.

I have the honor to be, with great respect, sir, your most obedient servant,  
JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

16th CONGRESS.]

No. 190.

[2d Session.]

### NAVY PENSION FUND.

COMMUNICATED TO THE SENATE, JANUARY 10, 1821.

NAVY DEPARTMENT, January 9, 1821.

SIR:

On behalf of the commissioners of the Navy Pension Fund, and in obedience to the act for the better government of the navy of the United States, I have the honor respectfully to report to Congress the following statements in relation to that fund:

- Showing the amount of United States' stock belonging to the Navy Pension Fund.
- Showing the bank stock belonging to the Navy Pension Fund.
- Abstract of warrants drawn by the Secretary of the Navy upon the treasurer of the Pension Fund, [Amount, \$66,456 70.]
- Account of the treasurer, Thomas T. Tucker, with the commissioners of the Navy Pension Fund. [Balance against him, \$17,761 93.]
- List of Navy Pensioners; and pensions allowed to each. [Number, including widows and orphans, four hundred and eighty; and amount expended, \$43,863.]

All which is respectfully submitted.

SMITH THOMPSON.

The Hon. the PRESIDENT OF THE SENATE.



## A.

*Statement of the Stocks on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being Commissioners of the Navy Pension Fund, with interest and reimbursement, which accrued in the year 1820.*

Stocks.	Nominal amount.	Commencement of interest.	Interest & reimbursement for the year 1820.	Reimbursement of deferred and Louisiana stocks.	Unredeemed amount, January 1, 1821.
Deferred six per cent. stock, -	56,532 23	Jan. 1, 1820,	4,522 56	\$42,205 83	14,326 40
Three per cent. stock, -	30,895 93	"	926 88	-	30,895 93
Louisiana six per cent. stock, -	8,740 00	"	393 30	8,740 00	-
Six per cent. stock of 1812, -	79,000 00	"	4,740 00	-	79,000 00
Exchanged six per cent. of 1812, -	4,504 86	"	270 28	-	4,504 86
Six per cent. of 1813, sixteen millions, -	18,400 00	"	1,104 00	-	18,400 00
Ditto, seven and a half do. -	134,235 02	"	8,054 08	-	134,235 02
Six per cent. of 1814, ten millions, -	214,400 46	"	12,864 04	-	223,834 42
Ditto, Ditto, -	9,433 96	Oct. 1, 1820,	141 50	-	-
Six per cent. of 1814, six millions, -	189,932 32	Jan. 1, 1820,	11,395 92	-	189,932 32
Six per cent. of 1815, -	43,814 41	"	2,628 88	-	43,814 41
Treasury note, six per cent. -	2,815 36	"	168 92	-	2,815 36
Total, -	\$792,704 55	-	\$47,210 36	-	\$741,758 72

Nominal amount as per statement 1st January, 1820,	-	-	-	-	783,370 59
Add six per cent. of 1814, ten millions, 4th quarter,	-	-	-	-	9,433 96
					792,704 55
Louisiana six per cent. reimbursed in 1820,	-	-	-	-	8,740 00
					783,964 55
Reimbursement paid on deferred stock to December 31,	-	-	-	-	42,205 83
Unredeemed amount, January 1, 1821,	-	-	-	-	\$741,758 72

TREASURY DEPARTMENT, REGISTER'S OFFICE, *January 6, 1821.*

JOSEPH NOURSE, *Register.*

## B.

*Statement of Bank Stocks belonging to the Navy Pension Fund.*

	Nominal amount.	Amount of cost.
890 complete shares Columbia Bank stock, -	89,000	95,902 60
90 short do. do. do. -	3,600	3,600 00
700 complete shares Washington Bank stock, -	14,000	14,260 00
600 do. Union do. -	15,000	15,340 50
	\$121,600	\$129,103 10

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *January 8, 1821.*

CONSTANT FREEMAN, *Fourth Auditor.*

NOTE.—Of the United States' stocks reported by the Register of the Treasury, \$9,433 96, was purchased of the Privateer Pension Fund in the month of June, 1820, at 106.

C. F.

16th CONGRESS.]

No. 191.

[2d SESSION.]

# REVISION OF THE NAVAL RULES AND REGULATIONS.

COMMUNICATED TO THE SENATE, JANUARY 12, 1821.

NAVY DEPARTMENT, *January 11, 1821.*

SIR: In obedience to the resolution of the honorable the Senate of the United States of the first of May last, I have, with the assistance of the Navy Commissioners, revised the rules and regulations for the naval service, prepared and reported under the authority of an act of Congress of the 7th of February, 1815; and such alterations and additions as have been deemed necessary to be made will appear by the schedule hereunto annexed.

The present regulations have been found at variance with existing laws in two instances only. The first, relating to the guard of marines detached for the protection of the navy yards; and the second, respecting the component parts of the ration. For the grounds on which the regulations, in these particulars, have been supposed repugnant to existing laws, I would beg leave to refer to my report to the honorable the Senate, of the 29th of December, 1819.\* It has been thought expedient, however, to recommend an amendment of the laws, so as to conform to the regulations as they now stand. I would further respectfully beg leave to ask the attention of the honorable the Senate to that report, relative to some additional grades in the rank of naval officers. This would seem to be a subject intimately connected with the rules and regulations under consideration, and the importance and necessity of which, to the preservation of due subordination and discipline in the service, are confirmed by daily experience. I forbear calling the attention of the honorable the Senate to some amendment of the laws relative to the surgeons in the navy, doubting whether the subject comes within the scope of the resolution: the importance of which, however, is no way diminished since my report, already referred to, and which embraces that among other subjects. Many parts of the rules and regulations under consideration, although not directly at variance with existing laws, may nevertheless require the sanction of a law, in order to justify their enforcement; and they have therefore been thrown into that form in the schedule hereunto annexed.

I have the honor to be, with the highest respect, sir, your most obedient servant,

SMITH THOMPSON.

To the Hon. the PRESIDENT OF THE SENATE of the United States.

### SCHEDULE.

*Be it enacted, &c.* That, from and after the passing of this act, the following shall be the rules and regulations for the naval service of the United States:

#### NAVY YARDS.

As in the printed rules to the end of the 14th article: to which add these words, "any thing in the laws relating to the marine corps to the contrary notwithstanding." The residue of rules under this head as in printed copy. [See No. 173.]

*The Master of the Yard.*—Same as printed copy.

*Master Shipwright.*—Same as printed copy.

*Navy Storekeeper.*—Same as printed copy.

*The Purser of the Yard.*—Same as printed copy.

*Superintendent of the rope walk, Gunner, and others.*—Same as printed copy.

*Navy Agents.*—Same as printed copy.

*Officers in general.*—Same as printed copy.

#### COMMANDER OF FLEETS OR SQUADRONS.

Article 10th so amended as to read thus: "He shall correspond regularly with the Secretary of the Navy, informing him of all orders he has given relating to the duties connected with his command. It shall also be his duty to inform the Board of Navy Commissioners of all such naval improvements as his observations may enable him to suggest, and such defects and neglects as may come under his notice, and all other matters relating to the equipment and supplies of the fleet or squadron."

Article 18th so altered as to read thus: "He shall obey all orders received from the Secretary of the Navy, and also all orders from the Board of Navy Commissioners, relating to the equipment and supplies of the squadron, and shall exact a strict attention to them respectively, from all persons under his command."

#### SALUTES.

Article 10th so amended as to read thus: "When the President shall visit a ship of the United States, he shall be saluted with a gun for each State in the Union."

Article 16th so amended as to read thus: "The anniversary of the independence of the United States, and of the birth of General George Washington, are to be celebrated by salutes of a gun for each State, from every vessel in port of the rate of a sloop of war and upwards."

The remainder of the rules the same as in printed copy, except article 28, under the head of Pursers, and the rules relating to recruiting service, and broad pennant, which are amended as follows:

#### PURSERS.

Article 28th so amended as to read thus: "There shall be allowed every person in the naval service of the United States, who shall be by law entitled to rations, a daily proportion of provisions as specified in the following table:" (printed copy, page 63,) instead of those prescribed by the act of Congress, volume 3, page 427.

#### REGULATIONS RELATIVE TO THE RECRUITING SERVICE.

Article 1st, lines nine and ten, insert senior officer on the station, instead of "commanding officer of the station;" and in the fourteenth line of the same article, insert *shore*, instead of "port;" after which, add to this first article the following:

"The surgeon or surgeon's mate, lieutenant, master's mate, or midshipmen, appointed to attend the rendezvous, as before mentioned, shall be selected, when it can be done without injury to the public service, from the officers belonging to the station; and in the event of their being so selected, they shall, on the certificate of the recruiting officer, stating specifically the number of days they were actually and necessarily employed on the recruiting service, be entitled to receive, each, one dollar per day, for the time they were so employed, and no longer."

In article 2d, strike out the words "except as hereafter excepted."

In article 5th, lines two and three, strike out the words "the sum of four dollars for each man," and insert, "four dollars for every able seaman, three dollars for every ordinary seaman, and two dollars for every boy."

In article 13th, in the twelfth line, insert between the words "taking security," *further*, so as to read "taking further security."

It is believed, with the preceding trifling alterations, and substituting the words senior officer on the station, for "commanding officer of the station," in every article containing the words, *commanding officer of the station*, that no further alteration will be found necessary in the recruiting regulations, except that they ought to be made peremptory, instead of recommendatory.

#### THE BROAD PENNANT.

Article 3d so amended as to read thus: "The senior officer afloat, if entitled to wear a pennant, shall wear the one of the first order; and all officers entitled to a broad pennant, shall, when not in the presence, or in the sight of a superior officer, also entitled to a pennant, wear the pennant of the first order."

Article 5th so amended as to read thus: "No officer shall wear a broad pennant of any kind, unless he shall have been appointed by the President, or Secretary of the Navy, to command a squadron of vessels on separate service."

\* See No. 173.



16th CONGRESS.]

No. 192.

[2d Session.]

## RETRENCHMENT IN THE EXPENDITURES FOR THE NAVY AND MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 17, 1821.

NAVY DEPARTMENT, *January 12, 1821.*

SIR: I have the honor to reply to your inquiries, under date of the 5th instant, by enclosing a report from the Commissioners of the Navy, to whom the several subjects were referred. Their report includes all the points of reference, except that relating to the marine corps; and, upon due consideration of which, I am led to believe that no material alteration in its present organization would be beneficial to the naval service, so long as the marines are employed for the protection of the navy yards and public property.

With great respect, I have the honor to be, sir, your most obedient servant.

SMITH THOMPSON.

Honorable PHILIP P. BARBOUR,  
*Chairman Naval Committee, House of Representatives.*

NAVY COMMISSIONERS' OFFICE, *January 10, 1821.*

SIR: In reply to the queries propounded by the honorable Chairman of the Naval Committee of the House of Representatives, in his letter to you of the 5th instant, which you were pleased to refer to this Board, the Commissioners of the Navy have now the honor to afford such information as they possess.

Query 1st. Cannot the navy ration be probably procured at less than twenty-five cents, and at how much less?

The navy ration can probably be procured for less than twenty-five cents. By the contracts lately made, the first cost will not exceed sixteen cents. At this time provisions are known to be unusually low; and, owing to this circumstance, and the competition produced among the bidders for public contracts, by advertising for all articles required, the ration is procured at a price less, considerably, than at any period since the establishment of our navy.

It should, however, be observed that the component parts of the ration are all of a perishable nature, and that, on board of our ships, they are unavoidably exposed to the vicissitudes of every climate; hence, with every care that can be taken of them, they are, in a greater or less degree, liable to damage before they can be used. The expense of transportation should also be added to the original cost. These considerations render it expedient to prepare the estimates, as to the cost of the rations, so as to make a liberal allowance for the damages to which they are liable: hence, although the first cost of the ration will not exceed sixteen cents, it is calculated at twenty-five cents.

The estimates for 1821 contemplate a provision of 1,526,430 rations, deliverable in kind, for actual consumption, and 376,497 rations to be paid for in money to the officers entitled to them by law. The former is one ration per day for every person in the service. The latter are undrawn rations, which the officers are entitled to, but which, not drawing in kind, (not being provided for them,) are paid for in money.

With respect to the rations coming under the former description, it may be observed that, if they should not, including all the losses which may be sustained, cost the price named in the estimate, no more than their actual cost will be drawn from the treasury. The balance will remain undrawn and unapplied, and subject to such disposition as the Legislature may please to decide.

With respect to the rations which are not drawn by, or provided for, the officers, but to which they are by law entitled, and for which they are paid in money, the price has, since the year 1814, been fixed at twenty-five cents; thirteen years previous experience having satisfied the Government that twenty cents was less than a fair average price.

Prior to 1801 the price of the ration was twenty-eight cents; in 1801 it was reduced to twenty cents; and, as before stated, it was, in 1814, raised to twenty-five cents, and has never since been changed. This price may be more than the present cost of the ration, but next year it may be less. At the time the officers were receiving twenty-eight cents the ration, that price was known to be less than the actual cost. The officers might, at that period, have drawn their rations and sold them to a profit; and, after the price was reduced to twenty cents, although an apparent change in the market seemed to favor the reduction, yet it was fully ascertained that the price, on an average, was considerably higher; and, upon this ground, it was fixed at twenty-five cents, as a fair average price. The officers now consider, and, indeed, have always considered their undrawn rations as a part of their pay, and have made their calculations accordingly.

That the price of undrawn rations should be fixed, is not only essential, as respects the officer, but equally, if not more essential, as respects the public accounts. Were the price to be regulated by the fluctuations of the market, the officer would be kept in a state of constant uncertainty as to the regulation of his own expenses, and great embarrassments would arise in the settlement of his accounts at the treasury: hence it has been found expedient to give to these rations a fixed value; and the Commissioners presume that twenty-five cents is not more than a fair average price for them.

The officers, in providing their own tables, are unavoidably subject to pay the market prices demanded for the articles they require. These markets may be as various as the ports they may proceed to in various parts of the world. It is also the custom of the service to provide, whenever a vessel goes into port, fresh meat for the crew; and, on such occasions, we are subject to pay the market prices demanded for such fresh provisions. This custom could not be dispensed with; the health of the crews requires its observance; and it is obviously proper to consider this contingency also in the estimate.

Query 2d. Is it not a departmental regulation which authorizes the officers to commute all their rations but one into money?

As this is not a regulation directed by any law of Congress, the Commissioners presume that it was made by the Department, and custom has established its convenience. The officers are generally in a situation which would render it inconvenient to them to draw all their rations; if they were to draw them they could not consume them; and, if they do not draw them, it would not seem to comport with the principles of justice to deprive them of their value. They furnish their own tables, from time to time, as they go into port, but must draw one ration, because one ration is actually provided in kind for them, and there is a necessity that it should be provided, in order to guard effectually against events which might arise from the improvidence of any individual in the navy.

The principle of permitting officers to commute their rations into money is universally observed in every service with which the Commissioners are acquainted; it enables the officers, from time to time, to lay in their stores. If this custom were prohibited, and the whole number of rations, to which the officers are by law entitled, were to be provided and delivered in kind to them, the capacity of the ships to receive provisions and stores would be proportionately diminished; under the present regulation the stores of the officers occupy but an inconsiderable space; change it, and you necessarily have to lessen the quantity which would otherwise be provided for the crew.

By a change these inconveniences would arise, without being attended with any conceivable benefit.

Query 3d. How many commissioned officers of each grade will be necessarily wanting for actual service during 1821, if the present naval force should be retained in service?

The Commissioners presume that it was intended to comprehend in this query, not only the commission but the warrant officers; and that the object is to ascertain the number of each indispensably necessary for the ships and vessels intended to be kept in service during the year 1821; and thus construing and understanding the object of the query, they have to state that the ships and vessels intended to be kept in service during the year 1821 could not well be navigated and commanded with less than the following number of officers, viz:

5 Captains of the navy,	1 Schoolmaster,
5 Masters commandants,	20 Sailing-masters,
9 Lieutenants commanding,	142 Midshipmen,
57 Lieutenants,	11 Boatswains,
11 Surgeons,	11 Gunners,
23 Surgeons' mates,	11 Carpenters, and
18 Purasers,	11 Sailmakers.
4 Chaplains,	

This statement, it will be perceived, does not include any of the ships or vessels in ordinary, or any of the navy yards or stations; neither does it include any supernumerary officers of any description, or provide for any casualty. It comprehends only the actual number required to be on board the ships in service.

In officering our vessels in time of peace, it has heretofore been the practice to attach to them an extra number of junior officers, in order to afford them such opportunities of improvement, in their profession, as would fit them for command in time of war; and the Commissioners beg leave, sir, to observe that they would regret extremely if this practice were to be discontinued, as it would be depriving our young officers of the only fit school open to them. In no possible way can a young man be fitted for the command of a vessel of war but by serving a regular apprenticeship on board of one; and, the cheapest possible way of training and qualifying them for the service is assuredly to place extra numbers on board of such vessels as are kept in service. It is not by preparing ships alone that we can hope to render our navy efficient. The experience of our officers must, to render it so, keep pace with the gradual increase. To commit the command of our ships to persons ignorant of any of the departments or duties of command would be to jeopardize the reputation of the navy. Inexperienced unskilful bravery cannot hold the combat against veteran skill with any hope of success.

In the merchant service seamanship may, it is true, be learnt, but that only, and that constitutes but a very small part of the education of a navy officer, whose mind should be early habituated to the duties of obedience and command, of discipline and subordination, to the study of mathematics, gunnery, and the whole theory and practice of naval tactics; and it is on board of ships of war only that such habits and acquirements can be attained.

Query 4th. Are there not more pursers than the public service requires?

There are, it appears, at this time, forty-six pursers on the roll. The vessels in service, in ordinary, and the navy yards and shore stations, are estimated to require thirty-nine, leaving, apparently, seven supernumeraries. The rules of the service require that pursers should settle their accounts at the end of every cruise. It would be very expensive to keep a ship waiting till her purser could settle his accounts, which frequently requires two or three months; other pursers must be ready to take the place of those who are compelled to leave their ships for this purpose: hence, for the good of the service, it appears necessary to have a few supernumerary pursers.

Query 5th. Are there no officers, or others, such as superintendents, storekeepers, &c. who might be dispensed with at the several navy yards and stations, without injury to the public service?

So far as respects the navy yards, the Commissioners of the Navy have to state that, ever since the establishment of their office, their attention has been particularly turned to this subject; and they have, from time to time, curtailed the number of persons employed, and they have reduced it and the expenses as low as, in their opinion, the public service will admit. They can, with confidence, state that they know of no officer that could be dispensed with in any of our navy yards, without dispensing with that principle of checks, and system of accountability, essential to economy. Prior to the establishment of the Board, no property account was kept; at present there is the same accountability for property as for money, and the office of storekeeper is essential to this accountability.

Query 6th. Could any new organization be made in the marine corps, which would promote economy, without injury its efficiency?

This appears to the Commissioners properly a military question; and, as they have never turned their attention to subjects of that nature, they do not feel themselves competent to form a satisfactory opinion upon it.

Query 7th. What is the estimated average cost per annum of vessels of the following classes, respectively, viz: 12, 16, 20, 32, 36, 44, 74: 1st, on cruise; 2d, in ordinary; 3d, when dismantled?

The Commissioners having had reference to a series of estimates, made at various periods during the existence of the navy, have to state that the following appears to be about the average estimated cost per annum on cruise, viz:

A 12 to 14,	-	-	-	-	-	-	\$20,595
A 16 to 18,	-	-	-	-	-	-	26,644 50
A 20 to 24,	-	-	-	-	-	-	45,700
A 32 gun frigate,	-	-	-	-	-	-	74,900
A 36 gun frigate,	-	-	-	-	-	-	97,500
A 44 gun frigate,	-	-	-	-	-	-	112,000
A 74 gun ship,	-	-	-	-	-	-	180,360

The annual expense of vessels in ordinary, exclusively of any repairs to which they may be subject, may be estimated as follows, viz:

A 12 to 14,	-	-	-	-	-	-	\$2,477 00
A 16 to 18,	-	-	-	-	-	-	2,664 50
A 20,	-	-	-	-	-	-	3,279 00
A 32,	-	-	-	-	-	-	4,205 75
A 36,	-	-	-	-	-	-	4,604 25
A 44,	-	-	-	-	-	-	5,002 75
A 74,	-	-	-	-	-	-	6,432 50

With respect to the annual cost of vessels dismantled, the Commissioners have to observe that they know of no difference in the expense of vessels in that state and when placed in ordinary, as dismantling is a necessary preliminary step to their being placed in ordinary.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*



16th CONGRESS.]

No. 193.

[2d SESSION.]

## DEFENCE OF THE SEACOAST.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 17, 1821.

Mr. PHILIP P. BARBOUR, from the Committee on Naval Affairs, to whom was referred the petition and memorial of John Stevens, reported:

That the petitioner suggests a plan for the complete defence and security of the seacoast of the United States, by having in readiness, in each port, all the imperishable materials of the requisite number of steam engines, with magazines furnished with elongated shells; stating that, at the commencement of a war, the requisite number of vessels can always be procured promptly, and fitted for service, upon the plan proposed by him, at less expense, and with more efficiency, than the steam batteries authorized by the act of 1816. For a more detailed statement of the petitioner's plan, with the advantages which he supposes belong to it, your committee refer to his petition. He suggests the propriety of suspending for the present any further expenditure for procuring steam engines and materials for erecting the three steam batteries, and asks that an appropriation may be made of from forty to fifty thousand dollars for procuring the steam engine, and equipping completely a steam vessel of from one hundred and fifty to three hundred tons burthen, upon his plan, by way of experiment. The committee, with a view to procure information as to the practicability and efficiency of this scheme, addressed a letter to the Navy Department; in reply to which, they received an answer from the Navy Commissioners, which accompanies this report. The remarks and reasoning of the Navy Commissioners have induced the committee to think that his scheme is of a character not to justify the expense of the proposed experiment; they, therefore, recommend the following resolution:

*Resolved*, That John Stevens have leave to withdraw his petition and memorial.

NAVY COMMISSIONERS' OFFICE, January 4, 1821.

SIR:

The Board of Navy Commissioners, in reference to the communication of John Stevens to the Speaker of the House of Representatives, which you did them the honor to submit to them, have the honor to observe:

First, in justification of themselves, their views, and proceedings, which he would appear to impeach, that they have confined themselves strictly to the letter of the law in the procurement of the "steam engines, and all the imperishable materials necessary for building and equipping three steam batteries on the most improved plan," and, in so doing, availed themselves of all the abilities in the United States, by inviting, by publication in the newspapers of the principal seaport towns which publish the laws of the United States, proposals and plans for the same. Few plans were offered, and none that the Commissioners could approve of; among them was one from Mr. R. L. Stevens, a son of J. Stevens, and a man whom the Board believe to be of great mechanical talents. Although none of these plans could be entirely approved of by the Board, they afforded hints which they thought might be turned to the public advantage; and, to obtain one that might be as free from exception as possible, persons known to be of the first abilities in naval architecture and science were employed to form a model, which should unite in it all the improvements within the knowledge of the Board, be free from all the defects which were to be found in the others, and be as complete in every respect as possible. It was particularly enjoined on them to confine themselves to known principles, and to do nothing which would jeopardize the public interests by vain projects and visionary schemes. A plan and model was obtained, which was believed to be every way unexceptionable, and was adopted as the most suitable for the steam batteries contemplated by the law, and the Board proceeded to make preparation for their construction accordingly.

This model is entirely different from the first steam battery, which was built at the suggestion and under the superintendence of Mr. Robert Fulton, as an experiment. It was prepared by the naval constructor who built the steam ship now plying between New York and New Orleans, and is believed to possess all her properties of fleetness and ability to keep the sea; hence it will be perceived, that whatever remarks J. Stevens may have made on the "presumption" that the steam engines now preparing "are to be placed on board of steam batteries of similar construction with one in the harbor of New York," will not apply to the steam vessels now preparing by the Commissioners.

Secondly. The Board have reason to think that they have had it in their power to avail themselves of every improvement that J. Stevens would introduce into the naval service, and that, as far as they might appear to them advantageous, they have introduced them.

Thirdly. The Board think it would be impracticable to place engines on board vessels not prepared for them at so short a period as he mentions; nor could they, when scattered along the coast, be readily assembled for the protection of any place threatened, and, if collected, they have doubts whether their usefulness in attack would be as great as he expects.

Fourthly. He offering no plan for the protection of the machinery in the vessels in which he proposes placing his steam engines, the Board can make no observations as to the practicability of securing them effectually against the effects of shot; they have reason, however, to doubt whether, in vessels of so slender a construction as those he mentions, this is possible.

Fifthly. With regard to their speed, it must greatly depend on their form, and the power of the engines applied to them, which the Board have no doubt might be increased far beyond that stated by John Stevens; and this opinion is founded on the high speed of some of the steam vessels which navigate the waters of the United States; and if the speed of the vessels he mentions cannot be increased beyond what he states, (seven miles per hour,) the Board confidently believe that one of the steam batteries which are contemplated to be built by the Board would destroy the whole fleet which might be equipped according to the plan of John Stevens, as far as his communication makes it known.

Sixthly. In conclusion, the Board take the liberty to state that R. L. Stevens, on his visit to this place a few weeks since, became first informed of his father's schemes of "placing the whole of our extended seacoast in a state of complete defence and perfect security, by having in readiness at each port all the imperishable materials of the requisite number of steam engines," &c. &c., and expressed to the Board his mortification and regret; assuring them that he had no concern in a project so wild, and offered the infirmities of age as an apology for his father. Under these circumstances, the Board conceive it unnecessary to proceed into a further investigation of his principles of maritime protection, or the propriety of his suggestion to suspend all further expenditures on other objects for national defence, with a view to test the efficacy of the plan he recommends.

I have the honor to be, very respectfully, your most obedient servant,

JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

16th Congress.]

No. 194.

[2d Session.]

## CONTRACTS FOR THE YEAR 1820.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 19, 1821.

NAVY DEPARTMENT, *January 16, 1821.*

SIR:

I have the honor of transmitting, herewith, a statement of the contracts made by the Commissioners of the Navy during the year 1820, prepared in obedience to the act of the 3d March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, very respectfully, your obedient servant,

SMITH THOMPSON.

The Hon. the SPEAKER of the House of Representatives.



## Statement of Contracts made by the Navy Commissioners during the year 1820.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Arthur Butt,	1819, Nov. 15,	All the cypress plank, beams, ledges, long combings, and promiscuous timber, required for a frigate.	\$4 per 100 superficial feet for plank, 50 cents per cubic foot for the beams, ledges, long combings, and promiscuous pieces.	In the course of 13 months from date.	Washington.
Russell, Hunt, and Brothers,	Dec. 31,	Five anchors.	18 cents per pound for the anchors weighing 8,000 pounds and upwards.	On or before 1st day of July, 1820.	Navy yard, N. York.
Epenetus Wheeler,	1820, Jan. 1,	Provisions, &c. for lake Champlain, viz: Beef, - Pork, - Flour, - Rice, - Peas or beans, - Butter, - Bohea tea, - Molasses, - Whiskey, - Potatoes, - Dipped candles, - Vinegar, - Fresh beef, - Fire wood, -	23 to 2,500 pounds, - \$6 per barrel, - \$15 per barrel, - \$7 50 per barrel, - \$4 per cwt. - \$1 per bushel, - 18 cents per pound, - 30 cents per pound, - 55 cents per gallon, - 58 cents per gallon, - 36 cents per bushel, - 18 cents per pound, - 25 cents per gallon, - 54 cents per gallon, - \$1 25 per cord, - 81 cents per yard for No. 1, - 54 cents per yard for No. 2, - 81 cents per yard for No. 1, - 54 cents per yard for No. 2, - \$50 per thousand, -	During the year 1820.	Whitehall, N. York.
John Colt, -	"	3,033½ yards hammock cloth, -	81 cents per yard for No. 1, -	In the course of six months from date.	New York.
Joaquim Jose Vasques, -	"	3,033½ yards hammock cloth, -	81 cents per yard for No. 1, -	In the course of six months from date.	New York.
John Remick, -	"	17,000 locust treenails, -	\$50 per thousand, -	By the 1st May, 1820.	Portsmouth, N. H.
Charles Porter, -	"	All the mast pieces and spars for two 74s and one 44 gun ship. All the beams, ledges, long combings, and promiscuous timber logs for plank, required for two 44s.	Lower masts of a 74, 4½ pence Virginia currency, per inch; topmast, lower yards, and topmast yards of a 74, 3½ pence Virginia currency, per inch; lower masts of a 44, 60 cents per cubic foot; topmast, lower yards, and topmast yards of a 44, 3½ pence Virginia currency, per inch; 50 cents per cubic foot for the beams, ledges, &c.	Twelve months from date.	Masts and spars at Boston, Beams, &c. at N. York.
Ezra Hyde, -	Feb.	Nine anchors, -	18 cents per pound for the four largest, and 9 cents per pound for the smallest.	Nine months from date.	At such navy yard as the commissioners shall designate.
Giles Sanford, -	"	10,320 pounds salt beef, - 9,360 pounds salt pork, - 3,078 pounds flour, - 19,110 pounds bread, - 400 pounds butter, - 390 gallons peas, - 195 gallons molasses, - 195 gallons cider vinegar, - 1,365 gallons whiskey, - 1,170 pounds cheese, -	6 cents per pound, - 7 cents per pound, - 3 cents per pound, - 4½ cents per pound, - 18 cents per pound, - 18 cents per pound, - \$1 25 per gallon, - 37½ cents per gallon, - 56½ cents per gallon, - 12½ cents per pound, -	Upon the requisition of the commanding officer.	Erie, Pennsylvania.







## STATEMENT—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where delivered.
Francis H. Nicholl & Co.	1890, April 15,	<p>All the ship chandlery required on the New York station for one year, viz:</p> <p>Tarred marline, hambroline, and house-line, -</p> <p>White rope, -</p> <p>Deep sea line, -</p> <p>Sewing twine, -</p> <p>Whipping twine, -</p> <p>Ropeing twine, -</p> <p>Hand lines, -</p> <p>Half-tanned rigging leather, -</p> <p>Common rigging leather, -</p> <p>Pump leather, -</p> <p>Blue paint, -</p> <p>Black paint, -</p> <p>Yellow paint, -</p> <p>Lamplack, -</p> <p>Red lead, -</p> <p>Venetian red, -</p> <p>Paint oil, -</p> <p>Spermaceti lamp oil, -</p> <p>Fish oil, -</p> <p>Spirits of turpentine, -</p> <p>Nails assorted, -</p> <p>Spikes, -</p> <p>Hooks and thimbles, -</p> <p>Sheathing paper, -</p> <p>Wops, -</p> <p>Hickory brooms, -</p> <p>Broad bunting, -</p> <p>Copper hand pumps, -</p> <p>Wood hand pumps, -</p> <p>Belows leather, -</p> <p>White lead in oil, American, -</p> <p>White lead in oil, English, -</p> <p>Verdigris in oil, -</p> <p>Green paint, -</p> <p>Spanish brown in oil, -</p> <p>Red ochre, -</p> <p>Vermilion, -</p> <p>Chrome yellow, -</p> <p>Ground litharge, -</p> <p>Bright varnish, -</p> <p>Black varnish, -</p>	<p>18 per pound, -</p> <p>17 do. -</p> <p>18 do. -</p> <p>47 do. -</p> <p>44 do. -</p> <p>37½ do. -</p> <p>75 to 150 cents a piece, -</p> <p>\$3 50 to \$3 per side, -</p> <p>92 per pound, -</p> <p>31½ do. -</p> <p>31½ do. -</p> <p>12½ do. -</p> <p>17 do. -</p> <p>15 do. -</p> <p>10 do. -</p> <p>9 do. -</p> <p>1 08½ per gallon, -</p> <p>1 00 do. -</p> <p>53 do. -</p> <p>53 do. -</p> <p>14 per pound, -</p> <p>12½ do. -</p> <p>14 do. -</p> <p>2 25 per cwt. -</p> <p>62½ cents each, -</p> <p>12½ do. -</p> <p>10 00 per piece, -</p> <p>9 25 to 9 50 each, -</p> <p>56 cents each, -</p> <p>3 75 per side, -</p> <p>12½ per pound, -</p> <p>13½ do. -</p> <p>57 do. -</p> <p>35 do. -</p> <p>7 do. -</p> <p>3 do. -</p> <p>1 50 do. -</p> <p>3 75 do. -</p> <p>12½ do. -</p> <p>41 per gallon, -</p> <p>35 do. -</p>	<p>During the year 1890,</p>	<p>New York.</p>



Francis H. Nicholl & Co.	April 15,				
Francis H. Nicholl & Co.	April 15,	Tar,	2 50 per barrel,	During the year 1820,	New York.
		Pitch,	2 75 do.		
		Turpentine,	2 75 do.		
		Rosin,	2 25 do.		
		Oakum,	5 $\frac{1}{2}$ per pound,		
		Thruus,	1 12 $\frac{1}{2}$ do.		
		Scrub brushes,	47 each,		
		Deep sea and hand leads,	10 do.		
		Ship buckets,	75 each,		
		Mess kids,	68 $\frac{1}{2}$ do.		
		Mess cans,	1 13 $\frac{1}{2}$ each, with handles,		
		Do.	87 $\frac{1}{2}$ do. without do.		
		Ship scrapers,	50 each,		
		Scupper nails,	1 12 $\frac{1}{2}$ per thousand,		
		Iron pump nails,	62 $\frac{1}{2}$ do.		
		Copper pump nails,	1 12 $\frac{1}{2}$ do.		
		Tin lanterns,	50 each,		
		Serving mallets,	37 $\frac{1}{2}$ do.		
		Handspikes,	47 do.		
		Tallow,	15 $\frac{1}{2}$ per pound,		
		Cotton wicks,	62 $\frac{1}{2}$ do.		
		Half hour glasses,	50 to 100 each,		
		Log glasses,	87 $\frac{1}{2}$ each,		
		Patent storm compasses,	13 00 do.		
		Best amplitude compasses,	8 50 do.		
		Wood compasses,	2 50 do.		
		Brass compasses,	5 50 to \$6 each,		
		Log reels,	56 $\frac{1}{2}$ each,		
		Log lines,	25 per piece,		
		Cod lines,	56 do.		
M. Williamson and Daniel Large, John R. Drake,	April 15, April 15,	A set of tanks for a ship of the line,	18 per pound,	Within six months from date, In the course of twelve months from date.	Philadelphia, Boston, New York, Portsmouth, N. H., Philadelphia, and Washington.
		All the staves and heading required for a ship of the line and frigate at Boston, New York, Portsmouth, N. H., and Philadelphia, and all the staves and heading required for two frigates at Washington.	\$150, \$70, and \$32 per nett thousand,		
Wm. and Jos. Duvall,	April 17,	All the slop clothing required for the Boston, Portsmouth, N. H., New York, Philadelphia, and Mediterranean stations, during the year 1820, viz:		Upon the requisitions of the commandants of the differ- ent navy yards, during the year 1820.	Boston, Portsmouth, N. H., New York, Philadelphia, and Gibraltar.
		Blue cloth jackets,	4 39 each,		
		Blue cloth trousers,	2 69 per pair,		
		White cloth shirts,	1 40 each,		
		White flannel drawers,	94 per pair,		
		Yarn stockings,	37 do.		
		Black silk handkerchiefs,	32 each,		
		Duck trousers,	98 per pair,		
		Duck frocks,	1 09 do.		
		Pea jackets,	5 50 each,		
		Red cloth vests,	1 80 do.		
		Blankets, three and a half points,	1 87 do.		
		Hats, felt,	85 do.		
		Shoes,	1 03 per pair,		
		Duck banyans,	1 34 each,		
		Hair mattresses,	4 60 do.		

## STATEMENT—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
William McKenny,	1820, April 17,	To furnish at Gibraltar the following articles, viz: 310 barrels flour, - 3,000 pounds rice, - 175,000 pounds bread, - 5,000 pounds butter, - 12,000 gallons whiskey, - 865 gallons molasses, - 3,000 gallons vinegar, - All the fresh beef and vegetables required for the Philadelphia station, for one year.	\$5 75 per barrel, 4½ per pound, 4½ do. 15 do. 40 per gallon, 40 do. 20 do.	On or before the 1st day of June, 1820.	Gibraltar.
George Popat,	April 19,	All the patent cordage required for the New York station, for one year.	For shoulders, necks, and sticking pieces, 6 cents per pound; for whole fore quarter 7 cents per pound; vegetables at the lowest market price. If hemp is \$160 per ton, the price to be 9½ cents per pound; if hemp is \$170 per ton, the price to be 10½ cents per pound; if hemp is \$180 per ton, the price to be 10¾ cents per pound; if hemp is \$190 per ton, the price to be 10.9½ cents per pound; if hemp is \$200 per ton, the price to be 11.3½ cents per pound; if hemp is \$210 per ton, the price to be 11.6½ cents per pound; if hemp is \$230 per ton, the price to be 12.½ cents per pound.	During one year from date of contract.	Philadelphia.
Joshua Sands, and Tucker and Carter.	April 21,	All the patent cordage required for the New York station, for one year.	\$9 per 1,000 for the brick work, 30 cents per yard for plastering, and \$14 per square of ten feet for slating.	Upon the requisition of the commandant of the navy yard, New York.	New York.
Lawson Pearson,	April 27,	To build the walls of a laboratory in the navy yard, Washington.	\$9 per 1,000 for the brick work, 30 cents per yard for plastering, and \$14 per square of ten feet for slating.	To be done on or before May 20, 1820.	Washington.
Thompson and Valentine,	May 1,	All the fresh beef and vegetables required for the New York station, for one year.	7 cents per pound for beef, one cent per pound for potatoes, 1½ cent per pound for cabbage and onions.	During the year 1820,	New York.
John Turner, Jun.	May 9,	All the ship chandlery required for the Philadelphia station, for one year, viz: Half tanned rigging leather, Pump leather, Blue paint, Yellow paint, Lemon black, Red lead, Venetian red, Paint oil, Spermaceti oil, Do. winter, Fish oil, Spirits of turpentine, Nails, assorted, Spikes, Hooks and timbles, Sheathing paper,	\$2 50 per side, 0 27 per pound, 0 30 do. 8 00 per cwt. 0 10 per pound, 10 00 per cwt. 0 10 per pound, 0 94 per gallon, 0 50 do. 1 15 do. 0 43 do. 0 39 do. 0 11½ per pound, 0 10 do. 0 8 do. 3 50 per cwt.	During one year from date,	Philadelphia.





## STATEMENT—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Benjamin Williamson,	1820. May 10,	To supply cordage for the Philadelphia station, for one year, viz: Sewing twine made of flax, - Sewing twine made of Russia hemp, - Whipping twine, - Roping twine, - Log lines, - Cud lines, - White rope, - Hand lines, - All the iron required at the navy yard, Washington, for one year.	37 cents per pound, 44 do. 44 do. 30 do. 26 do. 25 per piece, 20 do. 18 per pound, 25 do. Round iron five-eighths of an inch to one inch diameter, \$140 per ton; round iron over 1 inch to 3½ inches diameter, \$125 per ton; square iron ½ of an inch square to 1½ inch square, \$120 per ton; flat and square iron ¾ of an inch by ¾ of an inch to 5¼ of an inch by one inch, \$118 per ton. For all round and cast hoop iron, \$125 50 per ton; for all flat and square iron, \$103 per ton.	During the year 1820,	Philadelphia.
C. Ridgely, of Hampton,	May 15,	Hand lines, - All the iron required at the navy yard, Washington, for one year.	25 do. Round iron five-eighths of an inch to one inch diameter, \$140 per ton; round iron over 1 inch to 3½ inches diameter, \$125 per ton; square iron ½ of an inch square to 1½ inch square, \$120 per ton; flat and square iron ¾ of an inch by ¾ of an inch to 5¼ of an inch by one inch, \$118 per ton. For all round and cast hoop iron, \$125 50 per ton; for all flat and square iron, \$103 per ton.	During the year 1820,	Washington.
Joseph and Wm. Jackson, A. and W. Caldwell,	May 19, " 22,	All the iron required in the construction of 2 frigates, station, for one year from date, viz: Whiskey, - Molasses, - Vinegar, - Tobacco, - Rice, - Peas, - Butter, - Cheese, - Seventy white oak knees for a ship of the line, - 100 white oak logs, and 100 white oak knees, for a ship of the line.	39 cents per gallon, 38 do. 25 do. 15 cents per pound, 4 do. 85 cents per bushel, 23 cents per pound, 12 do. For the lodging knees \$7, For the dagger knees \$10, \$30 per 1,000 feet for the white oak logs; lodging knees for upper, lower, and middle gun-deck, \$7 each; dagger knees, upper, lower, and middle gun-decks, \$10 each; hanging knees, upper, lower, and middle gun-decks, \$10 each; for lodging knees, spar deck, \$4 50 each; dagger and hanging knees for spar deck, \$6 each. Yellow pine 45 cents per cubic foot, Live oak \$1 40 do. Jersey oak 58 cents do. Cedar 62½ cents do. Locust 75 cents do. White pine 20 cents do. Jersey oak plank 6 cents per superficial foot, Oak knees 75 cents per inch,	Upon the requisitions of the commandant of the navy yard Gosport, or the commanding officer afloat, as required.	Norfolk & Gosport, Virginia.
Jacob Woodcock, Leon Pecar,	" 24, " 25,	Seventy white oak knees for a ship of the line, - 100 white oak logs, and 100 white oak knees, for a ship of the line.	For the lodging knees \$7, For the dagger knees \$10, \$30 per 1,000 feet for the white oak logs; lodging knees for upper, lower, and middle gun-deck, \$7 each; dagger knees, upper, lower, and middle gun-decks, \$10 each; hanging knees, upper, lower, and middle gun-decks, \$10 each; for lodging knees, spar deck, \$4 50 each; dagger and hanging knees for spar deck, \$6 each. Yellow pine 45 cents per cubic foot, Live oak \$1 40 do. Jersey oak 58 cents do. Cedar 62½ cents do. Locust 75 cents do. White pine 20 cents do. Jersey oak plank 6 cents per superficial foot, Oak knees 75 cents per inch,	During the month of May, 1820. One-half in April, 1821; one-half in August, 1821.	Philadelphia. Do.
Blossom, Smith, & Demon,	June 6,	The timber and plank required in the repairs of the United States' ship Ontario.	Yellow pine 45 cents per cubic foot, Live oak \$1 40 do. Jersey oak 58 cents do. Cedar 62½ cents do. Locust 75 cents do. White pine 20 cents do. Jersey oak plank 6 cents per superficial foot, Oak knees 75 cents per inch,	As soon as required for the ship, without delay.	New York.





## STATEMENT—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Martin Baker,	1820. August 8,	250 barrels of beef, -	-	-	New Orleans.
Luke M. Loughton,	" 12,	200 barrels of pork, -	-	-	Portsmouth, N. H.
Joseph Walton,	" 16,	All the blocks, hearts, and dead eyes required for a schooner.	-	-	Do.
E. and A. Winchester,	" 25,	20 casks of 100 gallons each; 14 casks of 60 gallons each.	-	-	Do.
Samuel G. Wright,	" 29,	20 casks of 30 gallons each; 20 casks of 20 gallons each.	-	-	Do.
John Colt,	" 31,	3,000 barrels of beef, -	-	-	Charlestown, Mass.
E. Macomber & G. Cooper,	Sept. 1,	200 tons iron kentledge, -	-	-	Philadelphia.
Ezekiel Hale,	" 26,	4,332½ yards hammock cloth, -	-	-	New York.
Russel, Hunt, & Brothers,	October 6,	1,200 barrels of pork, -	-	-	} 700 barrels at N. Y.
		Gun carriage stuff for a seventy-four, -	-	-	} 500 do. at Boston.
		A set of anchors for a 74, and other anchors, as required, and iron spindles for 74s and frigates, and such other iron work as required.	-	-	} Portsmouth, N. H.
		Anchors weighing 500 pounds, -	-	-	-
		Do. 1,000 " -	8. cents per pound,	-	-
		Do. 1,500 " -	10 do.	-	-
		Do. 2,000 " -	11 do.	-	-
		Do. 2,500 " -	12 do.	-	-
		Do. 3,000 " -	13½ do.	-	-
		Do. 3,500 " -	13 do.	-	-
		Do. 4,000 " -	13½ do.	-	-
		Do. 4,500 " -	14 do.	-	-
		Do. 5,000 " -	14½ do.	-	-
		Do. 5,500 " -	15 do.	-	-
		Do. 6,000 " -	15½ do.	-	-
		Do. 6,500 " -	16 do.	-	-
		Do. 7,000 " -	16½ do.	-	-
		Do. above 7,000 " -	17 do.	-	-
		Do. above 7,000 " -	18 do.	-	-
		For spindles for 74s and frigates, 6 cents per pound, and all other heavy iron work not to exceed 16 do.	-	-	-
Levi Hollingsworth,	Oct. 14,	2,651 pounds round copper, for bolts, -	-	-	-
		3,135 pounds seven inch spikes, -	30 cents per pound, -	-	-
		2,608 pounds eight inch do. -	35 do.	-	-
		2,670 pounds nine inch do. -	35 do.	-	-
		2,590 sheets ten inch do. -	35 do.	-	-
		2,590 sheets of copper, -	35 do.	-	-
		2,590 pounds copper sheathing nails, -	35 do.	-	-
Thomas M. Newell,	" 28,	All the live oak timber required to repair the U. S. sloop of war Erie.	-	-	-
		-	\$1 18 per cubic foot,	-	-
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## STATEMENT—Continued.

Names of contractors.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
West Point Foundry Association.	1820. Dec. 1,	24 forty-two pound carronades,	\$185 each,	In the course of twelve months from date.	New York.
		32 forty-two pound cannon,	125 per ton,		
		36 thirty-two pound cannon,	-		
		4,500 forty-two pound round shot,	-		
		3,500 thirty-two pound round shot,	5 cents per pound,		
		1,200 forty-two pound stools,	5½ do.		
		640 thirty-two pound stools,	8 do.		
		14,400 forty-two pound grape shot,	-		
		7,680 thirty-two pound grape shot,	6 do.		
		300 thirty-two pound double head shot,	-		
George Mason,	“ 6,	5,000 cubical feet white oak logs,	All logs that average 45 feet in length, 27 cents per cubic foot; the residue from 20 to 27 cents do.	On or before July 1st, 1820.	Washington.
		1,700 cubical feet yellow pine logs,	27 cents per cubic foot.		



16th CONGRESS.]

No. 195.

[2d SESSION.

## REGISTER OF THE NAVY FOR THE YEAR 1821.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 19, 1821.

## CAPTAINS.

Names.	Dates of commissions.	Where born.	Where stationed.
Alexander Murray, -	July 1, 1798, -	Md.	Philadelphia, commanding.
John Rodgers, -	March 5, 1799, -	Md.	Navy Commissioner.
James Barron, -	May 23, " -	Virginia,	Norfolk, Virginia.
William Bainbridge, -	May 20, 1800, -	N. J.	Mediterranean, commanding.
Thomas Tingey, -	November 23, 1804, -	Eng.	Navy yard, Washington.
Charles Stewart, -	April 22, 1806, -	Penn.	Franklin 74.
Isaac Hull, -	" 23, " -	Conn.	Navy yard, Charlestown.
Isaac Chauncey, -	" 24, " -	Conn.	Navy Commissioner.
John Shaw, -	August 27, 1807, -	Ireland,	Independence 74.
John H. Dent, -	December 29, 1812, -	Md.	Charleston, S. C.
David Porter, -	July 2, " -	Mass.	Navy Commissioner.
John Cassin, -	July 3, " -	Penn.	Navy yard, Gosport, Virginia.
Samuel Evans, -	July 4, " -	N. J.	Navy yard, New York.
Jacob Jones, -	March 3, 1813, -	Del.	Philadelphia station.
Charles Morris, -	" 5, " -	Conn.	Navy yard, Portsmouth, N. H.
Arthur Sinclair, -	July 24, " -	Virginia,	Norfolk, Virginia, commanding.
Thomas Macdonough, -	September 11, 1814, -	Del.	Ohio 74.
Lewis Warrington, -	November 22, " -	Virginia,	Guerriere frigate.
Joseph Bainbridge, -	November 23, " -	N. J.	Steam frigate Fulton.
William M. Crane, -	November 24, " -	N. J.	Frigate United States.
James T. Leonard, -	February 4, 1815, -	N. Y.	White Hall, L. C.
James Biddle, -	February 28, " -	Penn.	Philadelphia station.
Charles G. Ridgely, -	" " -	Md.	Constellation frigate.
Robert T. Spence, -	April 28, " -	N. H.	Commanding at Baltimore.
Daniel T. Patterson, -	" " -	N. Y.	Commanding at New Orleans.
Samuel Angus, -	April 27, 1816, -	Penn.	Recruiting at New York.
Melancthon T. Woolsey, -	" " -	N. Y.	Commanding at Sackett's Harbor.
John Orde Creighton, -	" " -	W. I.	Newport, R. I. commanding.
Edward Trenchard, -	March 5, 1817, -	N. J.	Corvette Cyane.
John Downes, -	" " -	Mass.	Frigate Macedonian.
John D. Henley, -	" " -	Virginia,	Frigate Congress.
Jesse D. Elliott, -	March 27, 1818, -	Md.	On survey of coast.

## MASTERS COMMANDANT.

Robert Henley, -	August 12, 1814, -	Virginia,	Erie sloop of war.
Stephen Cassin, -	September 11, " -	Penn.	Navy yard, Washington.
James Renshaw, -	December 10, " -	Penn.	Recruiting at Boston.
David Deacon, -	" " -	N. J.	Commanding at Lake Erie.
Louis Alexis, -	" " -	France,	New Orleans, recruiting.
Sidney Smith, -	February 28, 1815, -	N. Y.	White Hall, Lake Champlain.
Thomas Brown, -	March 1, " -	Delaware,	Peacock sloop of war.
Samuel Woodhouse, -	April 27, 1816, -	Penn.	On furlough.
Charles C. B. Thompson, -	" " -	Virginia,	Philadelphia station.
Alexander S. Wadsworth, -	" " -	Maine,	Corvette John Adams.
George W. Rodgers, -	" " -	Md.	Navy yard, New York.
George C. Read, -	" " -	Ireland,	Hornet sloop of war.
Henry E. Ballard, -	" " -	Md.	Baltimore station.
William Carter, -	" " -	N. C.	Norfolk station.
Joseph J. Nicholson, -	March 5, 1817, -	Md.	Philadelphia station.
Wolcott Chauncey, -	" " -	Conn.	Ontario sloop of war.
John H. Elton, -	" " -	N. J.	Philadelphia station.
Edmund P. Kennedy, -	" " -	Md.	Baltimore, recruiting.
Alexander J. Dallas, -	" " -	Penn.	Philadelphia, recruiting.
John B. Nicholson, -	" " -	Virginia,	Washington 74.
Beekman V. Hoffman, -	" " -	N. Y.	New York station.
Jesse Wilkinson, -	April 18, 1818, -	Virginia,	Norfolk, recruiting.
George Budd, -	March 28, 1820, -	Md.	Baltimore station.
Thomas A. C. Jones, -	" " -	Virginia,	Navy yard, Washington.
Joseph S. McPherson, -	" " -	Penn.	Navy yard, Gosport, Virginia.
John Porter, -	" " -	Md.	Navy yard, Portsmouth, N. H.
William B. Finch, -	" " -	S. C.	Franklin 74.
William B. Shubrick, -	" " -	S. C.	Navy yard, Charlestown.
Benjamin W. Booth, -	" " -	Virginia,	Independence 74.
Alexander Claxton, -	" " -	Penn.	Baltimore station.
Charles W. Morgan, -	April 15, " -	Virginia,	North Carolina 74.

## LIEUTENANTS.

Names.	Dates of commissions.	Where born.	Where stationed.
George Merrill, -	April 30, 1808, -	Mass.	New Orleans.
Francis I. Mitchell, -	February 18, 1809, -	Virginia,	On furlough.
Joseph Nicholson, -	June 15, " -	Mass.	Philadelphia station.
Raymond H. Perry, -	March 5, 1813, -	R. I.	Newport, R. I.
Lawrence Kearney, -	March 6, " -	N. J.	Enterprise gun brig.
William H. Watson, -	March 7, " -	Virginia,	Navy yard, Gosport, Virginia.
Foxhall A. Parker, -	March 9, " -	Virginia,	Navy yard, New York.
Edward R. McCall, -	March 11, " -	S. C.	Baltimore station.
Daniel Turner, -	March 11, " -	R. I.	Schooner Nonesuch.
William H. Allen, -	July 24, " -	N. Y.	Frigate Congress.
David Conner, -	" " -	Penn.	Philadelphia station.
John Gallagher, -	" " -	Penn.	Schooner Asp.
Thomas H. Stevens, -	" " -	S. C.	New York station.
Henry S. Newcomb, -	" " -	N. H.	On furlough.
James P. Oellers, -	" " -	Penn.	Philadelphia station.
William M. Hunter, -	" " -	Penn.	Boston, recruiting.
John D. Sloat, -	" " -	N. Y.	Navy yard, Portsmouth, N. H.
William H. Cocke, -	" " -	Virginia,	Receiving ship Alert.
Matthew C. Perry, -	" " -	R. I.	Corvette Cyane.
Charles W. Skinner, -	" " -	Penn.	Norfolk station.
Joseph Wragg, -	" " -	S. C.	Franklin 74.
Samuel W. Adams, -	" " -	N. H.	Schooner Lady of the Lake.
John R. Madison, -	" " -	Mass.	Schooner Lynx.
George Pearce, -	" " -	Virginia,	Norfolk station.
Frederick W. Smith, -	" " -	N. J.	Franklin 74.
Nathaniel D. Nicholson, -	" " -	Mass.	Independence 74.
Otho Norris, -	" " -	Md.	New Orleans station.
John T. Newton, -	" " -	Virginia,	Sloop of war Hornet.
Samuel Henley, -	" " -	Virginia,	Frigate Guerriere.
Joseph Smith, -	" " -	Mass.	Frigate Constitution.
Lawrence Rousseau, -	" " -	Lou.	New Orleans.
George W. Storer, -	" " -	Me.	Frigate Constitution.
Joseph Cassin, -	" " -	Penn.	Norfolk station.
Robert M. Rose, -	" " -	Virginia,	Columbus 74.
Beverly Kennon, -	" " -	Virginia,	Frigate Guerriere.
Edward R. Shubrick, -	October 9, " -	S. C.	Corvette John Adams.
Charles A. Budd, -	June 18, 1814, -	Penn.	White Hall, L. C.
Francis H. Gregory, -	" 28, " -	Conn.	Washington 74.
John M. Maury, -	December 9, " -	Virginia,	Frigate Macedonian.
Robert Spedden, -	" " -	Md.	New Orleans.
John H. Clack, -	" " -	Virginia,	Frigate Constellation.
Philip H. Voorhees, -	" " -	N. J.	Frigate Congress.
Benjamin Cooper, -	" " -	N. J.	Corvette Cyane.
William L. Gordon, -	" " -	Virginia,	Brig Spark.
Silas Duncan, -	" " -	N. J.	New York station.
James Ramage, -	" " -	Ireland,	Norfolk station.
Dulany Forrest, -	" " -	Md.	Navy yard, Washington.
John Tayloe, Jr., -	" " -	Virginia,	On furlough.
David Geissinger, -	" " -	Md.	Frigate Constitution.
Robert F. Stockton, -	" " -	N. J.	New York station.
Thomas S. Cunningham, -	" " -	England,	New Orleans.
Isaac McKeever, -	" " -	Penn.	Ketch Surprise.
John P. Zantzinger, -	" " -	Penn.	Corvette Cyane.
Charles E. Crowley, -	" " -	S. C.	Charleston, S. C.
Henry Gilliam, -	" " -	Georgia,	On furlough.
William D. Salter, -	" " -	N. Y.	New York station.
Charles S. McCauley, -	" " -	Penn.	Frigate Constellation.
John H. Bell, -	" " -	N. C.	Frigate Constellation.
Thomas M. Newell, -	" " -	Georgia,	On furlough.
Eli A. F. Vallette, -	" " -	N. J.	Philadelphia station.
William A. Spencer, -	" " -	N. Y.	Columbus 74.
Francis B. Gamble, -	" " -	N. J.	Frigate United States.
William Laughton, -	" " -	Virginia,	Frigate Constellation.
Nelson Webster, -	" " -	N. H.	Independence 74.
Richard Dashiell, -	" " -	Md.	Corvette Cyane.
Thomas T. Webb, -	" " -	Virginia,	Navy yard, Gosport, Virginia.
John Percival, -	" " -	Mass.	Navy yard, Charlestown.
Charles T. Stallings, -	" " -	Md.	Baltimore station.
John H. Aulick, -	" " -	Virginia,	Sloop of war Ontario.
William V. Taylor, -	" " -	R. I.	Newport, Rhode Island.
Mervine P. Mix, -	" " -	R. I.	New York station.
Bladen Dulany, -	" " -	Virginia,	Frigate Guerriere.
James McGowan, -	" " -	Virginia,	Philadelphia station.
Silas H. Stringham, -	" " -	N. Y.	Corvette Cyane.
Nathaniel L. Montgomery, -	" " -	N. J.	Sloop of war Erie.
William A. C. Farragut, -	" " -	Lou.	New Orleans station.
George B. McCulloch, -	" " -	Penn.	Philadelphia, recruiting.
Walter G. Anderson, -	" " -	Virginia,	Navy yard, Gosport, Va.
Stephen Champlin, -	" " -	R. I.	Newport, Rhode Island.
William Lowe, -	" " -	Mass.	On furlough.
Richard G. Edwards, -	" " -	N. C.	Navy yard, Washington.
Isaac Mayo, -	February 4, 1815, -	Md.	Ohio 74.
William K. Latimer, -	" " -	Md.	Frigate Macedonian.
William Mervine, -	" " -	Penn.	Corvette Cyane.
Thomas Crabb, -	" " -	Md.	Frigate Constellation.



## LIEUTENANTS.

Names.	Dates of commission.	Where born.	Where stationed.
Edward B. Babbitt, -	May 1, 1815, -	Mass.	Independence 74.
George W. Hamersley, -	May 3, " -	Md.	Gunboat 158, S. Carolina.
Thomas Paine, Jr. -	December 1, " -	R. I.	Gunboat 168, S. Carolina.
James Armstrong, -	April 27, 1816, -	Virginia,	Columbus 74.
Joseph Smoot, -	" " -	Md.	Frigate Macedonian.
Robert B. Randolph, -	" " -	Virginia,	Frigate Constellation.
William Berry, -	" " -	Md.	Frigate Constitution.
Samuel L. Breese, -	" " -	N. Y.	Sloop of war Hornet.
John Evans, -	" " -	N. J.	Sloop of war Peacock.
Benjamin Page, Jr. -	" " -	England,	Philadelphia station.
John T. Ritchie, -	" " -	Md.	Washington city.
John A. Wish, -	" " -	S. C.	Spark gun brig.
John Gwinn, -	" " -	Md.	Columbus 74.
William A. Weaver, -	" " -	Md.	Franklin 74.
Thomas W. Wyman, -	" " -	Mass.	Washington 74.
James L. Morris, -	" " -	N. Y.	Columbus 74.
John A. Belsches, -	" " -	Virginia,	Norfolk station.
Andrew Fitzhugh, -	" " -	Virginia,	Frigate Congress.
William M. Caldwell, -	" " -	Mass.	Navy yard, Charlestown.
John K. Carter, -	" " -	N. Y.	New York station.
Joseph Cross, -	" " -	Md.	Navy yard, Washington.
Abraham S. Ten Eick, -	" " -	N. Y.	Sloop of war Ontario.
Thomas S. Hamersley, -	" " -	Md.	Franklin 74.
John White, -	" " -	Mass.	On furlough.
William M. Robins, -	" " -	Md.	Sackett's Harbor.
Robert Field, -	" " -	N. J.	On furlough.
Hiram Paulding, -	" " -	N. Y.	Frigate Macedonian.
Jonathan D. Williamson, -	" " -	N. J.	Frigate United States.
Uriah P. Levy, -	March 5, 1817, -	Penn.	Baltimore.
Enoch H. Johns, -	" " -	Md.	Baltimore station.
Charles Lacy, -	" " -	N. J.	Philadelphia station.
Clement W. Stevens, -	" " -	Md.	Washington 74.
Charles Boorman, -	" " -	Md.	Navy yard, Washington.
French Forrest, -	" " -	Md.	Frigate Guerriere.
Edgar Freeman, -	" " -	N. J.	Erie, Pennsylvania station.
Thomas A. Tippet, -	" " -	Md.	Frigate Constellation.
William E. McKenney, -	" " -	N. Y.	Enterprise gun brig.
William I. Belt, -	" " -	Md.	Columbus 74.
Charles H. Caldwell, -	" " -	Mass.	Independence 74.
William Jameson, -	" " -	Virginia,	Norfolk station.
James W. H. Ray, -	" " -	Md.	Frigate Guerriere.
William Boerum, -	" " -	N. Y.	New York.
Charles L. Williamson, -	" " -	N. J.	Sloop of war Ontario.
Charles Gaunt, -	" " -	N. J.	Frigate Macedonian.
William W. Ramsay, -	" " -	Virginia,	Corvette John Adams.
Ralph Voorhees, -	" " -	N. J.	Corvette Cyane.
James Nicholson, -	" " -	Mass.	Mediterranean.
Robert E. Searcey, -	" " -	Tenn.	Navy yard, Washington.
Thomas H. Bowyer, -	" " -	Virginia,	Columbus 74.
Alexander Eskridge, -	" " -	Virginia,	Sloop of war Hornet.
Ebenezer Ridgeway, -	" " -	Mass.	Franklin 74.
Thomas A. Conover, -	" " -	N. J.	Franklin 74.
Archibald S. Campbell, -	" " -	Virginia,	Navy yard, Gosport, Virginia.
William Taylor, -	" " -	Virginia,	Columbus 74.
George W. Isaacs, -	" " -	Conn.	Columbus 74.
John C. Long, -	" " -	N. H.	On furlough.
Henry R. Warner, -	" " -	N. H.	New York station.
John H. Graham, -	" " -	Vermont,	New York station.
Nathaniel Carter, Jr. -	" " -	Mass.	Frigate Java.
Henry Ward, -	" " -	Mass.	Columbus 74.
Henry Henry, -	" " -	Virginia,	Norfolk, recruiting.
Samuel W. Downing, -	" " -	N. J.	Frigate Guerriere.
Richard S. Hunter, -	" " -	N. J.	Sloop of war Hornet.
William Pottenger, -	" " -	Md.	Steam frigate Fulton.
Henry W. Ogden, -	" " -	N. J.	Corvette John Adams.
John H. Lee, -	" " -	Virginia,	Frigate Congress.
Walter Abbot, -	" " -	Mass.	Frigate Congress.
James M. McIntosh, -	April 1, 1818, -	Georgia,	Enterprise gun brig.
Josiah Tatnall, -	" " -	Georgia,	Frigate Macedonian.
William Temple, -	" " -	Virginia,	Baltimore station.
George McCawley, -	" " -	Penn.	Columbus 74.
Hugh N. Page, -	" " -	Virginia,	Corvette John Adams.
James A. Perry, -	" " -	R. I.	Frigate United States.
Archibald McNeal, -	" " -	S. C.	Independence 74.
John A. Cook, -	" " -	Virginia,	Navy yard, Washington.
William Inman, -	" " -	N. Y.	Franklin 74.
Joel Abbot, -	" " -	Mass.	Navy yard, Charleston.
Lewis E. Simonds, -	" " -	Mass.	Independence 74.
John M. Dale, -	" " -	Penn.	Frigate Congress.
Peleg K. Dunham, -	" " -	R. I.	Newport, Rhode Island.
Harrison H. Cocke, -	" " -	Virginia,	Enterprise brig.
William H. Mott, -	" " -	Penn.	On furlough.
William J. McCluney, -	" " -	Penn.	Charleston, South Carolina.
Albert G. Wall, -	" " -	Virginia,	Frigate United States.
Ephraim D. Whitlock, -	" " -	N. J.	Norfolk station.

## LIEUTENANTS.

Names.	Dates of commission.		Where born.	Where stationed.
James F. Curtis, - - - -	April 1,	1818,	Mass.	Independence 74.
James Goodrum, - - - -	"	"	Virginia.	
John B. Montgomery, - - -	"	"	N. J.	Corvette Cyane.
Horace B. Sawyer, - - - -	"	"	Vermont,	New York station.
Cornelius K. Stribling, - -	"	"	S. C.	Frigate United States.
James E. Legare, - - - -	"	"	S. C.	Schooner Nonesuch.
Joshua R. Sands, - - - -	"	"	N. Y.	Sloop of war Hornet.
Allen B. W. Griffin, - - -	"	"	Md.	Sloop of war Peacock.
Richard M. Potter, - - - -	"	"	Penn.	Columbus 74.
John L. Cummings, - - - -	"	"	N. J.	Corvette John Adams.
Samuel A. Eakin, - - - -	"	"	France,	Frigate Guerriere.
Frederick S. Gibbon, - - -	"	"	Virginia.	
John Jay Young, - - - -	March 28,	1820,	N. Y.	Baltimore.
Charles H. Bell, - - - -	"	"	N. Y.	Sloop of war Ontario.
Abraham Bigelow, - - - -	"	"	Mass.	Sloop of war Ontario.
Otho Stallings, - - - -	"	"	Md.	New York.
Zachariah W. Nixon, - - -	"	"	Mass.	On furlough.
John P. Cambreling, - - -	"	"	N. C.	Frigate Constellation.
Henry C. Newton, - - - -	"	"	Virginia,	Washington 74.
Frank Ellery, - - - -	"	"	R. I.	Newport, Rhode Island.
Frederick Varnum, - - - -	"	"	Mass.	Independence 74.
Frederick G. Wolbert, - -	"	"	Penn.	Philadelphia.
Walter Newcomb, - - - -	"	"	N. H.	Columbus 74.
Joseph R. Jarvis, - - - -	"	"	Mass.	Frigate Constitution.
Thomas W. Freelon, - - -	"	"	N. Y.	Washington 74.
Pardon M. Whipple, - - -	"	"	N. Y.	Columbus 74.

## SURGEONS.

Edward Cutbush, - - - -	June 24,	1799,	Penn.	Hospital, Washington.
Peter St. Medard, - - - -	July 14,	"	France,	Boston station.
Samuel R. Marshall, - - -	January 16,	1800,	Penn.	Hospital, New York.
Lewis Heerman, - - - -	November 27,	1804,	Germ.	New Orleans.
Joseph G. T. Hunt, - - - -	"	"	N. Y.	Navy yard, New York.
Jonathan Cowdry, - - - -	"	"	Mass.	Norfolk station.
Samuel D. Heap, - - - -	"	"	Penn.	Hospital, Pisa.
Robert L. Thorn, - - - -	March 3,	1809,	N. Y.	Portsmouth, New Hampshire.
Samuel R. Trevett, Jr. - -	"	"	Mass.	Boston.
William P. C. Barton, - -	April 28,	"	Penn.	Navy yard, Philadelphia.
George Logan, - - - -	April 14,	1810,	S. C.	Charleston, South Carolina.
Amos A. Evans, - - - -	" 20,	"	Md.	On furlough.
Robert S. Kearney, - - -	July 28,	"	Ireland,	Washington city.
James Page, - - - -	March 5,	1811,	Md.	Hospital, Baltimore.
John D. McReynolds, - - -	October 2,	"	N. C.	Navy yard, Philadelphia.
Thomas Harris, - - - -	July 6,	1812,	Penn.	Do.
William Turk, - - - -	July 24,	1813,	N. Y.	White Hall, L. C.
Hyde Ray, - - - -	"	"	Md.	Annapolis, Maryland.
Walter W. Buchanan, - - -	"	"	N. J.	Sackett's Harbor.
Charles Cotton, - - - -	"	"	Mass.	Newport, Rhode Island.
Gerard Dayers, - - - -	"	"	Flanders,	Columbus 74.
Robert R. Barton, - - - -	"	"	Virginia,	On furlough.
Benjamin P. Kissam, - - -	"	"	N. Y.	Steam frigate Fulton.
John A. Kearney, - - - -	"	"	Ireland,	Rendezvous, Baltimore.
Richard C. Edgar, - - - -	"	"	Md.	Frigate Macedonian.
Bailey Washington, - - -	"	"	Virginia,	Washington city.
George T. Kennon, - - - -	"	"	Do.	Hospital, Norfolk.
Walter W. New, - - - -	October 6,	"	Do.	New Orleans.
Samuel Horsley, - - - -	April 5,	1814,	Do.	Norfolk station.
Robert C. Randolph, - - -	April 15,	"	Do.	New Orleans.
Charles B. Hamilton, - - -	"	"	Do.	Marine barracks, H. Q.
Usher Parsons, - - - -	"	"	N. H.	Navy yard, Charlestown.
William Swift, - - - -	"	"	Mass.	Sloop Ontario.
Josephus M. S. O'Conway, -	June 27,	"	Lou.	New Orleans.
Richard K. Hoffman, - - -	July 26,	"	N. Y.	Washington 74.
Thomas B. Salter, - - - -	May 22,	1815,	N. J.	Franklin 74.
William Barnwell, - - - -	April 27,	1816,	Ireland,	Frigate Congress.
Peter Christie, - - - -	"	"	N. J.	Eric, Pennsylvania.
Charles M. Reese, - - - -	"	"	S. C.	Hospital, Pisa.
Samuel Jackson, - - - -	March 27,	1818,	N. Y.	New York station.
Andrew B. Cook, - - - -	"	"	N. Y.	Sloop Hornet.
John H. Gordon, - - - -	"	"	Penn.	Philadelphia.
Leonard Osborne, - - - -	"	"	Md.	Enterprise, gun brig.
Thomas Williamson, - - -	"	"	Do.	Corvette John Adams.
John Dix, - - - -	"	"	Mass.	Corvette Cyane.
John Cadle, - - - -	"	"	N. Y.	Sloop Peacock.
George S. Sproston, - - -	"	"	England,	Frigate Constitution.



## SURGEONS' MATES.

Names.	Dates of warrants.	Where born.	Where stationed.
John Harrison, - - -	January 16, 1805, -	Md.	Hospital, Washington.
Manuel Phillips, - - -	July 18, 1809, -	Penn.	Philadelphia.
William Belt, - - -	September 23, 1811, -	Md.	Baltimore.
John D. Armstrong, - - -	May 27, 1812, -	Ireland,	Philadelphia.
Samuel M. Kissam, - - -	July 24, 1813, -	N. J.	Spark brig.
Benjamin Austin, - - -	" " -	Mass.	Independence 74.
Leuco Mitchell, - - -	" " -	N. C.	New York station.
Willmot F. Rodgers, - - -	" " -	Vir.	Norfolk, Va.
John W. Peaco, - - -	June 23, " -	Md.	Baltimore.
Alexander M. Montgomery, - - -	July 16, " -	N. J.	Sloop of war Erie.
Oliver Le Chevalier, - - -	December 10, " -	France,	Charleston, S. C.
William Butler, Jun. - - -	" " -	S. C.	On furlough.
Benjamin A. Welles, - - -	" " -	Md.	Columbus 74.
Frederick P. Markham, - - -	" " -	Mass.	Franklin 74.
William D. Conway, - - -	" " -	Ireland,	Norfolk, Va.
James Norris, - - -	" " -	N. H.	Washington 74.
Benajah Tickner, - - -	" " -	Vt.	Frigate Macedonian.
Charles Chase, - - -	" " -	Mass.	Mediterranean.
Thomas W. Weisenthal, - - -	" " -	Md.	Navy yard, Charlestown.
William Birchmore, - - -	January 10, 1815, -	England,	Frigate Guerriere.
John S. Wiley, - - -	December 20, " -	Md.	Hospital, New York.
James R. Boyce, - - -	April 27, 1816, -	Vir.	Frigate Macedonian.
Benjamin T. Williams, - - -	December 28, 1818, -	Mass.	Schooner Lynx.
Richard Stevens, - - -	" " -	N. Y.	Franklin 74.
John Fitzhugh, Jr. - - -	" " -	Md.	Frigate Congress.
David S. Edwards, - - -	" " -	Conn.	Do.
Mordecai Morgan, - - -	" " -	Penn.	Schooner Nonesuch.
F. S. Beattie, acting, - - -	March 28, 1820, -	Do.	Philadelphia.
Joseph Kenz, - - -	" " -	Lou.	New Orleans.
James Cornick, - - -	" " -	Vir.	Sloop of war Peacock.
Robert F. Dandridge, - - -	" " -	Vir.	Columbus 74.
Charles R. Smith, - - -	" " -	Conn.	New York.
William Williamson, - - -	" " -	N. J.	Corvette Cyane.
William D. Babbitt, - - -	" " -	Mass.	Frigate Constellation.
Robert T. Falconer, - - -	" " -	N. C.	Gunboats 158 and 168.
Samuel C. Smith, - - -	" " -	Ken.	New Orleans.
Joseph B. Stillman, - - -	" " -	N. Y.	Sloop of war Ontario.
Thomas I. Boyd, - - -	" " -	Del.	Norfolk, Va.
Edward Tilley, - - -	" " -	Md.	Brig Enterprise.
George Terri, - - -	" " -	Vir.	Sloop of war Ontario.
David N. Mahon, - - -	" " -	Penn.	Frigate Constellation.
George Balfour, acting, - - -	" " -	Vir.	Corvette John Adams.
Waters Smith, do. - - -	" " -	N. Y.	Sloop of war Hornet.

## PURSERS.

Isaac Garretson, - - -	April 25, 1812, -	Md.	On furlough.
Clement S. Hunt, - - -	" " -	Do.	Newport, Rhode Island.
Gwinn Harris, - - -	" " -	Do.	Annapolis, Maryland.
John H. Carr, - - -	" " -	England,	Erie station, Pennsylvania.
Nathaniel Lyde, - - -	" " -	Mass.	Navy yard, Portsmouth, N. H.
Samuel Robertson, - - -	" " -	Md.	Navy yard, Gosport, Virginia.
Robert C. Ludlow, - - -	" " -	N. Y.	On furlough.
John B. Timberlake, - - -	" " -	Vir.	On furlough.
Thomas I. Chew, - - -	" " -	Mass.	Washington 74.
Thomas Shields, - - -	" " -	Del.	Accounting.
Richard C. Archer, - - -	" " -	Md.	Receiving ship Alert.
Lewis Deblois, - - -	" " -	Mass.	Navy yard, Charlestown.
George S. Wise, - - -	" " -	Vir.	Navy yard, New York.
Francis A. Thornton, - - -	" " -	Do.	Corvette Cyane.
James M. Halsey, - - -	" " -	N. Y.	Accounting.
Edward Fitzgerald, - - -	" " -	Penn.	Franklin 74.
Alexander P. Darragh, - - -	" " -	Del.	Frigate Congress.
Henry Denison, - - -	" " -	Conn.	Baltimore.
William S. Rodgers, - - -	February 26, 1813, -	R. I.	Independence 74.
Samuel P. Todd, - - -	March 2, " -	Penn.	Philadelphia station.
George Beale, Jun. - - -	July 24, " -	Vir.	Washington city.
James H. Clark, - - -	" " -	N. Y.	Frigate Guerriere.
Joseph Wilson, Jun. - - -	" " -	Mass.	Frigate Macedonian.
Joseph B. Wilkinson, - - -	March 26, 1814, -	Ken.	New Orleans.
Benjamin F. Bourne, - - -	" " -	R. I.	Frigate Constellation.
William Sinclair, - - -	" " -	Mass.	Charleston, South Carolina.
Matthew C. Atwood, - - -	" " -	Md.	Not on duty.
John N. Todd, - - -	March 26, 1815, -	Penn.	Sloop of war Ontario.
Timothy Winn, - - -	May 17, " -	Mass.	Navy Yard, Washington.
William M. Sands, - - -	" 20, " -	N. Y.	Sackett's Harbor.
Joseph H. Terry, - - -	June 6, " -	Do.	Brig Spark.
Thomas Breese, - - -	July 8, " -	R. I.	Frigate Constitution.
Gardner Thomas, - - -	" 22, " -	Mass.	Sloop of war Hornet.
Ashton Y. Humphreys, - - -	" " -	Penn.	Frigate United States.
John Debrée, - - -	December 29, 1817, -	N. J.	Sloop of war Peacock.
Charles O. Handy, - - -	" " -	R. I.	Corvette John Adams.
Joseph H. Caustin, - - -	" " -	Md.	Brig Enterprise.

## PURSERS.

Names.	Dates of warrants.	Where born.	Where stationed.
John B. Fanning, acting,	Dec. 29, 1817,	Mass.	Schooner Lynx.
Silas Butler,	" "	N. Y.	Receiving ship, New York.
Joseph Cassin,	" "	Penn.	Navy yard, Washington.
Thomas Burrows,	" "	Do.	Philadelphia.
Edward N. Cox,	" "	N. Y.	New York.
Nathaniel H. Perry,	" "	R. I.	Steam frigate Fulton.

## CHAPLAINS.

Andrew Hunter,	March 5, 1811,	Penn.	Navy yard, Washington.
David P. Adams,	May 10, " "	N. H.	Columbus 74.
John Cook,	May 9, 1812,	England,	On furlough.
Cheever Felch,	" 12, " "	Mass.	Navy yard, Charlestown.
Nathaniel Andrews,	August 16, 1816,	England,	Franklin 74.
John Ireland,	" "	Do.	New York.
James Brooks,	December 29, 1818,	Vir.	Sackett's Harbor.
James Everett,	" "	Mass.	Independence 74.
Addison Searle,	April 27, 1820,	N. H.	Frigate Constitution.
Azariah Wilson, acting,	" "	Mass.	Frigate Macedonian.
Moses B. Chase, do.	" "	Mass.	Frigate Constellation.
John N. Hamilton, do.	" "	Vir.	Corvette John Adams.
Joseph Watson, do.	" "	Mass.	Washington 74.

## MIDSHIPMEN.

Albert A. Alexander,	September 1, 1811,	D. C.	Frigate Guerriere.
Henry A. Adams,	March 14, 1814,	Penn.	Franklin 74.
Alexander McKim Andrew,	April 13, " "	Md.	On furlough.
Nathaniel Alexander,	Nov. 30, " "	Vir.	Franklin 74.
William M. Armstrong,	" "	Ken.	Frigate United States.
Francis Armstrong,	January 1, 1817,	Md.	Frigate Congress.
George Adams,	" 1818,	Do.	Sloop Peacock.
Henry J. Auchmuty,	May 10, 1820,	R. I.	Independence 74.
John H. Abbot,	" "	Me.	Not on duty.
Jacob S. Allison,	" "	S. C.	Charleston, South Carolina.
Thomas S. Brown,	December 17, 1810,	Conn.	Independence 74.
Alexander J. D. Brown,	" "	Do.	Do.
Samuel Barron,	January 1, 1812,	Vir.	Columbus 74.
Horatio Beatty,	" "	M. D.	Washington city.
Russell Baldwin,	May 17, 1813,	N. Y.	Franklin 74.
Henry Bruce,	November 9, " "	Mass.	Independence 74.
John Bubier,	" "	Do.	Do.
Edmund Byrne,	February 1, 1814,	Penn.	Schooner Nonestuch.
John D. Bird,	April 16, " "	Del.	New Orleans.
Timothy G. Benham,	November 30, " "	Conn.	Sloop Ontario.
James G. Boughan,	January 11, 1815,	Md.	Baltimore.
Franklin Buchanan,	" 28, " "	Penn.	Philadelphia.
Arthur Bainbridge,	February 22, " "	N. J.	Frigate Congress.
Joseph Bowman,	July 8, " "	Penn.	On furlough.
Lytleton M. Booth,	June 1, 1816,	Vir.	Brig Spark.
Archibald R. Bogardus,	January 1, 1817,	N. Y.	Corvette Cyane.
Benjamin F. Bache,	" "	Penn.	Not on pay.
Oscar Bullus,	" "	N. Y.	Columbus 74.
Abraham Bennet,	July 4, " "	Del.	Franklin 74.
Edward Barnewell,	" "	N. Y.	Frigate Constellation.
Robert S. Bullus,	January 1, " "	Do.	Not on pay.
George S. Blake,	" "	Mass.	Columbus 74.
Joshua Barney,	" "	Md.	Sloop Peacock.
Theodorus Bailey, Jun.	" "	N. Y.	Corvette Cyane.
Joseph R. Blake,	" "	Vir.	Columbus 74.
Thomas O. Bruff,	November 3, " "	D. C.	Do.
Thos. M'Kean Buchanan,	" "	Penn.	Corvette John Adams.
Edward Boutwell,	March 3, 1819,	Vir.	Frigate Guerriere.
James Bradford,	" 4, " "	Lou.	Schooner Lynx.
Joseph R. Brown,	July 10, " "	Penn.	Sloop Peacock.
John Q. Adams Boyd,	December 13, " "	Indiana,	Columbus 74.
John E. Bispham,	" "	N. J.	Do.
Samuel M. Breckenridge,	" 5, " "	Ken.	Do.
Richard Barker,	May 10, 1820,	Mass.	Navy yard, Portsmouth, N. H.
Edward O. Blanchard,	" "	Miss.	Frigate Guerriere.
George Washington Bleeker,	" "	N. Y.	Washington 74.
Augustus Barnehouse,	" "	Vir.	On furlough.
John S. Chauncey,	January 1, 1812,	N. Y.	Columbus 74.
Joseph S. Cornwell,	" "	Do.	On furlough.
Enos R. Childs,	June 18, " "	Md.	Washington City.
James M. Cutts,	" "	Mass.	Not on pay.
Thomas B. Curtis,	" "	Do.	On furlough.
Edward W. Carpenter,	September 28, " "	N. Y.	Sloop Erie.
Augustus Cutts,	July 10, 1813,	N. Y.	Frigate Macedonian.
David Conyngham,	November 9, " "	Me.	Philadelphia.
	February 1, 1814,	Penn.	



## MIDSHIPMEN.

Names.	Dates of warrants.	Where born.	Where stationed.
Joseph S. Cannon,	February 26, 1814,	Del.	On furlough.
Robert B. Cunningham,	November 30, "	Vir.	Frigate Guerriere.
Joseph Cutts, Jun.	December 6, "	Me.	Brig Spark.
James S. Coxe,	January 10, 1815,	Penn.	Brig Enterprise.
Charles B. Childs,	" 28, "	N. Y.	Washington 74.
Richard Cochrane,	February 7, "	Do.	On furlough.
John Cremer,	March 1, "	Md.	Frigate Congress.
Jacob Crowninshield,	" 11, "	Mass.	Do.
James H. Clinton,	April 24, "	N. Y.	Frigate Constellation.
William Campbell,	May 30, 1816,	Md.	Do.
James E. Calhoun,	" "	S. C.	Frigate Congress.
John Redman Coxe,	July 4, 1817,	Penn.	Sloop Hornet.
John Addison Carr,	" "	Md.	Frigate Constellation.
Thomas H. P. Cooper,	October 15, "	S. C.	Mediterranean.
Samuel B. Cocke,	January 1, 1818,	Virginia,	Sloop Ontario.
Robert B. Coffin,	November 3, "	N. Y.	Philadelphia.
Charles E. Cutts,	" "	N. H.	Columbus 74.
John Cassin,	May 10, 1820,	Vir.	Corvette John Adams.
Samuel T. Cooper,	" "	Mass.	Schooner Alligator.
Oscar Davis,	January 1, 1812,	Penn.	Sloop Peacock.
Charles P. Derby,	November 9, 1813,	Mass.	Navy yard, Charlestown.
Thomas Owen Davis,	February 1, 1814,	N. C.	Frigate Macedonian.
Richard Dominick,	April 30, "	N. Y.	Columbus 74.
Samuel Dusenberry,	July 16, "	Do.	Sloop Hornet.
George D. Dods,	" 30, "	R. I.	On furlough.
Gaston Davezac,	" "	St. Dom.	Frigate Constitution.
Hugh Dulany,	" "	S. C.	Sloop Ontario.
Henry Dyson,	January 1, 1815,	Mass.	New York.
Thomas Dornin,	May 2, "	N. Y.	Sloop Peacock.
Samuel F. Dupont,	December 19, "	N. J.	Philadelphia.
Marmaduke Dove, Jun.	January 1, 1818,	D. C.	Frigate Macedonian.
Albert E. Downes,	" "	Mass.	Do.
Charles Ellery,	March 8, 1814,	R. I.	Frigate Guerriere.
Christopher T. Emmet,	October 1, "	Ireland,	Columbus 74.
Frederick Engle,	December 6, "	Penn.	Frigate Guerriere.
Henry Etting,	January 1, 1818,	Md.	Frigate Congress.
Henry Eagle, Jun.	" "	N. Y.	Frigate Macedonian.
Francis B. Ellison,	May 28, 1819,	Do.	Washington 74.
Thomas Evans,	October 23, 1820,	Penn.	Sloop Ontario.
David C. Farragut,	December 17, 1818,	Tenn.	New York.
James M. Freeman,	May 24, 1814,	Mass.	Corvette John Adams.
Benjamin Follet,	December 6, "	N. Y.	Frigate Congress.
Robert Y. Fairlie,	May 4, 1816,	Do.	Constellation.
William Foster,	January 1, 1817,	Do.	Frigate Congress.
George B. Forrester,	" "	Geo.	Do.
Lewis M. Goldsborough,	June 18, 1812,	D. C.	Frigate Guerriere.
Jacob E. Gillemeyer,	January 1, 1813,	Md.	Norfolk, Va.
Daniel Goodwin,	November 30, 1814,	Me.	Navy yard, Portsmouth, N. H.
Benjamin S. Grimke,	" "	S. C.	Frigate Congress.
Thomas R. Gerry,	December 6, "	Mass.	On furlough.
William H. Gardner,	" "	Md.	Corvette John Adams.
Thomas R. Gedney,	March 4, 1815,	S. C.	Frigate Congress.
James Glynn,	" "	Vir.	Corvette John Adams.
Timothy Gay,	June 6, "	Mass.	Independence 74.
James T. Gerry,	December 20, "	Do.	Frigate Congress.
William Green,	January 1, 1818,	Vir.	Frigate Constellation.
Alexander G. Gordon,	" "	D. C.	Frigate Macedonian.
William M. Glendy,	" "	Md.	Frigate Constellation.
Charles W. Gay,	October 27, "	Mass.	Frigate Constitution.
Sylvanus Godon,	March 4, 1819,	Penn.	On furlough.
John Graham,	September 1, "	D. C.	Columbus 74.
Samuel Gilliard,	May 10, 1820,	S. C.	Frigate Constellation.
Moses H. Hunter,	June 18, 1812,	N. J.	On furlough.
Levi M. Harby,	" "	S. C.	Charleston, South Carolina.
Joseph L. C. Hardy,	" "	Do.	Sloop of war Ontario.
Edward W. Hamilton,	" "	Do.	Not on pay.
James Hodge,	November 9, 1813,	Penn.	Philadelphia.
Joseph Hull,	" "	Conn.	Navy yard, Charlestown.
Thomas R. Handy,	January 28, 1814,	R. I.	Newport, Rhode Island.
John F. Howell,	February 1, "	Penn.	Norfolk, surveying.
George N. Hollings,	" "	Md.	Columbus 74.
Thomas Hayes,	June 6, "	Penn.	On furlough.
John Heth,	June 25, "	Virginia,	Norfolk, Virginia.
William H. Homer,	November 30, "	Mass.	Hornet sloop of war.
Harry D. Hunter,	" "	Penn.	Ontario sloop of war.
John Logan Harris,	" "	Tenn.	Franklin 74.
William S. Harris,	" "	Ken.	Frigate Guerriere.
William L. Howard,	January 10, 1815,	N. Y.	Schooner Nonesuch.
Hubbard H. Hobbs,	March 4, "	Virginia,	Frigate Constellation.
John E. Heron,	January 1, 1816,	Do.	Frigate Macedonian.
Alexander Hosack,	January 22, "	N. Y.	Sloop of war Hornet.
Abraham Hosack,	January 1, 1817,	Do.	Corvette Cyane.
Lewis C. Heylin,	" "	Penn.	Philadelphia.
Alexander H. Hopkinson,	September 25, "	Do.	Columbus 74.
Robert Harris, Jun.	January 1, 1818,	N. H.	Frigate Guerriere.

## MIDSHIPMEN.

Names.	Dates of warrants.		Where born.	Where stationed.
Peyton T. Henley, - - -	January 1,	1818,	Virginia,	Frigate Congress.
Stern Humphreys, - - -	"	"	N. Y.	Frigate Macedonian.
Patricius Hepburn, - - -	"	"	Md.	Schooner Alligator.
Andrew A. Harwood, - - -	"	"	Penn.	Sloop of war Hornet.
Charles E. Hawkins, - - -	March 4,	"	N. Y.	Washington 74.
John Hamilton, - - -	July 4,	"	Do.	Corvette Cyane.
James T. Homans, - - -	December 3,	1819,	Mass.	Columbus 74.
John W. Hunter, Jun., - - -	May 10,	1820,	Penn.	Frigate Constellation.
Cary H. Hansford, - - -	"	"	Virginia,	Frigate Guerriere.
Paul Hamilton Hayne, - - -	"	"	S. C.	Brig Enterprise.
Duncan N. Ingraham, - - -	June 18,	1812,	S. C.	Charleston, South Carolina.
Oscar Irving, - - -	January 1,	1817,	N. Y.	Columbus 74.
George Izard, - - -	"	1818,	Penn.	Do.
Skeffington S. Jameson, - - -	June 18,	1812,	Virginia,	Navy yard, Washington.
Richard A. Jones, - - -	"	"	Dela.	On furlough.
Frederick Jarrett, - - -	March 8,	1814,	Penn.	Corvette Cyane.
Walter F. Jones, - - -	June 11,	"	Virginia,	Corvette John Adams.
Joshua H. Justin, - - -	November 30,	"	R. I.	Frigate Constellation.
Edward S. Johnson, - - -	"	"	Do.	Washington 74.
Robert W. Jones, - - -	January 1,	1818,	N. Y.	Corvette John Adams.
Zachariah F. Johnston, - - -	"	"	Md.	Columbus 74.
Charles H. Jackson, - - -	May 4,	"	Conn.	Sloop of war Ontario.
John C. Jones, - - -	May 12,	"	Md.	Franklin 74.
Adam S. Kuhn, - - -	February 1,	1814,	Penn.	Frigate Constellation.
John Kelly, - - -	"	"	Do.	Columbus 74.
James D. Knight, - - -	November 30,	"	S. C.	Charleston, South Carolina.
Matthew Keogh, - - -	December 6,	"	Ireland,	Schooner Nonesuch.
Thomas King, - - -	March 4,	1815,	Do.	Schooner Lynx.
William H. Kennon, - - -	January 1,	1817,	Virginia,	Frigate Guerriere.
Stephen B. Kingston, - - -	"	"	Penn.	Philadelphia.
C. H. A. H. Kennedy, - - -	February 10,	1819,	Virginia,	Norfolk, Virginia.
Richard Kennon, - - -	May 10,	1820,	Do.	Corvette John Adams.
Thomas I. Leib, - - -	September 1,	1811,	Penn.	Brig Spark.
Samuel W. Lecompte, - - -	June 1,	1812,	Md.	Sloop of war Erie.
George H. Leverett, - - -	June 18,	"	N. H.	Independence 74.
Edward A. Lansing, - - -	"	"	N. Y.	Washington 74.
Stephen B. Lassalle, - - -	November 4,	1814,	Penn.	Sloop Peacock.
Charles Lowndes, - - -	March 18,	1815,	S. C.	Frigate Constellation.
Christopher Lowndes, - - -	January 1,	1817,	Md.	Frigate Congress.
Arthur Lewis, - - -	"	"	Virginia,	Corvette John Adams.
Andrew K. Long, - - -	"	1818,	Md.	Do.
John H. Little, - - -	"	"	Do.	Do.
John L. Luke, - - -	March 4,	1819,	Ken.	Columbus 74.
James L. Lardner, - - -	May 10,	1820,	Penn.	Not on duty.
Edward S. Lewis, - - -	"	"	Conn.	New York.
Samuel Lockwood, - - -	July 12,	"	"	Not on duty.
Charles W. Minchin, - - -	January 1,	1812,	D. C.	Receiving ship Alert.
William B. McLean, - - -	"	"	N. Y.	On furlough.
Richard Mackall, - - -	"	"	Md.	Navy yard, Washington.
Daniel H. Mackay, - - -	April 16,	1813,	N. Y.	Frigate United States.
John Marston, Jun., - - -	April 15,	"	Mass.	Philadelphia.
Joseph Moorhead, - - -	November 9,	"	Ohio,	Frigate United States.
David W. McRorie, - - -	February 1,	1814,	N. C.	Ohio 74.
Daniel S. McCauley, - - -	"	"	Penn.	Sloop of war Erie.
Nicholas Marchand, - - -	November 30,	"	La.	Schooner Nonesuch.
Michael Mahony, - - -	"	"	Ver.	Navy yard, Portsmouth, N. H.
Joseph Mattison, - - -	"	"	N. J.	Brig Enterprise.
William W. McKean, - - -	"	"	Penn.	Philadelphia.
Joseph Myers, - - -	December 6,	"	N. C.	Franklin 74.
Samuel Mercer, - - -	March 4,	1815,	S. C.	Frigate Constellation.
Robert F. Martin, - - -	May 2,	"	Do.	Franklin 74.
Robert Marshall, - - -	November 21,	"	N. Y.	Frigate Guerriere.
Alexander M. Murray, - - -	January 1,	1817,	Penn.	Frigate Constellation.
Oliver H. Middleton, - - -	"	"	England,	Sloop of war Peacock.
George A. Magruder, - - -	"	"	Virginia,	Norfolk, Virginia.
James P. McCall, - - -	"	"	Georgia,	Frigate United States.
Edward Y. Marshall, - - -	"	"	N. Y.	Frigate Macedonian.
T. Jefferson Manning, - - -	"	"	N. J.	Frigate Guerriere.
John Marshall, - - -	"	1818,	Virginia,	Do.
Alexander M. Mull, - - -	"	"	Md.	Sloop of war Ontario.
Charles V. Morris, - - -	"	"	N. Y.	Independence 74.
Henry W. Morris, - - -	August 21,	1819,	Do.	Corvette Cyane.
John Manning, - - -	May 10,	1820,	N. C.	New Orleans.
Richard D. Millen, - - -	"	"	Georgia,	Schooner Nonesuch.
Richard R. McMullin, - - -	"	"	N. Y.	Sackett's Harbor.
John White Mooers, - - -	"	"	Do.	Washington 74.
Richard Hunt Morris, - - -	"	"	Virginia,	Not on duty.
Hugh G. Mun, - - -	"	"	N. Y.	Sloop of war Hornet.
Samuel McMillin, - - -	"	"	Ken.	Not on duty.
Robert H. Nichols, - - -	September 1,	1811,	N. Y.	New York.
William C. Nicholson, - - -	June 18,	1812,	Md.	Frigate Congress.
William D. Newman, - - -	February 1,	1814,	N. Y.	Columbus 74.
Joseph B. Nones, - - -	"	"	Penn.	On furlough.
William B. Nicholson, - - -	March 17,	"	Md.	Brig Enterprise.
John S. Nicholas, - - -	June 6,	1815,	Virginia,	Frigate Constellation.



## MIDSHIPMEN.

Names.	Dates of warrants.		Where born.	Where stationed.
Joseph M. Nicholson,	January 1,	1817,	Md.	Corvette Cyane.
James L. Nowland,	"	1818,	Do.	Corvette John Adams.
Thomas H. Newman,	"	1819,	Penn.	Philadelphia.
Edwin B. Newton,	"	"	D. C.	Frigate Guerriere.
Frederick Neville,	May 10,	1820,	Ohio,	Not on duty.
Lloyd B. Newell,	"	"	Georgia,	Sloop of war Ontario.
Patrick H. Overton,	November 30,	1814,	N. C.	On furlough.
Garret T. Pendergrast,	January 1,	1812,	Ken.	Corvette Cyane.
Thomas Pettigru,	"	"	S. C.	Sloop of war Hornet.
Charles T. Platt,	June 18,	"	N. Y.	Frigate United States.
Nathaniel A. Prentiss,	"	"	Mass.	Frigate Constitution.
Edward Price,	April 5,	1813,	N. Y.	Frigate Constellation.
Samuel B. Phelps,	May 20,	"	Conn.	Frigate Congress.
John E. Prentiss,	November 9,	"	Mass.	Washington 74.
Jott S. Paine,	"	"	Maine,	Independence 74.
William Pollard,	March 8,	1814,	Penn.	Navy yard, Washington.
John F. Pelot,	June 10,	"	N. C.	On furlough.
Alexander B. Pinkham,	June 17,	"	Mass.	Do.
Richard S. Pinckney,	August 3,	"	S. C.	Frigate Macedonian.
David H. Porter,	August 4,	"	Penn.	Sloop of war Peacock.
John W. Palmer,	November 30,	"	Conn.	Schooner Nonesuch.
Robert Potter,	March 2,	1815,	N. C.	Frigate United States.
George F. Pearson,	March 11,	"	N. H.	On furlough.
William P. Piercy,	March 15,	"	Penn.	Navy yard, Washington.
William H. Pennock,	April 20,	"	Virginia,	Columbus 74.
Edward Pinkney,	November 21,	"	Md.	Frigate Constellation.
John Pope,	May 30,	1816,	Maine,	Brig Enterprise.
Elisha Peck,	March 4,	1817,	Conn.	Frigate Guerriere.
John H. Pleasanton,	July 4,	"	D. C.	Frigate Congress.
Wilson C. Purviance,	November 6,	"	Md.	Frigate Guerriere.
Levin M. Powell,	January 1,	1818,	Virginia,	Frigate Congress.
Reuben R. Pinkham,	"	"	Mass.	New Orleans.
William Pierson,	"	"	N. J.	Columbus 74.
J. Mayo Patterson,	"	"	N. Y.	Brig Spark.
Hugh Y. Purviance,	November 4,	"	Md.	Frigate Congress.
Henry Pinckney,	"	"	Do.	Do.
Alexander F. Porter,	March 19,	1819,	Penn.	Not on duty.
Richard S. Platt,	March 22,	"	N. Y.	Brig Enterprise.
James M. Prevost,	November 13,	"	Do.	Corvette Cyane.
Henry Potter,	May 10,	1820,	N. C.	Corvette John Adams.
Samuel Renshaw,	July 4,	1805,	Penn.	Philadelphia, recruiting.
Edmund M. Russell,	June 18,	1812,	Mass.	Boston station.
Charles C. Russell,	"	"	Do.	Do.
Samuel Rogers,	November 9,	1813,	N. J.	On furlough.
William T. Rodgers,	"	"	N. Y.	Frigate Macedonian.
William Rice,	"	"	Maine,	Do.
Robert Ritchie,	February 1,	1814,	Md.	Philadelphia.
Solomon Rutter,	February 26,	"	Do.	On furlough.
Victor M. Randolph,	June 11,	"	Virginia,	Washington 74.
John Rudd,	November 30,	"	R. I.	Franklin 74.
Herman Rutgers,	"	"	N. Y.	Columbus 74.
William M. Rittenhouse,	"	"	Penn.	Brig Spark.
Edward C. Rutledge,	"	"	N. C.	Corvette Cyane.
John Reed, Jun.	"	"	Penn.	Frigate Macedonian.
Isaac H. Rand,	January 25,	1815,	Mass.	Frigate Constitution.
Thomas M. Randolph,	May 30,	1816,	Virginia,	Frigate Guerriere.
Pierre C. Rion,	"	"	France,	New Orleans.
John G. Rodgers,	July 4,	1817,	Md.	Frigate Congress.
John M. Rinker,	January 1,	1818,	Penn.	Philadelphia.
Cadwalader Ringgold,	March 4,	1819,	Md.	Columbus 74.
Nath. B. Richardson,	May 14,	"	Virginia,	Sloop Alert.
Hillary Rhodes,	May 10,	1820,	Ken.	Frigate Constellation.
H. H. Van Rensalaer,	"	"	N. Y.	Not on duty.
Richard Stewart,	November 15,	1809,	Md.	On furlough.
John L. Saunders,	"	"	Virginia,	New York.
Hugh C. Sweeny,	June 18,	1812,	Md.	Philadelphia.
John M. Sullivan,	March 1,	1813,	N. Y.	New York.
William Skiddy,	May 9,	"	Do.	On furlough.
John Swartwout,	November 9,	"	Do.	Sloop of war Ontario.
David R. Stewart,	February 1,	1814,	Md.	Frigate Constellation.
Robert M. Summers,	"	"	Penn.	Sloop of war Hornet.
William F. Shields,	February 2,	"	Georgia,	On furlough.
Irvine Shubrick,	May 12,	"	S. C.	Sloop of war Erie.
Jonathan W. Sherburne,	November 30,	"	N. H.	Surveying the coast.
Roger C. Shaw,	"	"	Georgia,	Sloop Alert.
Merrit S. Scott,	"	"	Ken.	Sloop of war Ontario.
George W. Somerville,	"	"	Tenn.	Philadelphia.
John H. Smith,	January 1,	1815,	N. Y.	Frigate Congress.
Alexander Slidell,	"	"	Do.	Frigate Macedonian.
Francis Sanderson,	February 3,	"	Md.	Corvette Cyane.
Jesse Smith,	March 11,	"	Mass.	On furlough.
Henry D. Scott,	May 30,	1816,	Md.	Frigate Constellation.
George Shute,	January 1,	1817,	N. J.	Brig Spark.
Joseph G. Smith,	"	"	Md.	Frigate Macedonian.
William Seton,	July 4,	"	N. Y.	Do.

## MIDSHIPMEN.

Names.	Dates of warrants.	Where born.	Where stationed.
George W. Simms, - - -	January 10, 1818, -	D. C.	Columbus 74.
Thomas O. Selfridge, - - -	" " -	Mass.	Do.
William Shaw, - - -	" " -	Penn.	Sloop of war Peacock.
Charles H. Starr, - - -	November 3, " -	Georgia,	Frigate Constellation.
Albert G. Slaughter, - - -	" " -	Virginia,	Corvette John Adams.
Robert Steed, - - -	February 10, 1819, -	Do.	Frigate Constellation.
Isaac S. Sterrett, - - -	March 24, " -	Md.	Do.
Thompson D. Shaw, - - -	May 10, 1820, -	Penn.	Do.
Samuel Swartwout, - - -	" " -	N. Y.	New York.
Thomas Sands, - - -	" " -	Md.	New Orleans.
Lewis Seeger, - - -	" " -	Mass.	Independence 74.
Charles F. Shoemaker, - - -	" " -	Penn.	Brig Enterprise.
Joseph Stallings, - - -	" " -	Md.	Frigate Constellation.
Thomas Hanson Saul, - - -	October 23, " -	Lou.	Washington 74.
Nehemiah Tilton, - - -	November 9, 1813, -	Del.	On furlough.
John P. Tuttle, - - -	November 30, 1814, -	Conn.	Frigate Guerriere.
Henry E. Turner, - - -	" " -	R. I.	Corvette John Adams.
John Tompkins, - - -	" " -	Ken.	On furlough.
Benjamin Tallmadge, Jun. -	January 24, 1815, -	Conn.	Columbus 74.
William B. G. Taylor, - - -	February 13, " -	N. C.	On furlough.
Alexander Thompson, - - -	January 1, 1817, -	N. Y.	Schooner Nonesuch.
Richard Taylor, Jun. - - -	" 1818, -	Virginia,	Frigate Macedonian.
John Leeds Thomas, - - -	" " -	Md.	Corvette John Adams.
Samuel S. Turner, - - -	March 4, " -	Mass.	Brig Spark.
Griffin Tompkins, - - -	July 11, " -	N. Y.	Frigate Guerriere.
Robert T. Thorburn, - - -	March 30, 1820, -	Virginia,	Do.
Charles C. Turner, - - -	May 10, " -	Do.	Frigate Constellation.
George Bogart Taylor, - - -	" " -	Penn.	Sloop of war Ontario.
George P. Upshur, - - -	April 23, 1818, -	Virginia,	Frigate Guerriere.
James K. Vallette, - - -	June 1, 1815, -	Penn.	Corvette Cyane.
Gersham J. Van Brunt, - - -	January 1, 1818, -	N. J.	Columbus 74.
James Williams, - - -	September 1, 1811, -	Md.	Corvette John Adams.
Stephen B. Wilson, - - -	January 1, 1812, -	N. Y.	Washington 74.
William S. J. Washington, -	February 5, " -	Virginia,	Navy yard, Washington.
William C. Wetmore, - - -	June 18, " -	N. Y.	Sloop of war Ontario.
Clement S. Whittington, -	" " -	Md.	Corvette John Adams.
William S. Walker, - - -	November 30, 1814, -	N. H.	Frigate Guerriere.
Oliver W. Wood, - - -	" " -	R. I.	Frigate Macedonian.
Thomas V. Wilson, - - -	January 22, 1816, -	Virginia,	Do.
George F. Weaver, - - -	January 1, 1817, -	Do.	Corvette John Adams.
James P. Wilson, - - -	" " -	Md.	Frigate Congress.
Thomas B. Worthington, -	" " -	D. C.	Navy yard, Washington.
William G. Woolsey, - - -	" " -	Penn.	Corvette Cyane.
Rolia Weems, - - -	" 1818, -	D. C.	Frigate Macedonian.
Mason Wilson, - - -	" " -	Tenn.	Do.
Charles Wilkes, Jun. - - -	" " -	N. Y.	Frigate Guerriere.
John W. West, - - -	November 30, " -	Penn.	Columbus 74.
James B. Wright, - - -	March 4, 1819, -	Virginia,	Frigate Constellation.
Dudley Walker, - - -	" " -	Mass.	Brig Spark.
J. Bonaparte Witherell, -	May 10, 1820, -	Mich.	Navy yard, Washington.
Conway Whittle, - - -	" " -	Virginia,	Frigate Constellation.
William Conway Whittle, -	" " -	Do.	Norfolk, Virginia.
Hampton Westcott, - - -	" " -	N. J.	Brig Enterprise.
Henry D. Zantzinger, - - -	January 1, 1817, -	Penn.	Frigate United States.

## SAILING-MASTERS.

Edward Barry, - - -	February 28, 1809, -	Ireland,	Navy yard, Washington.
Abraham Bloodgood, - - -	June 25, 1812, -	N. Y.	do. New York.
Cornelius Bennett, - - -	December 9, " -	N. Y.	Newport, Rhode Island.
Salvadore Catalani, - - -	August 9, 1809, -	Sicily,	Navy yard, Washington.
Richard J. Coxe, - - -	June 23, 1812, -	Virginia,	On furlough.
James B. Cooper, - - -	July 9, " -	N. J.	Navy yard, Philadelphia.
John Clough, - - -	" 3, 1813, -	Mass.	Receiving ship at New York.
Samuel P. Chamberlain, -	" 3, 1814, -	N. H.	Navy yard, Portsmouth, N. H.
Alexander Cunningham, -	November 15, 1815, -	S. C.	Norfolk, Virginia.
John Carlton, - - -	July 4, " -	Mass.	Washington 74.
Peter Carson, - - -	November 1, 1816, -	Penn.	New Orleans.
Briscoe S. Doxey, - - -	June 24, 1812, -	Md.	Schooner Asp.
Marmaduke Dove, - - -	August 29, " -	Md.	Navy yard Washington.
Daniel Dobbins, - - -	September 16, " -	Penn.	On furlough.
Joseph H. Dill, - - -	April 10, 1813, -	Do.	Philadelphia.
George F. de la Roche, -	August 3, " -	Do.	Corvette John Adams.
Shubael Downes, - - -	September 12, " -	Mass.	Frigate Constitution.
John Drew, - - -	December 6, 1814, -	Mass.	Sloop of war Peacock.
Richard Dealy, - - -	" " -	"	On furlough.
Francis H. Ellison, - - -	July 3, 1813, -	N. Y.	Navy yard, New York.
Jonathan D. Ferris, - - -	February 28, 1809, -	"	New Orleans.
Augustus Ford, - - -	March 28, 1810, -	S. C.	Sackett's Harbor.
James H. Ferguson, - - -	May 27, 1814, -	N. Y.	Navy yard, Charlestown.
Samuel C. Hixon, - - -	April 30, " -	Mass.	Independence 74.
William L. Hudson, - - -	June 16, " -	N. Y.	Corvette Cyane.
Daniel Jones, - - -	May 8, 1812, -	England,	Steam frigate Fulton.



## SAILING-MASTERS.

Names.	Dates of warrants.	Where born.	Where stationed.
William Johnson, - - - -	June 6, 1815, -	-	On furlough.
William Knight, - - - -	October 23, 1799, -	Penn.	Rendezvous, Philadelphia.
Simon Kingston, - - - -	June 29, 1812, -	England,	Navy yard, Philadelphia.
Robert Knox, - - - -	July 20, " -	Mass.	Navy yard, Charlestown.
John M. Kidd, - - - -	June 18, 1817, -	-	Schooner Nonesuch.
Jairus Loomis, - - - -	November 11, " -	Conn.	New Orleans.
Alexis Luckett, - - - -	December 15, " -	Virginia,	Brig Enterprise.
Joseph Lindsay, - - - -	March 17, 1814, -	Mass.	Whitehall, Lake Champlain.
Jacob Mull, - - - -	February 13, 1809, -	-	Frigate Macedonian.
Francis Mallaby, - - - -	July 3, 1813, -	N. Y.	Washington 74.
William F. Malbone, - - - -	April 4, 1814, -	R. I.	Norfolk station.
Philip S. Meyer, - - - -	November 18, " -	N. Y.	Frigate Constellation.
William Miller, - - - -	January 28, 1815, -	Scotland,	Navy yard, Philadelphia.
Alexander W. Macomb, - - - -	July 25, 1818, -	N. Y.	Sloop of war Ontario.
John Nantz, - - - -	July 7, 1812, -	Ireland,	Baltimore.
Thomas Nichols, - - - -	" " -	-	Philadelphia.
David Phipps, - - - -	January 1, 1801, -	Mass.	Steam frigate Fulton.
Lewis B. Page, - - - -	March 9, 1809, -	Virginia,	Navy yard, Gosport, Virginia.
James B. Potts, - - - -	July 24, 1812, -	England,	Navy yard, Gosport, Virginia.
William W. Polk, - - - -	" 18, 1814, -	Md.	Navy yard, New York.
John Quinn, - - - -	November 1, 1816, -	-	New Orleans station.
Edward Rumney, - - - -	November 18, " -	Mass.	On furlough.
Samuel Rinker, - - - -	September 3, 1813, -	Penn.	Philadelphia.
Thomas Rutter, - - - -	November 9, " -	Md.	On furlough.
John Robinson, - - - -	November 27, 1815, -	-	Sackett's Harbor.
William W. Sheed, - - - -	May 5, " -	S. C.	On furlough.
Nathaniel Stoodley, - - - -	August 14, " -	N. H.	Navy yard, Portsmouth, N. H.
Daniel S. Stellwagen, - - - -	May 14, 1814, -	Penn.	Navy yard, Philadelphia.
Robert S. Tatem, - - - -	July 21, 1814, -	Penn.	New York.
James Tewksbury, - - - -	December 14, 1815, -	Mass.	Erie [Pa.] station.
George Ulrick, - - - -	" 4, 1809, -	-	New Orleans station.
William Vaughan, - - - -	August 22, 1812, -	Penn.	Sackett's Harbor.
Charles E. Waldo, - - - -	March 10, 1813, -	Mass.	Navy yard, Charlestown.
Joseph Williston, - - - -	November 26, 1814, -	Mass.	Baltimore.
Nahum Warren, - - - -	February 2, 1815, -	N. H.	Gunboat 67, N. Y.
Henry Worthington, - - - -	May 2, " -	Md.	Baltimore station.

## BOATSWAINS.

James Banks, - - - -	July 21, 1817, -	-	Franklin 74.
Stephen G. Clark, - - - -	January 1, " -	-	Frigate Constitution.
James Evans, - - - -	" " 1819, -	-	Frigate Constellation.
David Eaton, - - - -	August 8, 1811, -	-	Corvette John Adams.
Edward Linscot, - - - -	March 29, 1809, -	-	Navy yard, Gosport, Virginia.
John McLoud, - - - -	August 1, " -	-	Columbus 74.
James Menzies, - - - -	December 15, 1819, -	N. Y.	Navy yard, Washington.
Colin McLoud, - - - -	" " -	-	Norfolk, Virginia.
Samuel F. Parker, - - - -	" " -	-	Brig Enterprise.
Thomas R. Smith, - - - -	November 5, 1814, -	-	Washington 74.
John Smith, - - - -	August 11, 1819, -	-	Sloop of war Ontario.
William Smith, - - - -	January 1, " -	-	Sloop of war Hornet.
Abraham Walton, - - - -	September 17, 1815, -	-	Navy yard, Charlestown.
John Woods, - - - -	July 8, " -	-	Philadelphia.

## GUNNERS.

Thomas Barry, - - - -	July 2, 1813, -	Penn.	Philadelphia.
James Bogman, - - - -	December 14, 1815, -	-	Navy yard, Charlestown.
John Blight, - - - -	" " -	-	Washington 74.
Alexander Brown, - - - -	January 27, 1820, -	-	Frigate Constellation.
Antonio Corraei, - - - -	January 28, 1809, -	Portugal.	Navy yard, Portsmouth, N. H.
Wesley Cunningham, - - - -	August 11, 1819, -	Md.	New York station.
James Cosgrove, - - - -	" 30, 1813, -	-	Navy yard, New York.
William C. Cowan, - - - -	April 21, 1819, -	-	Frigate Congress.
John Fair, - - - -	July 8, 1815, -	-	Frigate Guerriere.
George Jackson, - - - -	February 2, 1810, -	-	Navy yard, New Orleans.
Stephen Jones, - - - -	May 6, 1813, -	-	Steam ship Fulton.
William Johnson, - - - -	July 4, 1817, -	-	Sloop Alert.
Joseph Lum, - - - -	" " -	Conn.	Navy yard, Gosport, Virginia.
John Lord, - - - -	June 18, 1812, -	-	Franklin 74.
George Marshall, - - - -	July 15, 1809, -	-	Norfolk, Virginia.
Thomas Marshall, - - - -	" " -	-	Brig Enterprise.
Elijah Merchant, - - - -	" " -	-	Schooner Nonesuch.
Elijah Whitten, - - - -	" " -	-	Sloop of war Hornet.

## CARPENTERS.

Names.	Dates of warrants.	Where born.	Where stationed.
Thomas Berry, - - - -	- - - -	-	Frigate Guerriere.
Abraham Demott, - - - -	- - - -	-	Sackett's Harbor.
John Deacon, - - - -	- - - -	-	Brig Enterprise.
Baruch M. Evans, - - - -	- - - -	-	Frigate Constellation.
Zachariah R. Fuller, - - - -	April 12, 1815,	-	Frigate United States.
John Justice, - - - -	December 12, 1820,	N. J.	Erie (Penn.) station.
Richard Lowell, - - - -	- - - -	-	Navy yard, New York.
Samuel Phillips, - - - -	- - - -	-	Corvette Cyane.
Nehemiah Parker, - - - -	- - - -	-	Columbus 74.
John Snider, - - - -	January 1, 1818,	-	Frigate Congress.
William E. Sheffield, - - - -	April 8, 1820,	-	New Orleans.
Richard Thomas, - - - -	January 22, 1814,	-	On furlough.

## SAILMAKERS.

William H. Baldwin, - - - -	May 31, 1817,	-	Sloop Ontario.
Samuel B. Bannister, - - - -	June 24, " - - - -	-	Franklin 74.
Charles Cassell, - - - -	- - - -	-	Navy yard, Washington.
William Fleming, - - - -	- - - -	-	Navy yard, New York.
George Parcells, - - - -	- - - -	-	Frigate Guerriere.
Samuel Trebby, - - - -	- - - -	-	Frigate United States.
John Trimble, - - - -	- - - -	-	Columbus 74.
Henry Van Voorhis, - - - -	August 11, 1819,	N. Y.	Corvette Cyane.

## MASTERS' MATES.

Jacob D. Stout, - - - -	- - - -	-	Charleston, South Carolina.
Elias Taylor, - - - -	November 16, 1816,	-	Franklin 74.

## COMMISSION OFFICERS OF THE MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

Names.	Dates of commissions.	Where born.	Where stationed.
Archibald Henderson, - - - -	October 17, 1820,	Virginia,	Head-quarters.

## CAPTAINS.

Richard Smith, - - - -	March 13, 1812,	Md.	New York.
Robert D. Wainwright, - - - -	September 29, " - - - -	S. C.	Boston.
William D. Anderson, - - - -	June 18, 1814,	Penn.	Norfolk, Virginia.
Samuel Miller, adjutant and inspector, - - - -	" " - - - -	Mass.	Head-quarters.
John M. Gamble, - - - -	" " - - - -	N. J.	Head-quarters.
Alfred Grayson, quartermaster, - - - -	" " - - - -	Ken.	Philadelphia.
F. B. De Bellevue, - - - -	November 7, 1818,	La.	New Orleans.
Samuel E. Watson, - - - -	March 28, 1820,	Virginia,	Portsmouth, N. H.

## FIRST LIEUTENANTS.

William L. Brownlow, - - - -	June 18, 1814,	Virginia,	Norfolk, Virginia.
William H. Freeman, - - - -	" " - - - -	Conn.	Sackett's Harbor.
Joseph L. Kuhn, - - - -	" " - - - -	Md.	Under orders.
Henry Olcott, - - - -	" " - - - -	N. H.	Norfolk.
Charles R. Broom, - - - -	" " - - - -	Del.	Philadelphia.
Benjamin Richardson, - - - -	" " - - - -	Md.	Head-quarters.
William Nicoll, - - - -	" " - - - -	N. Y.	Frigate Congress.
Charles Lord, - - - -	" " - - - -	Conn.	On furlough.
Levi Twiggs, - - - -	" " - - - -	Geo.	New York.
John Harris, - - - -	" " - - - -	Penn.	Erie, Pennsylvania.
Samuel B. Johnson, - - - -	" " - - - -	N. Y.	Frigate Macedonian.
Thomas A. Linton, - - - -	April 18, 1817,	Virginia,	Under orders.
Richard T. Auchmuty, - - - -	" " - - - -	R. I.	Boston.
James Edelin, - - - -	" " - - - -	Md.	Norfolk, Virginia.
Park G. Howle, - - - -	" " - - - -	Virginia,	Head-quarters.
Richard D. Green, - - - -	" " - - - -	Mass.	Philadelphia.
Robert M. Desha, P. M. - - - -	" " - - - -	Ken.	Head-quarters.
Henry E. Dix, - - - -	" " - - - -	Mass.	Norfolk.
Elijah J. Weed, - - - -	March 3, 1819,	Penn.	New Orleans.
Joseph C. Hall, - - - -	" " - - - -	Md.	Frigate Constellation.



## FIRST LIEUTENANTS.

Names.	Dates of warrants.	Where born.	Where stationed.
William W. Dulany, - - -	June 19, 1819, -	Virginia,	Portsmouth, New Hampshire.
Thomas S. English, - - -	August 11, " -	Mass.	Columbus 74.
Henry W. Gardner, - - -	September 30, " -	Mass.	Sloop of war Peacock.
James M. Clements, - - -	March 28, 1820, -	Penn.	Boston.

## SECOND LIEUTENANTS.

Thomas B. Barton, - - -	January 28, 1818, -	Penn.	Under orders.
Richard W. Ashton, - - -	" " -	Virginia,	Philadelphia.
George W. Walker, - - -	" " -	D. C.	Columbus 74.
Christopher C. Floyd, - - -	September 9, " -	Geo.	Head-quarters.
Charles Grymes, - - -	March 3, 1819, -	Virginia,	Head-quarters.
George D. Brewerton, - - -	" " -	N. Y.	New York.
Ward Marston, - - -	" " -	Mass.	Brig Spark.
Charles C. Tupper, - - -	" " -	Indiana,	Erie, Pennsylvania.
Augustus A. Nicholson, - - -	March 28, 1820, -	S. C.	New York.
Charles Betts, - - -	" " -	Virginia,	Mediterranean.
Charles Sears, - - -	" " -	Mass.	Head-quarters.
James McCawley, Jun. - - -	" " -	Penn.	Do.
Benjamin Macomber, - - -	" " -	R. I.	Do.
George Cooper, - - -	" " -	Mass.	Boston.
Abraham N. Brevort, - - -	" " -	N. Y.	Head-quarters.
Samuel S. Coejeman, - - -	" " -	N. J.	Do.

## NAVY AGENTS.

Names.	Where born.	Where employed.
Amos Binney, - - -	Massachusetts, - - -	Boston.
Robert Swartwout, - - -	New York, - - -	New York.
James Beatty, - - -	Maryland, - - -	Baltimore.
John P. Henry, - - -	Georgia, - - -	Savannah, Georgia.
Jeremiah Brown, - - -	North Carolina, - - -	Newbern, N. C.
George Harrison, - - -	Pennsylvania, - - -	Philadelphia.
Joseph Hull, - - -	Connecticut, - - -	Middleton, Connecticut.
Miles King, - - -	Virginia, - - -	Norfolk, Virginia.
Henry S. Langdon, - - -	New Hampshire, - - -	Portsmouth, N. H.
James Morrison, - - -	Maryland, - - -	Lexington, Kentucky.
John Morgan, - - -	Connecticut, - - -	Hartford, Connecticut.
Joshua Poits, - - -	Virginia, - - -	Wilmington, N. C.
James Riddle, - - -	Delaware, - - -	Newcastle, Delaware.
John Robertson, - - -	North Carolina, - - -	Charleston, S. C.
John Randall, - - -	Maryland, - - -	Annapolis, Maryland.
John L. Storer, - - -	District of Maine, - - -	Portland, Maine.
Constant Taber, - - -	Rhode Island, - - -	Newport, R. I.
Baring Brothers, & Co. - - -	England, - - -	London.
Richard McCall, - - -	Pennsylvania, - - -	Mediterranean.

NOTE.—Navy Agents receive "one per cent." on their expenditures, not to exceed two thousand dollars per annum.

*Pay and subsistence allowed in the Navy of the United States to Officers and Petty Officers.*

Rank or station.	Pay per month.	No. of rations pr. day.	Rank or station.	Pay per month.	No. of rations pr. day.
Captain of a vessel of 32 guns and upwards,	\$100	8	Carpenter, - - -	\$20	2
Captain of a vessel of 20, and under 32 guns,	75	6	Midshipman, - - -	19	1
Master commandant, - - -	60	5	Master's mate, - - -	20	1
Lieutenant commanding, - - -	50	4	Captain's clerk, - - -	25	1
Lieutenant, - - -	40	3	Boatswain's mate, - - -	19	1
Chaplain, - - -	40	2	Carpenter's mate, - - -	19	1
Surgeon, - - -	50	2	Coxswain, - - -	18	1
Surgeon's mate, - - -	30	2	Quarter-gunner, - - -	18	1
Sailing-master, - - -	40	2	Quartermaster, - - -	18	1
Purser, - - -	40	2	Master-at-arms, - - -	18	1
Schoolmaster, - - -	25	2	Armorer, - - -	18	1
Boatswain, - - -	20	2	Steward, - - -	18	1
Gunner, - - -	20	2	Cooper, - - -	18	1
Sailmaker, - - -	20	2	Cook, - - -	18	1

NOTE.—Whenever any officer shall be employed in the command of a squadron, on separate service, the allowance of rations shall be double during the continuance of such command, and no longer; except in the case of the commanding officer of the navy, whose allowance, while in service, shall always be at the rate of sixteen rations per day, agreeably to an act of Congress, passed February 25, 1799.





NAVY COMMISSIONERS' OFFICE, January 20, 1821.

SIR:

The Commissioners of the Navy have had the honor of receiving the letter of the honorable Mr. Smith, Chairman of the Committee of Ways and Means, of the 8th instant, addressed to you, and which you were pleased to refer to them; and they now proceed to submit their report upon the various points on which information has been required.

They beg leave to premise, that their information, with respect to the employment of our public ships and vessels is derived from your communication of the 11th ultimo, to the honorable Mr. Barbour, Chairman of the Naval Committee, of the House of Representatives.

The 1st inquiry is, "What is the present force in the Mediterranean, and its annual expenditures?"

The present force in the Mediterranean appears to be the Columbus, the Peacock, and the Spark, and the annual expenditure may be estimated at \$285,000.

Query 2d. "What would be the annual expenditure of one 44, one 36, and a sloop of war?"

The annual expenditure of one 44, one 36, and a sloop of war, may be estimated at \$256,000.

Query 3d. "What is the annual expenditure of the force employed on the African coast? What is the force, and what would be the annual expense of three of the new schooners?"

The present force cruising on the coast of Africa appears to be, the Cyane, the John Adams, and the Hornet, and the annual expenditure may be estimated at \$165,700.

The annual expenditure of three of the new schooners would be about \$70,500.

Query 4. "What is the annual expense of the ship employed in the Indian seas?"

The annual expense of the Congress, now employed in the Indian seas, may be estimated at \$110,000.

Query 5. "What is the annual expense of the ships employed in the Pacific, allowing for both being under expense when relieving?"

To gain two years service of a ship in the Pacific ocean, and the constant presence of a ship in that ocean, we should estimate the expense to be equal to two years and nine months service of the ship, in order to allow for the expense of relieving, at the expiration of the term of service of the crew. Two years and nine months expense of such a ship as the Constellation, on so distant a station, may be estimated at \$300,000.—Hence "the annual expense of the ships employed in the Pacific, allowing for both being under expense when relieving," may be estimated at \$150,000.

Query 6. "What is the annual expense of the vessels employed in the West Indies and on our coast, to protect against piracies? and what will it be if all the small vessels, except three for Africa, be employed?"

It appears that the Enterprise, the Nonesuch, the Lynx, and gunboats Nos. 158 and 168, are "now employed in the West Indies and on our coast, to protect against piracies, &c." the annual expense of which may be estimated at \$105,000.

As to what the expense would be "if all the small vessels, except three for Africa, be employed," the Commissioners find no little difficulty in forming an estimate, not distinctly understanding the scope of the inquiry—whether it contemplated no exception but the "three for Africa," particularly mentioned. Whether the object was to withdraw from the coast of Africa the vessels now on that station, and include them in the estimate of the expense of the vessels employed, or whether leaving all the smaller vessels now in service, on the service now respectively assigned to them, the object was to add to the vessels now in the West Indies and on our coast, all the smaller vessels belonging to the navy, and not now in actual service, the Commissioners are not able to infer from the terms used in propounding the query. If, however, they can be informed precisely of the object of the inquiry, and the vessels intended to be included in the estimate, they will, with great pleasure, afford every information in their power.

The Commissioners, in reply to the 7th query, beg leave to submit the papers herewith marked No. 1, 2, 3, and 4.

No. 1 exhibits a view of the naval stations in the United States, the navy officers, seamen, and ordinary seamen, attached to each station, and an estimate of the annual expense of each station, exclusively of the mechanics and laborers.

No. 2 shows the number of mechanics and laborers employed at the different navy yards and stations and the total amount of the expenditures, on account of mechanics and laborers, for one month, distinguishing the amount expended for the gradual increase of the navy, and for other objects, such as repairs of vessels building schooners, &c.

The paper No. 3, shows the vessels at the different stations in the United States.

No. 4, gives a general view of the property belonging to the navy, at the several and respective stations. This paper would have been prepared more in detail, but the Commissioners presumed that it was not required by the honorable chairman, and it probably could not have been prepared in less than three or four weeks, so as to give a view of each and every article at each and every station.

Of these stations, Norfolk, Washington, Philadelphia, New York, Boston and Portsmouth, are building yards. New Orleans, and Charleston, S. C. are stations for the rendezvous of our small vessels cruising in those waters. At Sackett's Harbor and at Erie, we have, it will be seen, a considerable amount of public property, which could not be removed to any of the Atlantic stations, without incurring very great expense, and probably injury. The public property at White Hall might be removed to New York, and that station might be dispensed with. The Newport station might also be dispensed with. Baltimore should, in our opinion, be retained as a recruiting station, as that city furnishes its full proportion of the best seamen in our country.

The 8th query of the honorable chairman calls for the following information, viz: "Are any of the vessels of war so far decayed that they are unworthy of repairs? If so, name them." And in reply, the Commissioners beg leave to observe, that, in their opinion, the following vessels are unworthy of repair, viz:

The Confidence,  
Detroit,  
Eagle,  
General Pike,  
Ghent,  
Jefferson,  
Jones,  
Lawrence,  
Linnet,  
Mohawk,

The Madison,  
Niagara,  
Oneida,  
Queen Charlotte,  
Ranger,  
Raven,  
Superior,  
Saratoga,  
Sylph,  
Ticonderoga,

And 15 barges and 6 galleys, all on the lakes: that the schooners Fox and Spitfire, gunboats No. 73, 76, 95, and three barges, on Atlantic stations, are also considered as underserving of repair; and the frigate, the Java, at Boston, is probably unworthy of repair.

The vessels in ordinary, at stations on the Atlantic board, and incurring expense for their preservation, are,

## SHIPS OF THE LINE.

The Washington,  
Franklin,  
Ohio,

The North Carolina,  
Independence,  
Delaware.

## FRIGATES.

The United States,  
Guerriere,

The Java,  
Fulton Steam Battery.

Exclusively of supernumerary officers, the number estimated to be attached to each ship of the line is,

1 master,	1 sailmaker,
1 boatswain,	10 able seamen,
1 gunner,	4 ordinary seamen,
1 carpenter,	6 boys.

Estimated annual expense, \$6,432 50.

To each 44 gun frigate:

1 master,	1 sailmaker,
1 boatswain,	6 able seamen,
1 gunner,	4 ordinary seamen,
1 carpenter,	3 boys.

Estimated annual expense, \$5,002 75.

To the steam battery:

Same officers as to frigate,	4 ordinary seamen,
5 able seamen,	2 boys.

Estimated annual expense, \$4,604 25.

All the vessels on Lakes Erie, Ontario, and Champlain, with the exception of two of the smallest class, which are employed in the revenue service, are in a state of ordinary. The expense of preserving them is shown by the paper No. 1, which exhibits the expense annually of the respective stations.

The Alert, the Asp, the Vesuvius, and the Louisiana, are employed as receiving ships.

With respect to that part of the ninth query, which calls for "a detailed view of the ships in actual service," the Commissioners have not presumed to answer it, from a conviction that you possess more precise information upon the subject than they can afford.

The tenth query is in the following words, viz: "The retained ration is now fixed at twenty-five cents each; is there any act for that sum, or is it a regulation? Would the present appropriation of money, and consequent cost of the items of the ration, justify a reduction?"

The law declares what the component parts of the navy ration shall be; but it is understood that the price of the ration is a regulation of the Department. The navy ration can probably be procured for less than twenty-five cents. By the contracts lately made, the first cost will not exceed sixteen cents. At this time provisions are known to be unusually low, and owing to this circumstance, and the competition produced among the bidders for public contracts, by advertising for all articles required, the ration is procured at a price less considerably than at any period since the establishment of our navy. It should, however, be observed, that the component parts of the ration are all of a perishable nature; and that on board of our ships they are unavoidably exposed to the vicissitudes of every climate; hence, with every care that can be taken of them, they are, in a greater or less degree, liable to damage before they can be used. These considerations render it expedient to prepare the estimates, as to the cost of the ration, so as to make a liberal allowance for the damages to which they are liable. Although, therefore, the first cost of the ration will not exceed sixteen cents, the ultimate cost is estimated at twenty-five cents.

The estimates for 1821 contemplate a provision of one million five hundred and twenty-six thousand four hundred and thirty rations, deliverable in kind, for actual consumption; and three hundred and seventy-six thousand four hundred and ninety-seven rations which are not drawn. The former is one ration per day, for every person in the service. The latter are rations which the officers are entitled to, but which, not being provided for them, are not drawn in kind, but paid for in money.

With respect to the rations which are drawn in kind, it may be observed, that, if they should not, including all the losses which may be sustained, cost the price named in the estimate, no more than their actual cost will be drawn from the treasury, the balance will remain unapplied, and subject to such disposition as the Legislature may please to decide.

With respect to the rations which are not drawn in kind, the price has at various times been regulated by the Department. Prior to the year 1801, the price was twenty-eight cents, in 1801, it was fixed at twenty cents, in 1814, thirteen years' experience having satisfied the Government that twenty cents was less than a fair average price, it was raised to twenty-five cents, and has never since been changed. This price may be more than the present cost of the ration, but next year it may be less. "At the time the officers were receiving twenty-eight cents the ration, that price was known to be less, frequently, than the actual cost. The officers might, at that period, have drawn their rations and sold them to a profit; and after the price was reduced to twenty cents, although an apparent change in the market seemed to favor the reduction, yet it was fully ascertained that the price of the ration, on an average, was considerably higher; and upon this ground it was fixed at twenty-five cents as a fair average price. The officers now consider, and indeed have always considered, their undrawn rations as a part of their pay, and have made their calculations accordingly."

That there should be a fixed price for undrawn rations is essential, not only as respects the officers, but equally, if not more, essential, as respects the public accounts. Was the price to be regulated by the fluctuation of the markets, the officers would be kept in a state of constant uncertainty as to the regulation of their expenses, and great embarrassments would arise in the settlement of their accounts at the treasury. Hence it has been found expedient to give to these rations a fixed value; and the Commissioners presume that twenty-five cents is not more than a fair average price for them.

The officers, in furnishing their own tables, are unavoidably subject to pay the market prices demanded for the articles they require. These markets may be as various as the ports they may proceed to in the various parts of the world. It is also the custom to provide fresh meat for the crew whenever a vessel goes into port; and, on such occasions, we are subject to pay the market price demanded for such fresh provisions. This custom could not be dispensed with, the health of the crews requires its observance. These are contingencies which should always be considered, in estimating the cost of the navy ration.

The principle of permitting officers to commute their rations into money is universally practised in every service with which the Commissioners are acquainted; it enables the officers, from time to time, to provide their own stores. If this custom were prohibited, and the whole number of rations, to which the officers are by law entitled, were to be provided and delivered in kind to them, the capacity of the ships to receive provisions and stores, for the crew generally, would be proportionately diminished. Under the present regulation the stores of the officers occupy but an inconsiderable space, change it and you necessarily have to lessen the quantity which would otherwise be provided for the crew. By a change, these inconveniences would arise, without being attended with any conceivable benefit.

"Are not the improvements of navy yards complete? Can any thing be spared from that item?"

The improvements of navy yards are not complete. It would require a much larger sum than is estimated for this year to make them as complete as is desired, with regard to both economy and convenience. The present appropriation is not more than sufficient to keep the yards with their buildings, enclosures, building ships, launching ways, building stages, machinery, boats, lighters, mooring chains, mooring anchors, &c. in repair; and to pay officers whose services are indispensable for the preservation of the public stores.

In answer to the inquiry relative to the amount estimated for repairs; and "whether any thing can be spared from that item," the Commissioners beg leave to observe that the estimate for repairs embraces not only the repairs required to the hulls of our ships, but every object of equipment, cordage, sails, anchors, ship chandlery, &c. and it also embraces the wear and tear of the ships in service. Hence it will be acknowledged that there are insuperable difficulties to forming any precise estimate, with respect to the cost of repairs, the amount depending measurably upon wind and weather. If, however, it should be determined to break up the Java, and not to rebuild her, the Commissioners think it highly probable, judging from past experience, that the estimate for repairs might be reduced one hundred thousand dollars, without injury to the public service.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Honorable SMITH THOMPSON, Secretary of the Navy.



## No. 1.

*Exhibit showing the Naval Stations in the United States, the officers and men attached to each, and annual expense of each, exclusively of Mechanics and Laborers.*

STATIONS.	OFFICERS AND MEN ATTACHED TO THE RESPECTIVE STATIONS.															Annual expense.
	Captains.	Masters Commandant.	Lieutenants.	Surgeons.	Surgeons' Mates.	Purser.	Sailing-masters.	Captains' Clerks.	Boatswains.	Gunners.	Carpenters.	Stewards.	Armors.	Able Seamen.	Ordinary Seamen.	
Norfolk,	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	\$14,013 50
Washington,	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	14,013 50
Philadelphia,	1	1	1	1	1	1	1	1	1	1	1	1	1	6	-	10,844 75
New York,	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	14,013 50
Boston,	1	1	1	1	1	1	1	1	1	1	1	1	1	10	20	16,010 75
Portsmouth,	1	1	1	1	1	1	1	1	1	1	1	1	1	6	15	14,013 50
Whitehall,	1	-	1	1	1	1	1	1	1	1	1	1	1	-	5	9,313 25
Sackett's harbor,	1	-	2	1	1	1	4	1	1	1	1	1	1	10	10	15,343 25
Erie,	-	1	1	1	1	1	1	1	1	1	1	1	1	-	5	7,829 50
Charleston, S. C.	1	-	1	1	1	1	1	1	-	-	-	1	-	6	-	8,093 75
Baltimore,	1	-	1	-	-	1	1	-	-	-	-	-	-	2	2	5,551 75
Newport,	1	-	1	-	-	1	1	-	-	-	-	-	-	-	-	4,658 75
New Orleans,	1	1	1	1	1	1	1	1	1	1	1	1	1	6	6	12,112 25

## No. 2.

*Exhibit of the number of Mechanics and Laborers employed at the different Navy Yards and Stations in the United States, during the month of October, 1820.*

	Washington.	Gosport.	Philadelphia.	New York.	Boston.	Portsmouth.	Erie, Penn.	Whitehall.	New Orleans.	Aggregate.
Carpenters,	51	55	58	75	104	36	1	-	5	385
Carpenter's laborers,	29	24	-	-	-	2	1	-	-	56
C. cable and camboose smith,	34	-	-	-	-	-	-	-	-	34
Blacksmiths,	36	33	32	31	27	13	-	-	-	172
Anchor smiths,	20	-	-	-	-	-	-	-	-	20
Mast makers,	6	14	9	-	-	-	-	-	-	29
Gun carriage makers,	12	6	-	-	-	-	-	-	-	18
Sawyers,	6	8	4	9	13	8	-	-	-	48
Caulkers,	11	58	-	37	17	8	-	-	-	131
Plumbers,	29	3	-	2	-	-	-	-	-	34
Joiners,	22	19	15	39	14	8	-	-	1	118
Boat builders,	9	9	-	3	-	-	-	-	-	21
Block makers,	21	8	-	7	-	-	-	-	-	36
Coopers,	3	9	-	2	-	-	-	-	-	14
Painters,	6	8	6	-	4	-	-	-	-	27
Mould loft,	2	-	-	3	-	-	-	-	-	2
Mechanists,	6	-	-	-	-	-	-	-	-	6
Ordnance crew,	5	-	-	-	-	-	-	-	-	5
Gunners,	7	3	-	-	-	-	-	-	-	10
Sailmakers,	4	-	-	10	3	-	-	-	-	17
Riggers,	7	7	-	18	-	-	-	-	-	32
Steam engines,	4	-	-	-	-	-	-	-	-	4
Saw mill,	8	-	-	-	-	-	-	-	-	8
Laborers,	39	85	36	69	47	8	1	3	-	288
Assistants in navy store,	3	-	-	-	-	-	-	-	-	2
Armorsers,	-	3	-	4	2	-	1	-	1	11
Receivers,	-	15	-	-	-	-	-	-	-	15
Carvers,	-	4	-	-	-	-	-	-	-	4
Tinners,	-	1	-	-	-	-	-	-	-	1
Watchmen,	-	7	-	-	-	-	-	-	-	7
Wheelwrights,	-	1	-	-	-	-	-	-	-	1
Assistant inspectors,	-	3	-	-	-	-	-	-	-	3
House Carpenters,	-	-	6	-	-	-	-	-	-	6
Dock builders,	-	-	-	8	-	-	-	-	-	8
Clerks,	-	-	-	2	-	-	-	-	-	2
Porters,	-	-	-	1	-	-	-	-	1	2
Masons,	-	-	-	-	-	2	-	-	-	2
	380	383	166	320	231	85	4	3	8	1,580

## No. 3.

*Exhibit showing the vessels at the respective stations in the United States.*

AT PORTSMOUTH, N. H.	AT CHARLESTON, S. C.
One ship of the line, building. Porpoise, schooner, building.	Gun-vessels Nos. 10, 158, 168.
AT BOSTON.	AT NEW ORLEANS.
Independence, ship of the line. Java, frigate. Ship of the line, building. Constitution, frigate. Alligator, schooner. Gunboat 95.	Tchifonte, block ship. Lynx, schooner. Nonesuch, schooner. Louisiana, receiving ship. Sheer-hulk. Bull-dog, felucca. Thorn, prize tender. One launch.
AT NEW YORK.	AT WHITEHALL, L. C.
Washington, ship of the line. Franklin, do. Ohio, do. Ontario, sloop. Erie, do. Ship, building, (frigate.) Fulton, steam ship. Ketch Vesuvius. Gunboat.	Confiance, ship. Saratoga, do. Eagle, brig. Linnet, do. Ticonderoga, schooner. Burrows, galley. Boxer, do. Centipede, do. Allen, do. Viper, do. Nettle, do.
AT PHILADELPHIA.	AT SACKETT'S HARBOR.
North Carolina, ship of the line. Frigate, building. New schooner, building.	Orleans. Chippewa. Superior. Mohawk. Pike. Madison. Jefferson, brig. Jones, do. Sylph, do. Oneida, do. Lady of the Lake. Fourteen gunboats.
AT BALTIMORE.	AT ERIE, PENN.
Asp, schooner, receiving vessel.	Niagara. Lawrence. Queen Charlotte. Detroit. Porcupine. Ghent.
AT WASHINGTON.	
Frigate, building. Two new schooners, building. Gunboat 67.	
AT NORFOLK.	
United States, frigate. Delaware, ship of the line. Alert, receiving ship. Gunboats 72 and 76.	

## No. 4.

*General abstract of naval stores in the building yards and naval stations in the United States, under the charge of naval storekeepers.*

## AT GOSPORT, VA.

10 anchors.	Powder.
<i>Copper.</i> 148,252 lbs. 2,960 lbs. of copper sheathing nails. 1,048½ lbs. of copper rods, for bolts. 657 lbs. of copper spikes. 746 lbs. of copper sheathing.	314 bbls. proof cannon powder. 141 bbls. under proof. 18 bbls. damaged. 21 bbls. priming proof. 11 bbls. under do. 6 bbls. powder dust.
<i>Cordage.</i> Cables, 2½. 1,886 lbs. shroud laid cordage. 11,817 lbs. running rigging. 519 lbs. ratline. 433 lbs. white rope. 1,510 lbs. cable laid cordage.	<i>Powder materials, and Iron.</i>
<i>Ordnance.</i> 138 iron cannon. 39 carronades. 2 mortars. 2 howitzers. 2 eprouvettes. 9,450 round shot. 1,100 double round shot. 238 stands of canister shot. 4,212 stands of grape shot. 8½ tons of double shot. 1 shot former. 5,642 leaden balls.	<i>Provisions.</i> 1,686 lbs. of bread. 481½ bbls. of beef. 39½ gallons of molasses. 400 barrels of pork. 205 gallons of rum. 42 pounds of rice. 142½ pounds of tea. 13½ gallons of vinegar. 364½ gallons of whiskey. 401½ lbs. tallow candles. 134 lbs. tobacco.



## AT GOSPORT, VA.

<p><i>Slop clothing.</i></p> <p>8 blankets. 175 pairs of socks. 256 shirts. 998 yards of Russia sheeting. 2 pairs of duck trowsers.</p> <p><i>Small arms.</i></p> <p>39 pistols. 322 muskets. 349 bayonets.</p>	<p>434 cutlasses. 220 boarding axes. 285 pikes. 1,500 flints.</p> <p><i>Sundries.</i></p> <p>And a variety of other articles, such as augers, pump-tacks, whipping twine, pitch, tin, tacks, turpentine, tar, varnish, tea canisters, buck shot, copper measures, cylinders, cartridge-boxes, rocket-staffs, fire buckets, &amp;c.</p>
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## AT BOSTON.

<p>42 anchors.</p> <p><i>Canvass and duck.</i></p> <p>642½ bolts.</p> <p><i>Cordage.</i></p> <p>2,309 lbs. shroud laid cordage. 6,344 lbs. running rigging. 3,541 lbs. worm lines. 100 lbs. white rope. 632 lbs. spun yarn. 728 lbs. bolt rope. 2,268 lbs. patent running rigging. 3,276 lbs. oakum.</p> <p><i>Copper.</i></p> <p>13,597 sheets of copper. 42,980 lbs. of rods, for spikes. 176,479 lbs. of rods, for bolts. 1,753 lbs. of composition sheaves. 1,754 lbs. of composition cogs.</p> <p><i>Ordnance.</i></p> <p>126 iron cannon. 42 carronades. 2 howitzers. 15 gunades. 2,986 round shot. 1,250 double-headed shot. 1,236 stands of canister shot. 32 tons and 10cwt. of canister shot. 127.47 stools, for grape shot. 273 stands of grape shot. 125 tons and 9 cwt. of loose grape shot. 861 tons of shells.</p> <p><i>Lead.</i></p> <p>1,400 lbs. of old lead.</p> <p><i>Iron.</i></p> <p>Tons. cwt. qrs. lbs. 328 11 1 14 kentledge. 5 11 2 7 iron knees. 123 13 2 8 iron, assorted. 175½ lbs. of brads. 523 lbs. of iron spikes. 649 lbs. nails. 269 screws, in number.</p> <p><i>Powder.</i></p> <p>269 barrels of cannon powder. 5 barrels priming powder.</p> <p><i>Powder materials.</i></p> <p>38,418 lbs. of crude nitre. 3,307 lbs. of sulphur.</p> <p><i>Slop clothing.</i></p> <p>9 mattresses. 56 jackets. 25 pairs of cloth trowsers. 9 linen frocks. 25 duck trowsers. 19 duck frocks. 16 flannel shirts. 3 woollen vests. 152 hats.</p>	<p><i>Small arms.</i></p> <p>24 boarding axes, and one rifle.</p> <p><i>Provisions.</i></p> <p>492 barrels of beef and 339 barrels of pork.</p> <p><i>Timber.</i></p> <p><i>White Oak.</i></p> <p>29,454 superficial feet plank. 19,936 cubic feet of promiscuous white oak. 24,481 do. gun carriage stuff. 1,692 knees.</p> <p><i>Live Oak.</i></p> <p>50,372 cubic feet. 10,183 do. promiscuous. 83 knees.</p> <p><i>Yellow Pine.</i></p> <p>66,331 cubic feet. 10,367 superficial feet plank. 102 masts and spars. 10,240 cubic feet of do. 54 carriages for cannon No. 117 brackets and trucks for carronades. 1,761 blocks, various sizes.</p> <p><i>White Pine.</i></p> <p>4,485 cubic feet. 6,788 superficial feet of plank.</p> <p><i>Elm.</i></p> <p>221 cubic feet.</p> <p><i>Hacmetac.</i></p> <p>213 knees.</p> <p><i>Locust.</i></p> <p>94 cubic feet promiscuous. 10,314 treenails.</p> <p><i>Sundries.</i></p> <p>114 cartouch boxes. 52 passing boxes. 112 powder horns. 81,493 musket and pistol flints. 2,243 flannel cylinders. 8 pouch barrels. 35 locks. 8 but-hinges. 41 escutcheons. 1 camboose. 4 stoves. 1 furnace. 176 ensigns and signals. 129 lanterns. 561 water casks. 2,173 pounds musket balls. 2 barrels of white varnish. 1 do. black do. 9½ do. turpentine. 8 do. pitch. 19 hammocks, &amp;c. 400 patent augers.</p>
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## AT PORTSMOUTH, N. H.

14 anchors.

*Canvass and Duck.*

14½ yards.

*Copper.*

257½ pounds of rivet rings.  
 185 pounds of cut copper nails.  
 3,791½ pounds sheathing nails.  
 4,529½ pounds rods, for bolts.  
 161 pounds spikes.  
 488 pounds sheathing copper.  
 108,471½ pounds of copper.  
 7,601 sheets of sheathing copper.  
 452 pounds of copper rudder chains.

*Cordage.*

640 pounds of bolt rope.  
 273 fathoms of cables.

*Ordnance.*

38 iron cannon.  
 10 carronades.  
 262 eighteen pound grape stools.  
 119 grape stool bottoms.  
 5,845 round shot.  
 28 double shot.  
 419 stands of canister shot.  
 706 do. grape shot.  
 31 quires cartridge paper.

*Powder.*

374 barrels cannon powder.  
 16 barrels priming.  
 56 pounds powder.  
 40 pounds priming.  
 63 pounds damaged.

*Powder materials.*

None.

*Lead.*

3 cwt. 24 lbs.  
 23,804 lead balls.

*Iron.*

Tons.	cwt.	qrs.	lbs.
103	1	2	22
16	6	3	20 pig iron.
1	17	0	3 old iron.

886½ pounds of iron spikes.

*Provisions.*

2 barrels of pork.

*Small Arms.*

180 muskets.  
 142 pistols.  
 96 cutlasses.  
 70 boarding spikes.

*Timber.**Live Oak.*

43,847½ cubic feet, cut to moulds.  
 10,199 do. promiscuous refuse.  
 69 knees.  
 10 keel pieces.  
 16 keelsons.

*White Oak.*

19,345  $\frac{6}{12}$  cubic feet of promiscuous.  
 98,572 do. plank.  
 946 knees.  
 20,125 cubic feet of refuse plank.  
 1,407  $\frac{9}{12}$  do. refuse gun carriage stuff.  
 6,314 superficial feet do. do.  
 2,185  $\frac{4}{12}$  cubic feet dimension timber.

*Yellow Pine.*

25,418  $\frac{4}{12}$  cubic feet promiscuous.  
 2,861 do. wharf timber.  
 25,589  $\frac{2}{12}$  plank, stocks, and ledges.  
 89 beams, 6,701  $\frac{1}{12}$  cubic feet.  
 1,981  $\frac{3}{12}$  cubic feet of refuse.  
 464 do. Norway pine timber.

*White Pine.*

8,385 treenails.  
 329 hacmetac knees.  
 82 ash sweeps.  
 20 masts and spars.  
 181 spruce spars.  
 17,000 locust treenails.

*Sundries.*

60 battle lanterns.  
 69 worms and ladles.  
 191 sponges and rammers.  
 300 glass lights.  
 431 yards bunting.  
 31 augers.  
 35 hinges.  
 382 hooks and thimbles.  
 63 locks.  
 4 tons, 9 cwt. 3 qrs. 25 lbs. assorted nails.  
 2,466 pounds of oakum.  
 23,733 pump tacks.  
 724 iron screws.  
 167 pounds black lead.  
 41 gallons of varnish, and a variety of other articles, such as sheep skins, match rope, shackles, powder measures, glue, &c. &c. &c.

## AT PHILADELPHIA.

28 anchors.

*Canvass and Duck.*

210 bolts and 135 yards.

*Copper.*

2,942 sheets of sheathing copper.  
 9,154 pounds of sheathing do.  
 66 do. composition bolts,  
 21,720½ do. sheathing nails.  
 172 do. copper wrought nails.  
 312 do. copper rings.  
 10 do. copper burrs.  
 1,430,172 do. copper rods, for bolts.  
 32,172 do. copper spikes.

*Cordage.*

1 cable.

*Ordnance.*

364 iron cannon.  
 344 carronades.

1 eprouvette bed and ball.

3,548 round shot.  
 304 shells.  
 122 canister shot.  
 11 tons, 13 cwt. 1 qr. 19 lbs. loose grape shot.  
 255 pounds do. do.

*Powder and materials.*

179½ barrels of cannon powder.  
 124 barrels damaged powder.  
 558 musket cartridges.  
 175,993 pounds of refined nitre.  
 19,537 do. do. sulphur.

*Lead.*

98 pounds.

*Iron.*

Tons.	cwt.	qrs.	lbs.
226	0	3	17 of iron, assorted.
23	9	1	7 chain cable iron.

21,009 pounds of leager iron.



## AT PHILADELPHIA.

*Small Arms.*

744 muskets.  
198 pistols.  
1,485 cutlasses.  
188 boarding axes.  
195 boarding pikes.  
4 blunderbusses.  
74 repeating swivels.

*Timber.*

3,537 pieces of live oak timber.  
181 live oak knees.  
415 pieces live oak fillings.  
3,942 feet square timber, white oak.  
20,512 feet of white oak scantling.  
1 white oak cheek.  
10 white oak keel and keelson pieces.  
386 white oak knees.  
1,790 feet white oak, for mast work.  
5,965 feet white oak gun carriage stuff.  
3,045 feet white oak timber.  
3,942 feet white oak square timber.  
5 pieces white oak square timber.  
731 feet white oak round logs.  
56,198 feet plank and thick stuff.

*Yellow Pine.*

89 beams.  
303 knees.  
4,500 feet square logs.  
47,076 feet square logs.  
53 round logs.  
432,515 feet plank.  
2,121 feet timber.  
31 pieces square yellow pine timber.

*White Pine.*

27 round logs.  
36,929 feet plank.  
41,498 locust treenails.  
2,671 headings.  
70 casks.

*Slop Clothing.*

269 uniform coats.  
667 overalls.  
681 trowers.  
700 jackets.  
220 gaiters.  
1,448 linen shirts.  
25 watch coats.  
414 pairs of shoes.  
458 pairs of socks.  
61 sergeants' coats.  
152 blankets.  
54 duck frocks.  
6 pairs of stockings.  
40 hats.  
5 pairs drawers.  
475 flannel shirts.  
80 cotton shirts.  
8 Osnaburg shirts.  
46 vests.  
385 Guernsey frocks.  
12 Nankeen jackets.  
6 pairs boots.  
2 suits of clothes, for patterns.

*Sundries.*

63 patent lights.  
38 do. do.  
2,294 flannel cylinders.  
195 cartridge boxes, &c. &c. &c.

## AT NEW YORK.

21 anchors.

*Canvass and Ducks.*

3,906 bolts.  
2,041½ yards of hammock stuff.

*Copper.*

8,033 pounds of sheathing nails.  
184,407 pounds copper for various purposes.

*Cordage.*

6,272 pounds shroud laid.  
126,756 pounds running rigging.

*Ordnance.*

302 iron cannon.  
2 mortars.  
13 grenades.  
34 tons, 4 cwt. 1qr. 2lbs. round shot,  
15,275 pounds round shot.  
2,170 doubleheaded shot.  
22,953 canister shot.  
1,046 canister shot.  
30 tons, 7 cwt. 2qrs. of canister shot.  
13 tons, 16 cwt. 3qrs. 5lbs. stools.  
2,273 stands of grape shot.  
9 tons, 3 cwt. 2qrs. 6lbs. loose grape shot.  
7,192 pounds loose grape shot.

*Powder and materials.*

523 barrels of cannon powder.  
9 barrels of priming powder.  
41 half barrels of priming powder.  
369 quarter casks.  
539 cylinders full of powder.  
61,095 pounds of sulphur.

*Lead.*

47 tons, 15 cwt. 8lbs. of pig.

*Iron.*

374 tons, 16 cwt. 1qr. 28lbs. of assorted iron.

*Timber.*

53,326 feet of live oak.  
3,412 inches of ash.  
38 superficial feet of ash plank.  
7,537 superficial feet of pine timber.  
105 oak knees.  
14,134 cubic feet of white oak timber.  
3,652 feet of mahogany.  
13,170 feet of gun carriage stuff.  
4,316½ inches of masts and spars.  
195 feet of locust timber.  
13,712 locust treenails.  
145,067 feet of oak plank.  
65,265 superficial feet of pine boards.  
24,282 superficial feet of pine plank.  
49 superficial feet of cedar boards.

*Provisions.*

85½ barrels of beef.  
588 pounds of flour.  
16,720 pounds of bread.  
390 pounds of cheese.  
15 pounds of butter.  
186 gallons of rice.  
40 pounds of raisins.  
111 gallons of vinegar.  
35 gallons of molasses.  
104 bushels of peas.  
20½ barrels of pork.  
161 gallons of beans.  
17 pounds of soap.  
40 pounds of suet.  
316 pounds of sugar.  
39 pounds of tea.  
35 pounds of tobacco.

## NEW YORK.

*Small Arms.*

155 battle axes.  
28 blunderbusses.  
1,635 cutlasses.  
880 muskets.  
744 pistols.

*Sundries.*

6 tons, 3 cwt. 3 qrs. 26 lbs. of scupper and lead pipes.  
10 cwt. of oakum.  
34 brushes, assorted.  
29 belaying pins.  
9 boom irons.  
2 braces and bitts.  
1,272 musket balls.  
76 bags.  
2,277 hooks and thimbles.  
406 trucks.  
8,122 bolts assorted.

1,244 gunboat pintles.  
108 caps.  
172 elevating screws, and a great variety of similar articles.

*Slops.*

219 black handkerchiefs.  
109 blankets.  
117 blue cloth trowsers.  
34 blue cloth jackets.  
148 pairs of shoes.  
121 pea jackets.  
134 wool hats.  
24 mattresses.  
288 flannel shirts.  
180 flannel drawers.  
127 pairs of stockings.  
12 duck frocks.  
47 bannians.  
87 red vests.  
4 pairs of worsted stockings.

## AT WASHINGTON.

27 anchors.

*Canvass and Duck.*

166 bolts.

*Copper.*

22,367 sheets of sheathing copper.  
2,605 pounds of sheathing copper.  
550 pounds of pig.  
81,202 pounds of copper bolts.  
2,444 pounds of old rudder braces.  
190 pounds of rings.  
14,391 pounds of spikes.  
8,491 pounds of sheathing nails.

*Cordage.*

1 cable.  
1 hawser.  
36 pounds of ratline.  
412 pounds of shroud laid cordage.  
36 pounds of white line.  
69 pounds of worm lines.  
206 pounds of white rope and lines.  
6 pounds of house-line.  
7 pounds of twine.

*Ordnance.*

127 iron cannon.  
33 carronades.  
7 brass carronades.  
2 gunades.  
18,410 round shot.  
9,589 doubleheaded shot.  
2,775 grape shot.  
584 stools.

*Lead.*

14 tons, 18 cwt. 3 qrs. 19 lbs. of lead.

*Iron.*

25 tons, 13 cwt. 26 lbs. of kentledge.  
238 tons, 9 cwt. 2 qrs. 26 lbs. iron, assorted.  
12 cwt. 2 qrs. 5 lbs. of nails.  
24,000 pump tacks.

*Timber.*

39,523 cubic feet of promiscuous live oak.  
21,636 do. moulded do.  
1,657 knees, live oak.  
54,854 cubic feet of white oak.  
35,801 do. pine.  
459 do. locust.  
2,588 do. cedar.  
35 do. poplar.  
131 do. hickory.  
3,140 do. ash.  
392 do. elm.  
16 do. mulberry.  
915 do. cherry.  
14,975 do. cypress.

364 white oak knees.  
913 hacmetac knees.  
29,650 locust treenails.  
117,750 feet white pine boards.  
6,674 feet of cypress plank.  
145,496 feet of yellow pine plank.  
615,135 feet of white oak plank.  
9,544 feet of white curled maple boards.  
437 feet of spruce spars.  
268 poles of spruce spars.  
15,923 pine sheathing boards.  
1,008 oak rafters.  
1,763 oak boat boards.  
153 feet of oak.  
300 feet of pine boat boards.  
5,372 feet of yellow pine plank.  
630 feet of ash plank.  
25 feet of walnut plank.  
140 feet of deal.  
3,756 staves.  
2,071 headings.

*Sundries.*

1,256 yards of bunting.  
2 joiner's braces.  
128½ gallons of linseed oil.  
2,415 pounds of Spanish whiting.  
7 gallons of spirits of turpentine.  
65 gallons of black varnish.  
42 barrels of pitch.  
153 barrels of tar.  
28 barrels of turpentine.  
7 tons 13 cwt. of oakum.  
2 grindstones.  
6,201 pounds of block tin.  
1,752 pounds of zinc.  
24 escutcheons.  
15 brass headed screws.  
250 files, assorted.  
150 feet of glass lights.  
19,158 pounds of junk.  
268 gallons of oil.  
70 kegs of white lead in oil.  
29 kegs of yellow ochre.  
2 kegs of ground verdigris.  
40½ gallons of spirits of turpentine.  
799 pounds of steel.  
48 quires of paper.

*Provisions.*

185 pounds of bread.  
8 gallons of peas.  
16 barrels of beef.  
12 barrels of pork.  
50 pounds of cheese.  
276½ gallons of whiskey.  
544½ pounds of tallow candles.

*Slops.*

24 mattresses.  
44 blankets.



## AT ERIE.

5 anchors.	<i>Lead.</i>	5 tons 4 cwt. 6 lbs.
<i>Canvass and duck.</i>	<i>Iron.</i>	1 ton 8 cwt. 12 lbs. of iron assorted.
17½ yards.	<i>Copper.</i>	8 tons 3 qrs. 16 lbs. of kentledge.
39 pounds sheathing nails.	<i>Cordage.</i>	<i>Small arms.</i>
1 cable.		147 muskets.
1,149 pounds bolt rope.		14 pistols.
764 pounds purchase falls.		161 cutlasses.
1,057 pounds rigging.		104 battle axes.
4½ inch rope, 50½ pounds.		75 pikes.
<i>Ordnance.</i>		1 blunderbuss.
60 iron cannon.		3 rifles.
63 carronades.		<i>Sundries.</i>
7 howitzers.		2,636 flannel cylinders.
724 round shot.		218 paper cylinders.
794 double shot.		39 field carriages.
1,058 canister shot.		15 caps for elevating screws.
596 stands of grape.		276 dead eyes.
12,048 pounds of loose grape shot.		40 iron fore locks.
431 shells.		4,941 flints.
31 hand grenades.		121½ gun tackles.
1,260 loose canister shot.		448 hooks assorted.
209 quires cannon cartridge paper.		5,471 pounds of lignum vitæ.
15,020 quires musket cartridge paper.		10 leager heads.
3 reams do do.		2 barrels of tar.
<i>Powder and materials.</i>		39 copper ladles.
6,444 pounds cannon powder.		23 linchpins.
787 pounds priming.		45 monkey tails.
25 port fires.		4 mortars and pestles.
85 false fires.		66 gunner's mallets.
249 pounds of sulphur.		55 ports.
		699 stands for grape shots.
		91 rammers and sponges.
		96 stanchions.
		2,604 gun wads.
		405 blocks.

## AT WHITEHALL.

13 anchors.	<i>Canvass.</i>	150 pounds 8 oz. tea.
6 bolts of canvass.	<i>Copper.</i>	12 bushels potatoes.
150 pounds spikes.		1,394 pounds rice.
1,430 pounds old copper.		4 gallons vinegar.
1,380 pounds copper in casks.		101 gallons whiskey.
<i>Cordage.</i>		11 pounds candles.
40 cables.		<i>Small arms.</i>
1,200 pounds of running rigging.		687 musket bayonets.
<i>Ordnance.</i>		70 bayonets for pistols.
133 iron cannon.		464 cutlasses.
76 carronades.		108 boarding axes.
14,243 round shot.		473 boarding pikes.
130 double shot.		328 leaden balls.
818 canister shot.		<i>Sundries.</i>
1,059 stands of grape.		26 augers.
64 shells.		86 aprons for guns.
9,000 quires of cartridge paper.		36 boring fitts.
48 swivels.		8 boats.
<i>Powder.</i>		1½ pieces bunting.
23,809 pounds of cannon.		300 blocks.
351½ pounds of priming.		4 axes.
<i>Lead.</i>		6 lanterns.
150 pounds.		9 saws.
<i>Iron.</i>		7 cambooses.
5 tons 3 cwt. 22 lbs. iron assorted.		12 chairs.
120 tons 1 cwt. 3 qrs. 6 lbs. Pig iron ore ballast.		2 coffee mills.
<i>Provisions.</i>		2 dark lanterns.
1,028 pounds 8 oz. of beef.		624 flannel cylinders.
892 pounds pork.		2 ensigns.
564 pounds flour.		50 fire buckets.
6 pounds cheese.		145 hand spikes.
194 pounds 12 oz. sugar.		400 hooks and thimbles.
		90 yards flannel for cylinders.
		6 hammers.
		6 cases surgeon's amputating instruments.
		6 kettles.
		28 lint stocks.
		3½ pounds tar, and a few other other similar articles.

## AT NEW ORLEANS.

<p><i>Anchors.</i></p> <p>22 kedge anchors.</p> <p><i>Copper.</i></p> <p>2,089 copper sheets.</p> <p><i>Ordnance.</i></p> <p>64 iron cannon. 29 carronades. 2 mortars. 5 howitzers. 2 brass cannon. 34,059 round shot. 244 shells. 1,182 double shot. 43 canister shot. 13,720 pounds of loose shot. 1,162 stands of grape shot. 15,198 quires of cartridge paper.</p> <p><i>Powder.</i></p> <p>316½ barrels of cannon powder. 34 half barrels of do. do. 18¼ quarter casks of priming powder.</p> <p><i>Lead.</i></p> <p>13,850 pounds of pig lead.</p> <p><i>Iron.</i></p> <p>Tons. cwt. qrs. lbs. 11 19 2 15 scrap iron that can be wrought. 6 16 0 14 " " " can't be wrought. 97 2 3 20 ballast iron.</p>	<p><i>Provisions.</i></p> <p>56 barrels of beef. 94 barrels of pork. 983½ pounds of candles.</p> <p><i>Small Arms.</i></p> <p>98 battle axes. 250 bayonets. 22 blunderbusses. 157 cutlasses. 581 muskets. 45 pikes. 111 pistols. 1 do. signal. 138 musket barrels. 57 do. do. bad. 37 pistol barrels.</p> <p><i>Sundries.</i></p> <p>14 boxes of hand grenades. 497 grape stools. 63 crowbars. 1,572 bolts. 225 truck bands. 30 augers. 3 anvils. 4 awnings. 896 bushes assorted. 124 locks. 1,114 hooks assorted. 3,188 lbs. mast iron assorted. 1,200 do. do. broken, And a few other articles, such as ladles, pins for blocks, punches, lead pencils, quills, rulers, and scales and weights.</p>
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## AT SACKETT'S HARBUR.

<p>63 anchors.</p> <p><i>Canvass and Duck.</i></p> <p>17 bolts of American. 2½ do. Raven's, and 11½ yards.</p> <p><i>Copper.</i></p> <p>1,209 pounds of sheathing nails. 4 do. rods for bolts.</p> <p><i>Cordage.</i></p> <p>16 cables. 4,165 pounds of running rigging. 2,221 fathoms of cordage.</p> <p><i>Ordnance.</i></p> <p>119 iron cannon. 193 carronades. 8 howitzers. 1 gunade. 41,697 round shot. 756 double shot. 2,395 canister shot. 8,236 stands of grape shot. 100 tons of loose do.</p> <p><i>Lead.</i></p> <p>8 cwt. 14 lbs. lead.</p> <p><i>Iron.</i></p> <p>153 tons iron.</p>	<p><i>Small Arms.</i></p> <p>6 battle axes. 804 pikes. 149 cutlasses. 31 muskets. 80 pistols.</p> <p><i>Timber.</i></p> <p>48 masts and spars.</p> <p><i>Sundries.</i></p> <p>941 augers, assorted. 35 aprons. 5 carpenter's adzes. 2 blacksmith's axes. 28 anvils. 2 awnings. 1,063 yards bunting. 62 salt boxes. 8 filling boxes. 12 pump do. 29 tube do. 182 bolts assorted iron. 11 pump bitts. 1 brace. 3,023 blocks. 192 carronade gun beds. 1 ton 3 cwt. 3 qrs. 16 lbs. broken ballast iron. 542 gun breechings. 10,414 cylinders. 122 chisels, &amp;c. &amp;c. &amp;c.</p>
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## AT BALTIMORE.

<p>1 anchor.</p> <p><i>Copper.</i></p> <p>1,883 sheets of sheathing copper. 1 ton 15 cwt. 3 qrs. 3 lbs. do. nails.</p> <p><i>Cordage.</i></p> <p>1 hawser.</p> <p><i>Powder and materials.</i></p> <p>28,051 pounds crude salt petre. 27 tons 3 cwt. 1 qr. 17 lbs. sulphur.</p>	<p><i>Provisions.</i></p> <p>193 barrels of pork.</p> <p><i>Sundries.</i></p> <p>3 blocks. 2 hooks. 1 old falls. 3 axes.</p>
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AT CHARLESTON, S. C.

5 anchors.		<i>Small Arms.</i>
3 cables.	<i>Cordage.</i>	123 boarding axes.
		312 boarding pikes.
		541 cutlasses.
2,913 pounds of copper.	<i>Copper.</i>	571 muskets.
		187 pistols.
9 yards canvass.		
		<i>Sundries.</i>
	<i>Ordnance.</i>	1,606 cylinders,
29 carronades.		9 quires cartridge paper.
3 cohorns.		142 blocks.
975 shot.		140 oars and sweeps.
64 canisters, empty.		229 pounds copper mountings.
28 long guns.		32 quoins.
2 gunades.		17 rammers and sponges.
871 stands of iron grape.		25 fathoms of rope.
19 star shot.		109 pins for grape stand.
30,300 round shot.		1 sextant.
	<i>Lead.</i>	7 spindles for guns.
		11 musket scrapers.
1,960 pounds of lead.		49 spikes.
	<i>Iron.</i>	15 gallons varnish.
46,188 pounds of kentledge.		42 tin sheets.
220 pounds nails.		299 sheaves, thimbles, travellers, trucks, saws, &c. &c. &c.

16th CONGRESS.]

No. 197.

[2d Session.

## APPLICATION TO ABOLISH PRIVATEERING IN TIME OF WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 26, 1821.

*To the Senate and House of Representatives of the United States in Congress assembled, the undersigned inhabitants of the State of Massachusetts respectfully represent:*

That, in common with many of their fellow-citizens in different parts of the United States, they consider it due to natural justice, and to the honor of christian nations, that the capturing of private property should no longer be authorized by the laws of maritime warfare. Many practices once allowed in war have disappeared, as civilization and christianity have advanced; the same benign spirit calls for this further reform. It seems to be the design and scope of the modern laws of war to exempt, as far as possible, from the effects of hostilities, all persons who bear no voluntary part in the contest. On the land, public possessions alone become a prize to the conqueror. The common consent of nations has attached a deep disgrace to the plunder of an unresisting foe. On the sea, too, certain trades deemed necessary to human subsistence are privileged from capture. Why should not the same immunities be extended to all ships engaged in carrying on the commerce of nations, without agency in the war?

There is a striking inconsistency between the usages of war on the land and on the sea. Goods landed and stored are preserved to the owner, while those which remain on shipboard, though, perhaps, a part of the same cargo, are seized and confiscated. To rifle shops and dwelling-houses in a captured city would excite a general disapprobation, but it is otherwise when the same wealth is intercepted in its passage over the ocean. Why the same acts which on the land are pronounced disgraceful should on the sea escape reproach, it would be difficult to explain.

In exempting commercial property from capture, it would not be necessary to authorize a direct commercial intercourse between the belligerent Powers; this may, perhaps, be incompatible with a state of war. With this exception, the entire neutrality of trade would be far more beneficial to the parties, and to the world, than a mutual exposure to attack and capture. Commerce is the interest of the world; it connects distant regions, multiplies and distributes the fruits of every climate, and makes every country a sharer in the natural, intellectual, and moral wealth, of all others. To facilitate commercial intercourse, and multiply the incitements to industry, should be the wish of all nations. Confine any considerable part of the world to the consumption of its own products within itself, and you diminish the resources of all the other parts. Every cause, therefore, which embarrasses and restricts commerce, operates unfavorably to the progress and welfare of the human race.

And what are the effects of maritime war, as it is now carried on, upon commerce? Are they not to render trade unsettled and insecure; to destroy confidence and credit; to build up the fortunes of some, and to ruin others, with equal suddenness; to involve the rich in bankruptcy by unforeseen misfortune, and to load the adventurer who hazards nothing, with a wealth which he can only abuse? Agriculture is depressed and discouraged; idleness is forced upon many who would willingly be employed in useful labor, and the sufferings of war are increased without any apparent benefit. But your memorialists forbear to insist on the advantages which would arise to commerce from the abolition of this practice. The measure is recommended by other and more powerful reasons. They believe that they speak a language justified by past and recent experience, when they say that the custom of making prize of private property at sea has been a source of great moral depravation, and of individual suffering, the measure and extent of which it would be impossible to calculate. The habit of preying on the possessions of others, and of growing rich by a violent appropriation of their wealth, can hardly fail to engender, in those who are engaged in this pursuit, a rapacious and avaricious spirit, eager for riches, and little solicitous about the means by which they are acquired; negligent of others' rights, and ready to raise a specious pretext for invading them. This spirit will continue when the war has ceased; and there is too much reason to fear, that those who have plundered under the sanction of the laws, may continue to plunder in defiance of their prohibitions.

In the navy, perhaps, the character and education of the officers, and the elevated generous feelings they regard as the ornaments of their profession, may, in a good degree, secure them from the dominion of a sordid avarice; but seamen, with no better means of instruction than they ordinarily enjoy, are exposed to these bad influences, on

board of public, as well as private ships. They are not used to nice and accurate distinctions. Once taught to acquire by violence, there is danger of employing the same means, with little reluctance, whenever it can be done, under the color, however fallacious, of a lawful authority. It is true, that the practice of privateering is far more pernicious than the predatory warfare carried on by public ships. The private cruiser has no motive but the thirst of gain. He may indirectly contribute to the success of the war, but this is not his principal object. With public ships, the taking of commercial prizes is but accessory; with private cruisers it is the moving cause and chief design of the enterprise. Your memorialists therefore admit, that, though they are unable to distinguish, in principle, between captures by public and private ships of war, it is from the latter they apprehend the most serious and extensive mischiefs. They deem the abolition of all captures of commercial property desirable, and they fear, that to take away privateering alone, would leave much of the evil incurred; but even were the measure thus limited, they believe that an additional provision, that all captures by public ships should be for public use, much would be gained to humanity and peace.

Your memorialists feel, and gladly acknowledge, that the legal sanction given to privateering has concealed from multitudes its real and detestable nature; and that this, like other barbarous customs, has been followed by men who have respected the general and undoubted principles of humanity. But they conceive that the time of this ignorance is past. Christianity and civilization have advanced too far to leave any who reverence moral distinctions blind to the guilt of this flagrant violation of social duty. The voice of religion and humanity has gone forth distinctly, and leaves, without excuses, the man who prowls the ocean to plunder unoffending strangers, to prey upon the weak, to grow rich on the spoils of those who are following a useful and honorable trade, to shed blood for no other ends than private gain. That men calling themselves christians, and civilized, should ever have justified themselves in a practice so akin to robbery and murder, and should have held, without remorse, what they had extorted from an innocent fellow being with the sword, is indeed wonderful. But the darkness is gone, and the plunderer on the ocean, however sheltered from punishment by law, cannot escape the reproaches of all the friends of public and private virtue.

If war cannot be abolished, your memorialists desire that its evils may, as far as possible, be mitigated; and they rejoice at the general recognition of the principle, that a nation is bound to abstain from inflicting any evils on its enemy, except such as is necessary to the assertion of its just claims. That this humane principle may be more and more infused into national hostilities, it is of great and obvious importance that private passions, and the selfishness of individuals, should be enlisted as little as possible in the prosecution of the war, that its inevitable sufferings should be inflicted by public instruments for public ends.

Your memorialists conceive, that the peculiar facilities for privateering afforded by our maritime situation and habits, will give weight to whatever efforts our Government may employ for the abolition of the practice, and that at the same time they impose on us a peculiar obligation to resist it. The fact that, in the event of war, privateering will be the resource of multitudes of our citizens, ought to alarm us. We are, perhaps, more than any other people exposed to deprivation of manners from this source; and a worse evil cannot menace a community. Good morals are the strength of a State, especially of a free one; and policy joins with principle in denouncing a practice which whets the thirst for pillage, and weakens the obligations of humanity in the mass of the people.

The experience of the present moment gives great force to the arguments against the usage of subjecting to capture private property on the ocean: for we see how easily and naturally it becomes a cover for piracy and unauthorized depredation. We learn from the dreadful abuses to which this practice is liable, and which cannot be separated from it, that property at sea should ever be made more sacred, and be guarded by more rigid laws, than on land. We say nothing of the sufferings of the present moment, from the capture and destruction of neutral ships. The injury to commerce and to society, from the deprivation of seamen, is a wider and more lasting evil. The confidence once placed in that useful class of men is shaken, and with it the intercourse of nations, and the security of property at home are impaired.

The time has been when an application like the present to a Government would have been hopeless; when, the civil power was the last resource for the friends of humanity. But we trust that we live in better and brighter times, when Government, instead of being a monopoly for the few, is regarded as a provision for the general good; and when that greatest of all political truths begins to be felt, that the interests of each country are bound up with the general interests of humanity, and that each country owes a debt to the world. A ruler is no longer considered as false to his own country, when he seeks its prosperity in connexion with the progress and welfare of the race, and may be honored as a patriot, without ceasing to be a man. We earnestly desire that our Government, founded as it is on the broad principle of the equal rights of men, may lay an early claim to what will hereafter be esteemed the highest glory of a country—that of having introduced into the intercourse of nations, those principles of equity and humanity which are now acknowledged to be binding upon individuals.

The practice of granting commissions to privateers is comparatively of modern date, and writers of the highest eminence and authority have concurred in lamenting its introduction. The opinion of Franklin has been quoted by other memorialists; and we would refer to an excellent precedent and guide to the article on this subject, introduced at the suggestion of that distinguished philosopher and statesman, into the treaty concluded with Prussia, in 1785.

The present state of the world is favorable to the proposed reform. No reasonable objection, it is believed, can be offered, on the part of any nation, if the laws concerning goods contraband of war, and those relating to blockades, are permitted to remain. The memorialists leave to the wisdom of their Government the course best adapted to attain the proposed end. Mutual stipulations by treaty seem to be the most obvious means, and for this reason your memorialists would have applied to the Executive, had it not seemed to them that the legislative powers may also be properly and usefully exercised upon a subject so nearly connected with commerce, and with public morals. The passing of a law, conditional as to its operations, and referring to future stipulations by treaty, may produce the happiest effects, and would be an immediate recognition of this great and humane principle.

Your memorialists therefore pray that Congress may consider the subject, and adopt such measures as may seem to them most wise and expedient.

William Phillips,  
Isaac Parker,  
John Phillips,  
Joseph Coolidge,  
Jos. May,  
George Cabot,  
Redford Webster,  
Josiah Salisbury,  
A. P. Cleveland,  
Thomas Dawes,  
Jeremiah Everts,  
Daniel Webster,  
William Prescott,  
Samuel Hubbard,

Thaddeus Mason Harris,  
William Jenks,  
William E. Channing,  
Charles White,  
Robert Waterston,  
John Mycall,  
Francis Parkman,  
Henry Ware,  
Benjamin Dearborn,  
Lewis Tappan,  
Charles Tappan,  
David Hale,  
Samuel Worcester,

Abraham Haskell,  
Robert F. Cloutman,  
Thomas Worcester,  
Thomas Longby,  
James Humphreys,  
J. M. Brewer,  
Samuel Harkings,  
Thomas Wallcut,  
Thomas Vase,  
Joshua P. Blanchard,  
George Hunt,  
John Gallison,  
John Glen King.



## PRIVATEERING.

1. An Appeal to the Government and Congress of the United States against the depredations committed by American privateers on the commerce of nations at peace with us. By an American Citizen. New York, pp. 100. 1819.
2. A proposed Memorial to the Congress of the United States. Boston, pp. 8. 1819.

The writers on national law distinguish between rules deduced by just reasoning from certain principles, and those which derive their force from common usage and consent. The former are of universal obligation, and are properly the law of nature applied to communities of men. The latter "are fitted, not so much to the goodness of an uncorrupted nature, as to the wants of one that is depraved;" they are neither binding upon all, nor at all times; they are brought gradually into use, are received by some sooner than by others, and may be changed without any violation of natural justice.

There is not much difficulty in defining the rights of property and the obligations of contracts, as they exist between nations. Public justice differs not essentially in these respects from private. The facts once settled, it is as easy to decide by what acts one nation has injured another in a state of peace, as to determine when the rights of one individual have been invaded or withheld by another; as easy to pronounce what is a just cause of war, if we allow war for any cause to be lawful, as to judge of the grounds of a lawsuit. In most cases, indeed, it will be found that neither party in a war is entirely right nor entirely wrong, and through the mist of mutual crimination and defence, manifestoes, answers, insults, and aggressions, it will be difficult to discern the first offence. But this is a difficulty not attributable to any defect or uncertainty in the code of public law.

But there is also a law of war, and it forms by far the most important branch of the *jus gentium*. Whence is this to be deduced? How far are the reciprocal rights and duties of nations at peace destroyed by a state of war, and what are the new obligations that grow out of this state? What are the limits to the right of destruction, and how are they to be known? Who shall say to mad revenge, "It is enough—stay thy hand?" Where is the precise boundary, on one side of which are glory, and honor, and victory; on the other, rapine and murder? It will be obvious that there must be great uncertainty as to the extent of the power given to enemies over the persons and goods of each other, and that wars will be carried on with more or less cruelty, as nations are more or less advanced in humanity. Reason will afford little aid, and the restraint will be rather the effect of milder feelings than of more correct judgment. The conqueror will be deterred from a passionate and vindictive abuse of his power, more by the fear of being disgraced as a barbarian, than of being condemned as a violator of public law. What was once a theme of applause will in time be followed by reproach and shame. What is fit and right to be done towards an enemy will depend more on usage, varying at different times and among different people, than on any conclusions of reason. We would be understood to speak, as most writers on national law have done, without reference to the commands or the counsels of religion, whether natural or revealed. These writers seem to have adopted as a truth the poetic declaration, "nulla fides, pietasque viris qui castra sequuntur." They have proceeded upon false principles. As some political sophists have derived the principles of the social compact from a supposed natural state of men, when every one stood single and independent, free to give or retain that entire sovereignty which he enjoyed over himself; so jurists have sought in the condition of savage nature for the rights and relations of political societies. They have therefore considered a state of hostility as a dissolution of all ties, and a license to all mischief. An enemy, in their view, cannot be injured. Charity and humanity may be offended; the atonement exacted may be greater than would consist with that generosity and tenderness which we esteem men the more for possessing; but the sufferer cannot consider himself wronged, nor is any positive and binding law broken. "It stands to reason," says Heineccius, "that against an enemy all things are permitted."† And Puffendorf thus explains both the rights of belligerents, and the restraints which humanity would impose upon the exercise of them: "From the moment that one declares himself our enemy, since we have every thing to fear on his part, we are authorized, as far as in us lies, to use acts of violence against him to any extent,† and with no other limit than our will; but humanity requires, that, as far as the rules of military art allow, we do no more injury to an enemy than is necessary for our defence, for the vindication of our rights, and for our future safety."—"Non id solum considerari vult, quid hostis citra injuriam possit pati, sed et quid humanum, adde et generosum victorem facere deceat." Grotius, indeed, limits the rights of war to what is necessary for attaining the end proposed, whether of self-preservation, just reparation, or merited punishment.—*Lib. 3. cap. i.* But this, however just in theory, is too indefinite to afford any practical rule; especially when it is considered that hostilities are allowed to be continued until satisfaction is obtained, not only for the original wrong which was the cause of the war, but for all the expense and injury sustained in prosecuting it. And we learn from the same enlightened and benevolent jurist, that "by the laws of nations, the possessions of one party in a war are to the other, in all respects, as things without a proprietor,"‡ and that "all are accounted slaves who are made prisoners in solemn public war."—"nor is an offence necessary, but the lot of all is the same, even of those who, on the sudden breaking out of war, may be so unfortunate as to be found in the enemy's country."¶ Cœccius, the commentator of Grotius, goes somewhat further, and maintains that "an enemy is to be regarded as a criminal deserving of death: hence, when the Government declares war against any one, by that very act it gives to every citizen the right to inflict on him any degree of evil, to lay waste and plunder his possessions," &c. Let us not, however, forget what we owe to Grotius. The lessons of moderation and humanity which he gave as admonitions, have so approved themselves to the reason of mankind, that they have acquired the force, if not the character, of laws; and cruelties, of which he contented himself with saying, "certe omittantur sanctius, et cum majori apud bonos laude," would now cover with disgrace the conqueror who should practise them.

Thus have the rights of war been deduced from the assumed position that an enemy cannot be injured; that, by the injustice or violence which gave occasion to the war, he has forfeited all rights and become as an outlaw; that his life, liberty, and property, are at the mercy of the conqueror; that to spare may, indeed, be praiseworthy, but cannot be enjoined as an act of justice. And, as between nations there is no arbiter, each party in the war has all the rights of the injured, and is subject to all the penalties of the guilty. Justice must always be presumed to reside with good fortune or superior strength. Every subject, too, of the warring state, however ignorant he may be of the causes of the war, however peaceful and unoffending, has incurred a deadly guilt in the acts of his superiors, and is the object of unsparing vengeance and unlimited punishment. Whatever temperaments have been admitted in the conduct of wars, have been the result of feelings and notions of humanity more or less refined, and views of policy more or less enlightened, as different degrees of knowledge and improvement have prevailed. "Every people have a law of nations. The Mohawks even have theirs. They eat their prisoners, it is true, but they send and receive embassies, and acknowledge the rights of war and peace; the mischief is, that their law of nations is not founded upon true principles."—*Montesq. Esp. des Loix, liv. 1. ch. ii.* What Barbeyrac, in his eloquent and beautiful discourse on what the laws only permit or allow, has said of civil laws applies with still greater force to national jurisprudence: "We learn from the monuments of antiquity, that the first laws had scarcely any other origin than custom, which is often a wretched master. Rules thus introduced are commonly established with little examination or reflection. Ignorance, prejudice, passion, example, authority, caprice, have manifestly a greater share in producing them than reason. It is rather the opinion and decision of a blind multitude than that of the wise and virtuous."

\* *Jus gentium secundarium dicitur, quod accommodatum [est], non tam incorruptæ naturæ bonitati, quam depravatæ necessitatibus.*—*Voet. ad Pand. L. i. t. 1, n. 18.*

† *Hosti enim in hostem omnia licere rationi consentaneum est.*—*De Nav. ob vect. &c. commissæ.*

‡ *A toute outrage.*—*Barbeyrac.*

§ *Licentiam concedit vim contra ipsum exserendi in infinitum, aut quantum mihi videatur.*—*De Jure Naturæ, &c. lib. 8. cap. vi. § 7.* *De Officiis Hom. &c. lib. 2. cap. xvi. § 6.*

¶ *Gentibus placuisse, ut res hostium hostibus essent non alio loco, quam quo sunt res nullius.*—*Lib. 3. cap. vi. § 8.*

¶ *Par omnium sors est, etiam eorum, qui, fato suo, ut diximus, cum bellum repente exortum esset, intra hostium fines prehenduntur.*—*Lib. 3. cap. vii. § 1.*

Had religion and the morality of the gospel been made the foundation of the rights and duties of States, in war as well as in peace, it is probable that many customs derived to us from ruder ages, perhaps even war itself, would long since have disappeared. But rights have been sought for in another source, and religion has been permitted to interpose her counsels, not her authority, to moderate the use of that power, which reason and nature have been thought to bestow. Is it not probable that some usages yet remain, which habit and prejudice, and an imaginary interest alone, prevent our regarding with the same abhorrence with which we should now look upon the reducing of captives and their posterity to perpetual and irredeemable slavery? Have we yet confined the license of war within those bounds which the law of charity would assign to it? Do we not even receive as principles of justice some things which have no better support than the practice of earlier and less enlightened times, justified by an artificial reasoning, which, taking things as they are found, invents a plausible defence for whatever custom allows?

We have made these remarks more especially with a view to the practice of privateering. It is matter of just astonishment that a species of warfare so repugnant to all our better feelings, so estranged from all that is deemed noble and honorable among men, should so long have prevailed. It is a practice which can boast nothing of the chivalrous spirit which we have been taught to admire in the warrior. It begins and ends in pure unmixt selfishness. It seeks neither fame nor power, but wealth—wealth, not the fruits of patient industry or honest skill, but wrested by the hand of violence, or stolen by surprise and stratagem. It makes every other consideration yield to a sordid avarice. In its greediness it hardly distinguishes between friend and foe, and is ever ready to pounce upon its prey, whether it be the property of an enemy, or that of a fellow-citizen, which, by the rigid rules of war, has become the subject of confiscation as prize. The means which it employs are not less cruel and disgraceful than its purpose is unworthy. It can make its way through blood to the treasure it gloats upon, lure by false smiles to destruction, advance securely to its object under the guise of friendship, ensnare by treachery, deceive by perfidy, and secure its unrighteous gains by shameless perjury. Not that every one who engages in this practice is under the influence of the vilest passions, insensible to shame, or stained with the blackest crimes. Many, we doubt not, whose lives prove them to be friends to religion and humanity, and who would scorn to enrich themselves by fraud or dishonesty, have adventured in privateering without reflecting upon its nature and tendency. They have been deceived by the legality of the practice. Perhaps, even they have persuaded themselves that, while they improved their own fortunes, they were displaying a patriotic zeal for the service of their country. As long as privateering is countenanced and encouraged by public authority, there will be many estimable men, who, looking no further than to what the law allows or forbids, are blind to the immorality of preying upon their fellow creatures. A solemn responsibility, then, rests upon those who govern. Nations, by a common consent, should relinquish a custom so inseparable from abuse and licentiousness; so vexatious to commerce; and so little under the control of wholesome laws.

There is no doubt that great antiquity may be pleaded for the practice of plundering. For several ages after the irruption of the Northern barbarians, war and plunder might almost be considered as individual rights. Every petty baron enjoyed the privilege of taking up arms, and every vassal was free to seek his fortune in predatory incursions upon the enemy, whether by land or sea. The infidel powers, which bordered the Mediterranean, covered that sea with small piratical vessels; and the Christian states, whose commerce suffered from their depredations, partly in self-defence and partly in the hope of gain, fitted out small cruisers, or armed their merchant ships. It was most common for many persons to unite for this purpose in a sort of partnership. No public commission was required. Against infidels it was the right and duty of every Christian to wage incessant hostility, and to do them all possible injury.\* At the same time the inhabitants of the North sent their fleets to make descents upon the coasts, and enrich themselves with the wealth and luxuries of the South.† They were most often conducted by private adventurers, whose bravery or skill caused them to be selected as chieftains. Piracy was a common trade, and the word was far from carrying with it the ideas of criminality and disgrace which we now attach to it. Selden cites a passage from Asserius, who was the preceptor of King Alfred, in which he says that this "prince caused long ships to be built for the purpose of defence against enemies approaching by sea—*impositisque piratis in illis vias maris custodiendas commisit*;" on which Selden remarks, that "this word 'pirates' is not here used for robbers, as it now commonly is, but for such as attacked the enemy's fleets in naval warfare."‡ So the term "corsair," from the Italian *Corso*, is the generic term of pirates and privateers. (*Martens on Privateers*, page 2, note.) The truth is, that in an age when the obligations of humanity were neither acknowledged nor understood, and every person might make such use of his strength, or his cunning, as seemed to him best, so as he did not invade the property of those to whom he was bound by the tie of a common allegiance; and when the sanction of the prince was not necessary to enable private persons to attack and plunder the enemy, there could be no distinction between authorized and unauthorized depredations on the ocean. "The Gauls," says Cleirac, "regarded all strangers as enemies, and not only robbed them of their goods, but put them cruelly to death, offering them, as bloody sacrifices, to their false gods."§ And Boucher: "In the height of the feudal anarchy, that is to say in the ninth century, every person might attack the part both of judge and executioner, without any incompatibility in the two conditions, and without disgrace. At that period mariners were a set of robbers."—*Consulat. de Mer. vol. 1. p. 74.* The inhuman law of wreck, first relaxed in England by the act of Henry I. providing that the property should be saved from forfeiture, if any person escaped alive from the ship, is a memorable instance of the same savage state of manners.—*See Hume, reign of Henry II. Black. Com. chap. 8. book i. Boucher, Consulat. de Mer. vol. 1. p. 490.*

It is in vain, then, for the apologists of privateering to have recourse to these remote ages in support of the assertion that the practice has long or always existed.¶ Even were antiquity a less doubtful plea than it is, the argument proves nothing, but that in those benighted ages men robbed of their own heads, and that, in these more civilized times, we have so far improved, as to sanction the proceeding by public authority. The modern practice is better than the ancient, inasmuch as some excesses may now and then be prevented by the control of the Government over privateers, and it is convenient to be able to denote piracy by the absence of a lawful commission: but the question remains, whether it is morally right, or politically expedient, for Governments to grant such commissions, or for individuals to act under them? And this question can never be answered by saying that men were accustomed to rob for a long time, before it began to be necessary to have a public commission for doing it. It was found necessary to impose restraint upon private and unauthorized violence, even between the subjects of hostile powers. This was a declaration, that the ancient practice was only fit for a state of society as barbarous as that in which it existed. Something, doubtless, has been gained by the restrictions of acts of war to those whose hands are armed by the sovereign power; but whether this gain has been great, or the most essential evils connected with private plunder have been remedied, let history speak. We appeal to the loud and incessant complaints of neutrals, of whose commerce privateers have been justly called the scourge; and to the tortures and cruelties inflicted by these "judges and executioners," of which the annals of privateering, ancient and modern, afford so many examples.

It is probable that the practice of nations, in the disputes arising between them or their subjects, has followed the same course of improvement with their municipal laws. Every one, who has attended to the history of criminal jurisprudence, knows that, not many ages since, every individual possessed the power of punishing, and the aveng-

\* Martens.

† "The ravages of the Normans are hardly mentioned before Charlemagne. It was then they began those cruises which made them the terror of other nations."—*Boucher Consulat. de Mer. page 494.*

‡ Selden's *Mare Clausum*, lib. 2. cap. 10—quoted Robinson's *Coll. Mar. page 21*, "and embarking pirates in them employed them to guard the approaches by sea."

§ "Les Gaulois réputaient tous les étrangers pour leurs ennemis, et ne les expoliaient pas seulement de leurs biens, mais en outre ils les mettaient cruellement à mort, et en faisaient de sanglants sacrifices à leurs faux dieux."—*Us. et Cout. de Mer. page 95.*

¶ See note to Martens on Privateers, page 20. Willenberg derives privateers from Theute, Queen of Illyria, and Valin mentions that they have existed at all times.



ing of wrongs was left to the injured party or his friends.\* But as the world grew wiser and more inclined to peace, a check was put on the right of private revenge, and tribunals began to inquire into the fact, and to measure the punishment in proportion to the guilt. So, among nations, the frequent broils occasioned by the hostile attempts of individuals, gave rise, by degrees, to the custom of granting letters of reprisals. At first, doubtless, they were only given in a few instances, and subjects continued to attack and plunder without asking the permission of the sovereign. The *Consolato del Mare* contains an entire chapter regulating, with great precision, the conduct of armed cruisers, and the division of their plunder. Not a syllable appears of any public commission being necessary, or even a judicial condemnation of prizes. The publication of the first Catalan edition of this collection is supposed by Boucher to have been about 1494, and he carries the compilation as far back as the beginning of the tenth century. But its origin is fixed with more probability between the years 1250 and 1266.† This code is commonly supposed to have been first compiled in Barcelona; and it is in the Mediterranean, where commerce was preyed upon by the Barbary corsairs, that we should expect to find the practice of private cruising most prevalent. Letters of marque and reprisals were issued upon the petition of a subject, who complained of injustice done to him by some foreign prince or subject, and they empowered the party receiving them, whether an individual or a community, to obtain satisfaction by seizing the goods of any subject of the offending state. They were limited to the restitution of what had been unjustly taken or withheld, or compensation in damages for the injury suffered. Reprisals are sometimes spoken of, as a means of preserving peace, because wrongs were thus remedied by a sort of violence, which is compared to that used in the execution of legal sentences between subjects of the same state, without the extreme resort of war.‡ The earliest instance of reprisals recorded in England, was in 1295, when Edward I. granted to a subject, “*licentiam marcandi homines et subditos de regno Portugalie et bona eorum per terram et mare.*”—*Rymer*, vol. 2, page 691. *Anderson*, vol. 1, page 136. It does not seem to have been considered necessary to be provided with letters of reprisals until the fourteenth century, and no mention is made of them in treaties prior to that time.—*Martens*, note, page 10. The right of making reprisals is said to have belonged to every magistrate, and even to private subjects, until the reign of Charles VII., in France.§—*Puffendorf*, de *Jure Nat.*, &c., lib. 8. chap. 9. sec. 13, note 2. A law was made in France concerning them, in 1345.—*Martens*. There are frequent instances in *Rymer*, in the fourteenth and fifteenth centuries.¶ An act of the English Parliament, of the year 1353, 27 Edward III, provides, “that no foreign merchant shall be troubled or impleaded, &c. provided, that if any of our liege subjects, merchants, or others, be injured by any lords of foreign lands, or their subjects, and the said lords, upon due request, refuse to do justice, we shall have the right of mark and reprisals, as has been used in time past.”—*Martens*, page 12, note. An ordinance of Charles VI. of France, of December 7, 1400, forbids any subject to fit out ships at his own expense, for carrying on war against enemies, without license first obtained from the admiral or his lieutenant.—*Code des Prises*, tome 1. page 1. *Robinson*, *Coll. Mar.* 75. *Martens*, page 18.\* From this ordinance, and from other documents, it is probable, that in the fifteenth century commissions began to be issued to private subjects, in the time of war, similar to those which were granted for making reprisals in time of peace. They retained and still retain the name of “letters of marque and reprisal;” and at this day, the issuing of them is often the first declaration of war. It is, however, very certain, that the practice of granting commissions to privateers did not become general before the end of the sixteenth century. The first instance, in which their aid appears to have been considered important in carrying on the war, was in the contest between Spain and her revolted provinces of the Low Countries, which began in 1569. In 1570, the Prince of Orange, in the hope of replenishing his impoverished finances by seizing on the money sent from Spain to the Netherlands, issued commissions to many of his adherents, authorizing them to cruise against the ships of Spain. A considerable fleet was equipped, and, increasing daily in number, they soon became terrible by their depredations, not only on the commerce of Spain and the Netherlands, but on that of their own and of other countries. It is said, that their country suffered from them not less than from the despotism and cruelty of Alva. As the confederated reformists had themselves been called in derision *gueux*, or beggars,† these free-boaters were called *gueux de mer*, or sea-beggars.—*Eng. Univ. Hist.* vol. xxvii. page 388. Many of them were punished by Spain and other nations as pirates, not so much, it is said, on account of their excesses, as of the supposed illegality of their commissions.—*Martens*, chap. 1. sec. 7. The French, however, may probably claim the distinction of having first sent out, in any considerable numbers, these scourges of the sea. Their code exhibits the most ancient regulations concerning privateers; and, it is well known, that their maritime laws have always been the most severe against the commerce of neutrals. De Thou relates,‡ that, in 1555, the French King, having received advice that several Dutch ships of great burden were returning from Spain, laden with every sort of valuable India goods, gave orders to the inhabitants of Dieppe, unquestionably the most experienced mariners in France, to equip such vessels as they could find in the ports on the coast of Normandy, and seize this rich fleet. The privateersmen of Dieppe,§ having fitted out for cruising nineteen ships and six brigantines, under the command of Epineville, a celebrated mariner, met the Dutch opposite to Dover. A most obstinate battle ensued, which lasted six hours. Many ships on both sides were burned; the flames drove the French from their own ships into those of the enemy, and, having more men, they made many of them prizes. The Dutch lost a thousand men, and the French four hundred.

The English seem not to have been slow in imitating the example set them by the French and Dutch. In the year 1586, we are told by the author last quoted,|| before war had been declared between England and Spain, Philip II. seized and confiscated the goods of the English merchants. The English, under pretence of reprisals, set themselves to pirating over the whole ocean, harassing the navigation not only of the Spanish and their allies, but even of the people of the Low Countries, whom they robbed without distinction. The merchants of the United Provinces in vain sought redress in the English admiralty. But the Queen, Elizabeth, wearied by the complaints which came to her from all quarters, made severe regulations, requiring cruisers to give security not to meddle with any ships but those of Spain, and not to dispose of their prizes till they had been regularly condemned in the admiralty. “The piracies,” says De Thou,“ were checked for a time by these decrees; but means were soon found to

\* See Kames' Historical Law Tracts.

† *Martens*, page 6. And this is the assertion of Giannoni, in his History of Naples, book xi. chap. 6. But see notes to the preface of Robinson's translation of the prize chapters. The chapters relating to this subject were probably added at a period subsequent to the original compilation.

‡ *Puffendorf* defines them, “*violente executiones in cives aut bona civium alterius reipublice, quæ justitiam administrare detrectat.*”—*De Jure Nat. &c.* lib. 8. c. 6. sec. 13.

§ This is probably a mistake for Charles VI. See his ordinance mentioned afterwards.

|| Vol. viii. page 96—Fr. ed. vol. iii. part 4. page 166, year 1399—letters granted by Henry IV. commanding his admirals and other officers to seize the ships and goods of subjects of the Earl of Holland in English ports, reciting, with great care, the previous demands and refusal of justice. *Rymer*, Fr. ed. vol. iv. part 1. page 161, year 1409—granted, by Henry IV. to the Sieur de Castillon to enforce the performance of contracts made with him by the subjects of the King of Arragon, commanding all public officers to assist him, and to keep all prizes safe in their fortresses till the contracts are fulfilled. *Rymer*, Eng. ed. vol. viii. page 717, year 1411—against the Genoese. *Rymer*, Eng. ed. vol. viii. page 755, year 1412—against the persons and goods of the French, limited to the satisfaction of the actual damage. *Anderson*, vol. i, page 239—another instance against the Genoese, limited in sum, year 1413. In the year 1279, Richard II. is said to have granted to the people of Dartmouth a general cruising commission against the French; and in 1385, the inhabitants of that town took some French vessels.

\* An English act of parliament to the same effect was passed, A. D. 1414, 2 Henry V. c. 6; and a law of the emperor Maximilian respecting the admiralty of the Low Countries in 1487, ordered, “that no person should fit out a ship for a cruise without the express permission of the admiral or his lieutenant.”—*Martens on Privateers*, page 18.

† De Thou, tome v.

‡ Hist. tome ii. page 633.

§ *Les armateurs de Dieppe ayant armé en course*, &c.

|| De Thou, Hist. tome ix. p. 545.

evade them, under pretence of privileges, or by means of subtleties, which persons in power connived at."\* Spain and England, shortly after the depredations committed under the commissions of the Prince of Orange, issued commissions to great numbers of privateers. The expeditions of Drake and Frobisher are said to have been of this nature.† In 1635, James I. found it necessary to issue letters patent addressed to the High Admiral, reciting the great losses and damages sustained by many of his subjects, by the surprising and taking of their ships and goods by the subjects of Spain in the Low Countries, and by those of the States General, and that justice having been demanded in vain, his subjects had made humble suit to him for letters of reprisals. He therefore requires the admiral to grant commissions for taking the ships of the Low Countries and States General to such of his subjects as had been so damaged.‡ In 1637, Charles I. granted reprisals against the French to such of his subjects as had had ships or goods taken by the French, and a war followed in the same year.—*Anderson, vol. ii. p. 27.* In that same year, too, we are told that Charles was obliged to fit out an armament to protect the coal trade against privateers from the Spanish Netherlands.—*Anderson, vol. ii. p. 29.* The Dutch war for independence ended in 1648. Towards the close of it, in 1643 and 1645, the *placarts* or decrees of the States General held out great encouragements to privateers.—*Martens, 26.* In that long continued contest, the use of these instruments had become familiar. Treaties and laws were made for defining their rights, and preventing the abuses to which they were found to have so strong a tendency.§ But new discords kept alive the spirit of plunder, and privateers still found favor, as a cheap means of carrying on war through the instigation of private avarice. In 1634, disputes began between the English and Dutch. The northern fishing, and the sovereignty claimed by the British in the narrow seas, were the chief subjects of contention. England, in the mean while, was disturbed by civil wars, and the parliament party was not likely to omit any means of annoyance which had heretofore been employed with success. In 1643, exasperated by the cessation of arms in Ireland, "they forbade all masters of ships to bring over any officers or soldiers, on penalty of the forfeiture of their vessels, and gave letters of marque to merchants and others who would fit out ships at their own expense, empowering them to take to their own profit all such ships and goods as they should meet coming over with soldiers or warlike stores for the King."|| The friends of the King were not slow in retaliating this measure, for in 1644 the goods of the merchants trading in France were seized, and letters of marque granted against all that adhered to the Parliament.—*Whitelocke, p. 130.* Of the activity of private cruisers in the hostilities which ensued, the reader may satisfy himself by referring to the book last quoted, where he will find instances of mutual depredation more numerous than we have any disposition to record. Doubtless, the practice was attended with much abuse and licentiousness. In the year 1650, April 16, "an act passed for preventing wrongs and abuses done to merchants at sea, and prohibiting mariners from serving foreign princes or states without license."—*Whitelocke, p. 451.* Soon after this, in 1652, the Parliament and the Dutch came to open hostilities, and an active course of privateering commenced between them.¶ From their near neighborhood and their former habits, there can be no doubt that during this two years' contest they kept up this sort of warfare in its worst form.

The restoration of the King made no alteration in the policy of the English, as it respected their rivals, the Dutch. The scheme of maritime superiority was carried on in the same spirit which had dictated the navigation act. Privateers found great favor in the eyes of the court,\* and the passage we are about to quote from the Life of Clarendon will show that this is an important epoch in the history of the practice. It is the more remarkable, as it is from the pen of that virtuous chancellor himself. It relates to the period, 1664, when the ministers of Charles II. provoked a new war with the Dutch, in the prosecution of their great design of becoming the exclusive masters of commerce.

"It was resolved, that all possible encouragement should be given to privateers, that is, to as many as would take commissions from the admiral to set out vessels of war, as they call them, to take prizes from the enemy; which no articles or obligations can restrain from all the villany they can act, and are a people, how countenanced soever, or thought necessary, that do bring an unavoidable scandal, and it is to be feared a curse upon the justest war that was ever made at sea. Besides the horrible scandal and clamor that this class of men brought upon the King and the whole Government for defect of justice, the prejudice which resulted from thence to the public, and to the carrying on the service, is unspeakable. All seamen run to them, and though the King now assigned an ample share of all prizes taken by his own ships to the seamen, over and above their wages, yet there was a great difference between the condition of the one and the other. In the King's fleet they might gain well, but they were sure of blows; nothing could be got there without fighting. With the privateers there was rarely fighting. They took all who could make little resistance, and fled from all who were too strong for them. And so these fellows were always well manned, when the King's ships were compelled to stay many days for want of men, who were raised by pressing, and with great difficulty."—*p. 242.* From this time privateers have been common in all wars between maritime countries, and Governments have endeavored, by the most liberal encouragements, to increase their number and whet their thirst of plunder. At the same time, the evils suffered from them, and the loud complaints of neutrals, have caused various expedients to be resorted to for checking their excesses, while their use has been continued. The great increase and wider extent of commerce have added to the opportunities and the temptations

\* See in Robinson's Coll. Mar. a proclamation of Elizabeth, of the year 1602, reciting the great extent of the piracies complained of, and forbidding any man of war to be fitted out without license and surety. The preamble refers to other laws and orders lately published, "upon the growing on of these fowl crimes and piracies colored by other voyages." And in the Statuta Admiraltatis of Master Rowghton, printed in Clerke's Praxis, p. 161, we have an ordinance of 1591, requiring presentment to be made of all those that since the late proclamation have had traffic with the leaguers in France, and of all who have set out ships without commission, and to inquire what ships and goods have been taken at sea without commissions, and of breaking bulk and disposing of prizes before sentence of the admiralty, and what captains, &c. under color of commissions of reprisal, have boarded, taken, &c. ships of England, France, &c. Holland, Zealand, &c.

† Martens, p. 26. And in the debate upon Pulteney's act for encouraging privateers, 1739, Pulteney argues from this, as an instance of the spirit and power with which private adventurers could act. "It was," he says, "to private adventurers that all the success of Sir Francis Drake was owing."—*Parl. Deb. vol. xvii. p. 415.* We have great doubts, however, whether these expeditions are to be classed with cruises of privateers. Drake's was an expedition fitted out for the purpose of attacking Spain in her home dominions. Elizabeth furnished about £30,000 and several ships, and Drake and his associates supplied the residue. The spoils were to be equally divided between the Queen and the fleet.—*De Thou, vol. x. p. 693.* There is an important difference between the employment of ships equipped at private expense, but hired by the public, and sailing in fleets with the public forces, under the government of naval officers, and cruises performed by one or more ships under the orders of private adventurers.—*See also Lee on Captures, p. 199.* It seems to have been an ancient practice to use in warlike expeditions ships under the wages of the King, and to give them a part of the prizes. See the ancient articles of the admiralty subjoined to Clerke's Praxis, p. 163, A. 19.

‡ Rymer, Fr. Ed. vol. vii. part 4. p. 185.

§ Martens, p. 26. Voet ad Pand. vol. ii. p. 602, speaks of the "naves privatorum prädatorias permissione ordinum instructas," and cites the Admiralty instructions of 13th August, 1597, and decrees of 1st April, 1602, and 28th January, 1631, and he adds, that the decrees of the 9th August, 1624, and 22d October, 1627, required all prizes to be brought into port before breaking bulk, "that the republic and others might not be defrauded of their due portion of the plunder."

|| Neal's History of the Puritans, ch. 12. Whitelocke says, "they granted letters of marque against all such as had taken up arms against the Parliament, or assisted the Irish rebels."—*Memorials, p. 76, year 1643.*

¶ July 19. New letters of marque granted by the states against the English. 12th August. A Dutch private man of war taken and sunk by two English ketches.—*Whitelocke, p. 539—541. and see pages 545—547.*

\* This may be inferred from the treaty made between the Dutch and Charles II. in 1674, which Postlethwait [*Dict. Art. Privateer*] says "is fit to be a standard to all nations." The preamble runs thus: "and whereas the masters of merchant ships, and likewise the mariners and passengers, do sometimes suffer many cruelties and barbarous usages when they are brought under the power of ships which take prizes in time of war, the takers in an inhuman manner tormenting them, thereby to extort from them such confessions as they would have to be made, it is agreed that both his Majesty and the Lords, the States General, shall, by the severest proclamations or placarts, forbid all such heinous and inhuman offences, &c." There was an article with France to the same purport, in the treaty of Utrecht.



for growing rich by this sort of authorized violence; and it has hitherto been found impossible to impose any effectual restraints upon forces of so low a character, and called into action by motives so unworthy and sordid.\*

From this historical deduction, it appears, 1st. That the practice of privateering is truly what it has been called, "a remnant of the ancient piracy," and has its root and origin in the general licence of plundering, which we justly regard as the vice of a barbarous and lawless age. 2d. That the public commissions, under which it is now carried on, were expedients adopted when the world began to assume a more regular and settled form; the first step towards a state of society more consistent with reason and humanity. 3d. That at first, letters of reprisals authorized the seizing of goods on the land, as well as at sea.† 4. That the first notice we have of privateering to any considerable extent, is the measure to which, in the outset of the war of the Netherlands, poverty and revenge drove the Prince of Orange; and that these privateers became notorious for their piratical depredations. If, before that it was practised by the French, it was not under circumstances more honorable, nor with less cruelty. 5th. That the practice has always continued to answer well to its original; privateers having been, in earlier and later times, the 'scourges of neutral commerce,' a continual theme of complaint to neutral powers, the causes of new wars, subjects of negotiation in treaties, and of frequent restrictive laws; but still eluding all attempts to put a stop to their abuses, and reverting to their primitive character.

It is now time to turn our attention for a moment to the practice of war upon land, and here we are at once struck with a strange difference in conduct and opinions. It would seem, that while we have been growing more refined and generous in hostilities by land, we have certainly not improved, and it is to be feared, have even become less attentive to considerations of equity and humanity, in our maritime warfare. We can claim, in this respect, no superiority over the men of two centuries ago. Like them, we set upon the peaceful merchant to rob him of his property, and if those to whom he has entrusted it defend it faithfully, we suffer no tenderness for life to keep us from our booty. On the land, do we ever hear of an honorable commander's delivering up to pillage a captured city, unless induced by some extraordinary violation of the rules of honorable warfare in the enemy? Does he ever seize the merchandise of the inhabitants, or disturb them in the exercise of their trades? Why, then, on the sea should captured ships and the goods they are freighted with, pursuing peacefully their course, and engaged in the useful interchange of the products of different lands, become a prey to the rapacious cruiser? The most that is allowed upon the land, is the exaction of a tribute, and even of this we suspect the instances are becoming rare, and it is regarded as somewhat disgraceful. But even if the commander of an invading army forbears to touch any property, but that of the sovereign, what should we say if bands of private adventurers were commissioned to enter the enemy's borders to rob and pillage for their own profit? Should we not regard it much in the same light as we should the use of poison, or assassination, or infernal machines?‡

How, then, shall we reconcile this inconsistency? A late writer has, we think, given the true account of it. The jealousy of commerce has entered much into all the wars between maritime countries from the time of Cromwell's war with the Dutch. To exhaust the commercial resources of the enemy, and so to cripple his trade, that he may not be able to resume it upon fair terms of competition, when peace shall be restored, has been one of the objects proposed by one or the other of the belligerent Powers. Privateers, as the most destructive assailants of commerce, have, for this cause, been encouraged and protected, and the exemption granted upon the land to the property of peaceful subjects has been denied at sea. "From thence arises that striking inconclusiveness, [inconsistency] which has been so frequently declaimed against, that whilst in wars on the continent, the civilized nations of Europe (so long as they do not betray that character) endeavor to make the burden of it fall as lightly as possible on the peaceable subjects of the enemy, and that they respect their property in consideration of a contribution levied by authorizing pillage only in some extraordinary cases, the barbarous practice has been retained, in maritime wars, of depriving hostile subjects of their ships and their cargoes by prohibiting now, almost universally, the acceptance of a ransom."||

—*Martens on Privateers*, p. 22.

That some cause, like that here suggested, has retarded the progress of civilization in the customs of maritime war, can hardly be doubted, when we consider how many of the most distinguished writers, ancient and modern, have declared their disapprobation of the practice of privateering. To begin with Albericus Gentilis, who was professor of law in one of the English universities, from the year 1532 to his death in 1608. Privateers, as we have seen, had then first begun to be used to any considerable extent, and to be recognized by stipulations in treaties.\* Gentilis, in his book *De Advocacione Hispanica*, speaks of them under no other name than 'pirates', and will not admit them to be entitled to any better consideration. Grotius says, it is worth inquiring how far the right of private captures may be carried, without violating internal justice or charity.† And after showing that, by the law of nature, no injustice is done to the enemy, if the plunder be confined to a compensation for the injury which caused the war, he adds, that, "although justice, strictly speaking, may not be violated, yet there may be an offence against that moral duty which consists in loving others, as by the law of christianity we are especially commanded; as if it should appear that such depredation will fall, not upon the hostile commonwealth, or the sovereign, or those who are in themselves guilty, but upon the innocent, and that it will reduce them to such a measure of distress as it would not be lawful for us to inflict even upon our private debtors. But if, in addition to this, such depredation will neither be of great effect in putting an end to the war, nor in cutting off the enemy's strength, then, indeed, an honest man, and more especially a christian, will scorn to profit by the calamity of the times."—*Lib. 3, cap. xviii. § 4.* From this and other passages of Grotius it cannot be doubted in what light he regarded privateering as in fact carried on. We have already quoted the opinion of Clarendon, than which none can be entitled to greater respect. The treatise of Molloy, *De Jure Maritimo*, was first published in 1676; many editions have been published since that time, and its reputation is deservedly great. "Most certain," says this writer, "these sorts of capers, or privateers, being instruments found out but of later ages, and it is well known by whom, it were well they were restrained by consent of all princes; since all good men account them but one remove from pirates, who, without any respect to the cause, or having any injury done them, or so much as hired for the service, spoil men and goods, making even a trade and calling of it, amidst the calamities of war."—*Book 1. chap. iii. § 15.* The compilation, entitled "Sea Laws," was published early in the last century. We find in it this passage: "Our laws take not much notice of these privateers, because the manner of warring is new and not very honorable, but the diligence of our enemies in this piratical way obliges us to be also as diligent for the preservation of our commerce."—p. 472. So Beawes, whose *Lex Mercatoria* was compiled in 1750, "The use of these sort of vessels were taught by our neighbors, and obliged by their example, to encourage them," &c. p. 207. Loccenius, who was professor at Upsal in 1670, seems, like Gentilis, to have known no distinction between privateering and piracy.

\* Immediately after the war of 1756 had commenced, the English privateers began to swarm in the channel, and to commit depredations upon the commerce of friendly nations. The Dutch complained, and in 1759 an act was passed, prohibiting commissions to any vessel under one hundred tons burden and forty men.—*Smollett's Contin. vol. vi. p. 151—294.*

† See letters granted by Edward I. ante, p. 175, and the form in Rymer, vol. iv. part 1. p. 161, French ed.

‡ As to what are unlawful arms, see Martens, *Précis du Droit des Gens*, t. ii. p. 351. and also as to the difference in the rules respecting property on land and at sea.

§ We copy from the English translation, published in 1801.

|| It appeared that in Holland, by an edict of the Earl of Leicester, of 4th April, 1586, all captures, whether by land or sea, were brought before one tribunal, and the counsellors of the States of Holland formerly, as appears from their ancient forms in 1590, adjudged upon the plunder obtained by the soldiers on the land. But, says Bynkershoek, 'I do not find this in their new form, 4th October, 1670, nor is it observed in practice.'—*Quest. Jur. Pub. lib. i. cap. 18.*

\* Bynkershoek, Q. J. P. lib. i. cap. 18. seems to refer the origin of privateering to the war of the United Provinces with Spain, for he mentions no earlier instance. "Olim in Belgio federato fuerunt privati, qui ipsi navis bellicas exercebant, quibusque, præter premia, ex captis et recuperatis navibus reducta, ex publico arario numerabatur certa pecunia pro modo expensarum, et pro modo temporis, quo operam bellicam præstabant. Ille navis privatorum dicebantur *Kruysers*, isque adversus Hispanos cum maxime usi sunt Ordines Generales."

† "Id vero quatenus procedat, illæsa justitia interna et caritate, non immerito quaritur."—*Lib. 3. cap. xviii. § 2.*

His words are, "When a naval war is unavoidable, it is far better to assail the enemy with domestic levies or hired marines, under officers and discipline, or to depend on the aid of allies, than to give license to pirates, the vilest of mankind, who, once authorized to plunder, soon forget all restraint, and spare not even friends, nor those who have never injured them or their employers."\* If we come down to more modern times, we find Mably† and Galliani‡ supporting the justice and expediency of exempting commerce from the calamities of war. But especially Linguet, whose essay we would quote entire, if it were possible, has exposed, in the clearest manner, the absurd contradiction in practice, to which we have already referred.§ "It is," to use his words, "one among a thousand proofs of the confusion, barbarism, and extravagance of all our principles, of every sort. Whence comes this difference between fleets and armies, squadrons and regiments, corsairs and lussars?" He thus concludes a glowing description of the circumstances which principally give a character to privateering: "It is cowardly, for its object is to attack the unarmed; it is odious, for it has no other principle than a base self-interest; it is barbarous, for the flying merchant ship is compelled to submit by murderous broadsides; nor is it uncommon for a part of the crew, at the moment of striking the flag, to be slaughtered by the balls that brought the order for striking." Martens has expressed himself in language not less clear and decisive. "Glory and duty call an officer to fight the enemy, whenever the interest of his sovereign is concerned, and honor is the best reward for his labors and his dangers; it is not so with the privateer. Indifferent to the fate of the war, and often of his country, he has no other inducement but the love of gain, no other recompense but his captures and the prizes conferred by the state on his privileged piracies. To encourage individuals to fit out privateers at considerable expense, it is necessary to present them the allurements of a rich booty, and, by prescribing them a moderation, which they are fully determined not to observe, not to intimidate them by imposing on them too many restrictions."—p. 24. The opinion of Dr. Franklin we shall have occasion to quote hereafter. The apologists of privateering have, we believe, rested its defence on the sanction given to it by law, and have contented themselves with showing that there is a real and substantial distinction between privateers and pirates. Azuni, one of the latest and most distinguished of these apologists, after mentioning the opinions of Galliani and Mably, adds, that he respects their opinion, and would adopt it "if he were speaking as a mere philosopher."

It is wonderful, when we consider how much the commerce of neutrals has suffered from privateers, that more frequent efforts have not been made to put a stop to the practice by the general consent of nations. Our own history furnishes indeed a fact which cannot fail to gratify the feelings of an American. "As early," says the Memorial before us, "as 1785, the celebrated philosopher, Doctor Franklin, in a letter to a friend, observed that the 'United States, though better situated than any other nation to profit by privateering, are, as far as in them lies, endeavoring to abolish the practice, by offering, in all their treaties with other Powers, an article engaging solemnly that, in case of a future war, no privateer shall be commissioned on either side, and that unarmed merchant ships on both sides shall pursue their voyages unmolested.'"—page 6.] It was accordingly stipulated in the twenty-third article of the treaty with Prussia, in 1785, as follows:

"And all merchant and trading vessels employed in exchanging the products of different places, and thereby rendering the necessities, conveniences, and comforts of human life more easy to be obtained, and more general, shall be allowed to pass free and unmolested; and neither of the contracting powers shall grant or issue any commission to any private armed vessels, empowering them to take or destroy such trading vessels, or interrupt such commerce."

Martens\* has taken notice of this article, adding that this "example, worthy of imitation, has not been hitherto followed by other States." Doctor Franklin, to whom, doubtless, the credit of this humane scheme belongs, has elsewhere expressed his opinion in emphatic terms. The author of the Appeal, mentioned at the head of this article, quotes a passage from the propositions relative to privateering, communicated by Doctor Franklin to Mr. Oswald, January 14, 1783, in which the principal reasons of policy for abolishing the practice are forcibly stated.

"It is for the interest of humanity in general that the occasions of war, and the inducements to it, should be diminished. If rapine is abolished, one of the encouragements to war is taken away, and peace, therefore, more likely to continue and be lasting. The practice of robbing merchants on the high seas, a remnant of the ancient piracy, though it may be accidentally beneficial to particular persons, is far from being profitable to all engaged in it, or to the nation that authorizes it. In the beginning of a war some rich ships, not upon their guard, are surprised and taken. This encourages the first adventurers to fit out more armed vessels, and many others to do the same. But the enemy, at the same time, become more careful, arm their merchant ships better, and render them not so easy to be taken; they go also more under the protection of convoys; thus, while the privateers to take them are multiplied, the vessels subject to be taken, and the chances of profit, are diminished, so that many cruisers are made wherein the expenses overgo the gains; and, as is the case in other lotteries, though particulars have got prizes, the mass of adventurers are losers, the whole expense of fitting out all the privateers, during a war, being much greater than the whole amount of goods taken. Then there is the national loss of all the labor of so many men during the time they have been employed in robbing, who, besides spending what they get in riot, drunkenness, and debauchery, lose their habits of industry, are rarely fit for any sober business after peace, and serve only to increase the number of highwaymen and housebreakers. Even the undertakers, who have been fortunate, are, by sudden wealth, led into expensive living; the habit of which continues when the means of supporting it cease, and finally ruins them; a just punishment for their having wantonly and unfeelingly ruined many honest, innocent traders and families, whose subsistence was obtained in serving the common interests of mankind."

And in a letter to David Hartley, Esq. May 8, 1783—

"I do not wish to see a new Barbary rising in America, and our long extended coast occupied by piratical States. I fear lest our privateering success in the two last wars should already have given our people too strong a relish for that most mischievous kind of gaming mixed with blood."—*Private Correspondence*, p. 530. *Appeal*, p. 9.

The motives for abolishing this practice are so many that we hardly know where to begin stating them. If it were not in itself unjust and immoral, we would urge upon nations its inconsistency even with an enlightened policy; we would show that it can never be productive of any real advantage to either party in the war; we would call to mind the many seamen who are thrown by it into prisons, and thus taken from the service of their country;† we would speak of the difficulty of procuring sailors to man the fleets, or defend the coasts from invasion, when they are lured by the hope of plunder to embark in long and distant cruises; we would insist upon the discouragement of the naval service by the higher privileges which are granted to privateers; we would bring into view the loss of life, and the distress and poverty brought upon the families of seamen; we would ask for an instance in which privateers can be fairly said to have given essential aid in the prosecution of the war, or to have produced any serious impression upon the enemy's resources and strength; we would refer to the ill-will and jealousy excited in neutral nations by the vexation to which their commerce is exposed, from the eagerness of these marauders, and their unwillingness to return from a cruise without some evidence of vigilance and success. Lastly, we would leave it to his-

\* "Sed et si belli maritimi necessitas incumbat, præstat delectis domesticis, aut militibus adversus mercenariis, qui sub duce et disciplina degant, aut sociorum opem, quam colluvie pessimorum hominum, piratis, auctibus hostes uti, qui licentiam spoliandi nacti, facile prescriptis fines excedunt; ut ne quidem amicis aut aliis, a quibus vel ipsi, vel eorum patroni nunquam lesi sunt, parcant."—*De Jure Mar.* et *Var.* lib. 2, cap. iii. § 4.

† Droit Publicque, tome 2, cap. xii.

‡ Lib. 1. cap. 10.

§ See this able paper in *Annales Politiques*, tom. v, p. 518.

|| Letter to B. Vaughan, Esq. Franklin's works, vol. ii, p. 448.

\* Essay on Privateers, p. 31, note. The only instance of a similar attempt, mentioned by him, is that of the agreement between Sweden and the United Provinces, when at war in 1675, that neither they nor their allies should make use of privateers, but the agreement was not performed.

† It is said that, at the close of the war ending by the peace of Amiens in 1801, there were 30,000 French sailors in English prisons, (Bonnemant's *D'Abreu*, note, page 27.) It is well known what numbers of our seamen were thus lost to us for the time in the late war with England.



tory to decide, and challenge the experience of every nation, that has employed privateers in war, whether, on the whole, the national strength has not been impaired, and its resources diminished, by this expense of its treasure and force in the pursuit of pillage.\*

Let these considerations be duly weighed by those, who allow of no rule for the conduct of nations, but the greater or less profit to themselves, or injury to their enemies, which this conduct may seem likely to produce. Let them reflect upon the words of Franklin, and remember that his opinion and his remarks were founded on experience acquired in a war, in which perhaps, if ever, privateering was a powerful means of annoyance in the hands of one of the parties. With those, who believe that the true interests of a nation can never be separated from a strict regard to religion and moral duty, there are other arguments of greater weight, than any which terminate in mere policy. With them it is enough to determine any action to be impolitic, to know that it is unjust.

What judgment, then, must we pass upon privateering, if we test it by the rules of a sound morality? We ask not, what will be its fate if judged of by the dictates of high and honorable feeling, of that elevated morality, which rises far above the ordinary sense of right and wrong, as it is found in the mass of men; we ask not that it should be condemned or absolved by the sentence of a nice and scrupulous conscience; we are ready to put the question fairly to the grossest and least reflecting of mankind, be they only honest and unperturbed; and we doubt not, that when brought to view the subject in its proper light, stripped of the cloak which law and custom may have lent to it, the most uncultivated conscience will pronounce it unjust and disgraceful to grow rich upon the spoils of the innocent, to gather by violence the fruits of another's industry. If upon the breaking out of a war, every debtor should be declared released from debts due to the subjects of the hostile state, would that man be thought to possess common honesty, who would profit by such an advantage? But how much more palpable is the injustice of attacking, and bearing away as prize, the property of that enemy, not found in our own territory, but upon the ocean, the common highway of nations? Let it not, then, be said that the law of war has made it yours, and annulled the rights of its former possessor. This law is not the law of reason or conscience. It is a custom which has grown out of the selfish and revengeful passions of men, and has been handed down from age to age, receiving now and then some mitigations, by which it has approached nearer to what is suited to a rational nature, but still it is founded in violence, and only one of the few remains of the right of the strongest. Grant, that war is not in itself unlawful. Yet, in a ruder age than the present, it was said by one, who admitted the lawfulness of war, *'militare non est delictum, sed propter prædam militare, peccatum est.'*† Of the justness of this distinction, who can doubt? It is the motive which determines the character of the action. And what motive has the privateersman but plunder?‡

Let us once more try this question by the principles of national law, as they are stated by Grotius and others, whose works are of acknowledged authority. It is in the first place to be observed, that there is no pretence of justice to support the practice of capturing private property in war, but what is founded on one or the other of the following principles: 1. That the wrong done extends to every subject of the injured state, and vests in him the same rights, as if that wrong were personal, and that every subject of the offending state is equally responsible in person and property for the injury done by his Government, or a fellow-subject, as if he were personally guilty. 2. That each party in the war is to be considered, as it respects other nations, to have a just cause of war. 3. That the war being just, every subject, having the authority of his Government, may pursue the enemy in all the modes of lawful warfare, and, if he do it at his own expense, may acquire property to his own use.§

But it is not, nor was it in the age of Grotius, pretended, that the right over the person and property of the enemy is unlimited. And, if we mistake not, these limitations will be found to be established as a part of the national code: 1. That the right to kill is limited to cases of extreme necessity, for the preservation of life and property, "and even this last," says Grotius, "to put men to death for the sake of perishable and uncertain possessions, though in strictness it may stand with justice, is irreconcilable with the law of charity." 2. That even in a just war, if more is taken than an equivalent for the debt, or the injury is either unjust, or else it is to be kept by way of pledge or security, without any change of property, and to be restored when justice has been obtained. —*Grot. lib. 3. cap. xiii. § 1.* 3. That certain classes of persons, among whom are cultivators of the earth and *merchants*, are to be spared.—*Lib. 3. cap. xi. § 10. and cap. xiii. § 4.* 4. That where the object of the war is to obtain restitution of what belongs to us, all the subjects are to be considered as sureties one for another; but where the object is to punish, none but the magistrates, who have refused to inflict punishment themselves, and the actual offenders, can justly be made to suffer.—*Lib. 3. cap. xiii. § 1.* 5. That the right of recourse to the goods of the innocent is only subsidiary, and humanity requires that we should not make use of it as long as there is a hope of obtaining justice without it.—*Lib. 3. cap. xiii. § 4.* 6. That we have no right to lay waste or destroy, unless with the design and reasonable hope of thereby promoting peace; and that if the same purpose can be otherwise effected, we have no longer this right.||

Now all these principles are violated by the practice of privateering; it assumes a right to kill, not for defending, but to obtain property; it has no regard to the injury done, but seizes whatever falls in its way, and that, not for the use of those who may have suffered from the depredations of the enemy, but for the profit of those concerned in the cruises; it has nothing to do with restitution, but takes with no other intent, than to enjoy a *plenum dominium* over the thing taken, be its value ever so great; it spares no class, much less the merchant, against whom all its attacks are directed; it regards all the enemy's subjects as game to be hunted, without any concern, who may have been the authors of the war; it hears to no distinctions between innocent and guilty, debtors and sureties, primary or subsidiary rights; it understands nothing, but that as much wealth is to be gotten as can be with impunity.

It would be easy to enlarge upon some of these topics, but the unexpected length of this article obliges us to abridge the argument. The distinction between those who bear arms and those who are engaged in peaceful occupations, and the principle that the latter are to suffer no more of the evils of the war than may be absolutely unavoidable, are now universally recognised. It is only in maritime warfare that they are not adopted in practice. The exemption, as it prevails in hostilities by land, comprehends all those whose occupations are of a peaceful sort: "*quorum quæstus pacem amat, non bellum.*" It extends, of course, to those whose business it is to supply, by a mutual interchange, the wants of different countries. How it should happen that, the moment the merchant embarks his property upon the ocean—the moment he begins to exercise his trade in the very way in which it yields most benefit to the world, he loses the protection of all laws, and meets the same treatment, as to his property, with the pirate, whose ship is loaded with the gains of violence and treachery, is indeed unaccountable upon any supposition consistent with fairness and equity. "The canon," says Grotius, in enumerating the exempted classes, "adds also merchants; not merely those who have a temporary residence in the enemy's country, but those who owe him perpetual allegiance, *'nam et horum vita ab armis aliena est.'*" Many of the opinions we have quoted go to the entire neutrality of commerce; and this would be only extending to the sea the humane principles long since

\* The French editor of D'Abréu's treatise on Prize Law has strongly expressed the opinion that it is a mistake to ascribe great efficacy to privateers in war. See note, p. 27, Bonnemant's translation.

† St. Augustine. Canon. Militare, 59, l. 1. 'It is not a crime to war, but to war for plunder is sinful.'

‡ In the letter before quoted of Dr. Franklin to B. Vaughan, Esq. (Works, vol. ii. p. 448,) are two instances of the judgment of an impartial conscience upon this subject: one of a Quaker gentleman, who was part owner of a ship, which the other owners thought proper to fit out as a letter of marque, and which took several French prizes. He took his share of booty, but employed an agent to find out by advertisement who were the sufferers, that he might restore what had come to him. The other is of the Scotch presbyterians, who, soon after the reformation, made an ordinance of the town council of Edinburgh, which is still extant, "forbidding the purchase of prize goods, under pain of losing the freedom of his burgh forever, with other punishment at the will of the magistrates, the practice of making prizes being contrary to good conscience, and the rule of treating christian brethren as we would wish to be treated, and such goods are not to be sold by any christian men within this burgh." This, it will be remarked, extends to all captures.

§ Grotius, lib. 3. cap. vi. Puffendorf, lib. 8. cap. vi. De Jure Nat. et Gent. lib. 2. cap. xvi. § 10. et seq. De Officio Hom. &c. Martens, Droit des Gens, liv. 8. chap. iii.

|| Martens, Précis, &c. tome ii. p. 349.

adopted on the land. The article already cited from our treaty with Prussia has been understood as giving protection against public as well as private ships.\* Many of the evils connected with privateering are equally to be feared from public captures: the effects upon the habits and morals of seamen will be nearly the same; the cruelty and injustice are the same. A French writer, of the year 1744, has asked "would it not, then, be possible to revive the ancient custom of commercial truces, and to make war without involving in it commerce and mercantile navigation?"† It may be objected that, the greater the sufferings connected with wars the less ready will nations be to enter into them, and the sooner will they be disposed to return to a state of peace. But surely the experience of the world is against this. Wars were not less frequent, nor less obstinate, when it was thought lawful to enslave prisoners, to sack towns, and to put to the sword a garrison which defended itself to the last extremity. The argument would justify every degree of cruelty; it would justify the poisoning of streams, and the employment of assassins; it would introduce a law of war no better than that of the Mohawks. But if to make prize of the property of the innocent is in itself opposed to equity and good conscience, it deserves a double reproach when it is allowed to be done by privateers. Powers, in their nature oppressive, ought not to be committed to instruments so certain to make them more odious by abuse.‡ A Russian treaty, of 1801,§ prohibits to privateers the right of searching ships sailing under convoy. This cures some part of the evil, and it shows the light in which privateers are viewed. But the same reason should induce the entire suppression of them.

In all that we have hitherto said, we have gone upon the supposition that there is a just cause of war. But in every war, one party or the other must be fighting in support of an unjust cause. Terrible, indeed, is the guilt of the subject who, with no other end than private gain, attacks, kills, and robs the enemy, if, in doing this, he is at the same time abetting injustice and fraud. Grotius holds to complete restitution every general and soldier, who, in an unjust war, has assisted in the work of destruction.—*Lib. 3. cap. 10. § 3. &c.* Who, then, in any war, can feel so assured that his country is in no respect chargeable with injustice or rashness as to be willing, for the sake of plunder, to incur the hazard of so great a guilt? What Government can be excused in encouraging its subjects to put their integrity to so perilous a trial? And if there is guilt in fighting for a cause which we know to be unjust, is there not also guilt in plundering in one which we are not sure is just?

We had something to say of the effects of privateering upon the morals of the community, and more especially of seamen; of the taste which it gives for violence and bloodshed; of its breaking down the barriers by which property is defended; of its tendency to annihilate the distinction of mine and thine. But these consequences are too obvious, and have been proved by too recent experience, to need that we should labor to enforce them. They spring up in our path; they meet our view wherever we go; the land and the sea send forth their reports of murders and piracies, and daring robberies, as if the outcasts of society had become emulous of glory, and resolved to hide the disgrace in the magnitude and boldness of their crimes.

It is the laudable purpose of the writer of the Appeal to call the attention of the proper authorities in the United States to the numberless depredations committed upon the ocean by ships fitted out in our own ports, and sometimes, it is to be feared, by our own citizens. He has diligently collected the statements of writers on the laws of nations, and the provisions of the British and French laws in relation to piracies, and the accepting of commissions from foreign Powers; and he has reviewed our own laws for preventing armaments against nations at peace with us, pointed out their insufficiency, and endeavored to awaken attention to the importance of new restraints and prohibitions, and a more vigilant and thorough execution of those already existing. For all this he deserves the thanks of the public. Whatever may be thought of cruising against the enemies of our own country, there are few, we trust, who will not agree with Vattel, "that for strangers it is a shameful trade to take commissions from a foreign Government, for cruising against a nation perfectly innocent in regard to them. The thirst of gold is their only motive; and the commission they receive, however it may screen them from punishment, cannot wipe off their infamy."|| It is agreed by all nations that a cruiser furnished with commissions from two different sovereigns is to be treated as a pirate. Much of the reasoning in support of this principle would extend equally to the acceptance of any commission from a foreign belligerent against a nation at peace with us.\*

The Memorial, of which we have also spoken, contains a concise and impressive view of the character and consequences of the practice of privateering. It was our intention to avail ourselves of one or two extracts from it, but we have already exceeded our limits.

It may be expected that we should say something of the practicability of the measure proposed. We must, however, content ourselves with remarking that there cannot be reason to despair of what all commercial nations must feel it to be their interest, by mutual stipulations, to effect. The United States, as a great commercial people, disposed by habit and interest to peace, have every inducement, however great may be their local advantages for carrying on a predatory warfare, to enter into such an arrangement. Great Britain can expect no benefit from the continuance of the practice of privateering. Holland, France, and Spain have too much interest in the revival of their fallen commerce not to acquiesce cheerfully in a proposal which takes away one of its greatest vexations. Russia, Sweden, and Denmark are friends to the freedom of commerce; and it is a remarkable and encouraging fact, that Russia made no use of privateers in her war with Turkey, 1767—1774.

We are disposed to think well enough of mankind to believe that there is something in this practice too harsh and illiberal to be much longer borne in the present improved state of knowledge and manners. We trust the time is coming when the greater part of the civilized world will feel the truth of these words of Clarendon: "Indeed, it must be a very savage appetite that engages men to take so much pains, and to run so many and great hazards, only to be cruel to those whom they are able to oppress."†

\* Martens, Précis, &c. tome 2, p. 352, note.

† Examen de l'Essai sur la Marine, p. 181.

‡ Jus hoc mutandi per vim domini odiosius est, quam ut produci debeat.—Grotius, lib. 3. cap. 6. § 5.

§ Convention with Great Britain, June 17, 1801, art. 4.

|| Vattel, liv. 3. ch. 15. § 229.

\* See, as to double commissions, D'Abreu, part ii. page 2: Bonnemann's translation.

† Tracts, p. 206.

## REDUCTION OF THE NUMBER OF SEAMEN IN THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 29, 1821.

Mr. PHILIP P. BARBOUR, from the Committee on Naval Affairs, to whom was referred a resolution of the House of Representatives of the 11th of January, 1821, instructing them to inquire into the expediency of limiting by law the number of seamen, ordinary seamen, and boys, to be annually employed in the service of the United States, and, also, into the expediency of reducing the number now in actual service," reported:

That, by an act of Congress, approved the 3d of March, 1801, a naval peace establishment was fixed by law, providing the number of ships which should be kept in constant service, in time of peace, and that the residue should be laid up in ordinary, with a sailing-master, certain petty officers, seamen, and marines, attached to each



vessel thus laid up; authorizing the President to officer and man the vessels to be retained in actual service, as he might direct, limiting him, however, to two-thirds of the then present complement of seamen and ordinary seamen, (by which the committee understand the two-thirds of the then full crews of the ships retained,) limiting the number of captains, lieutenants, and midshipmen, to be retained in the navy service in time of peace, and authorizing the President to discharge all the other officers in the navy service of the United States. That, by another act of Congress, approved April 21st, 1806, the President was authorized to keep in actual service, in time of peace, as many of the frigates and other armed vessels of the United States, as, in his judgment, the nature of the service might require, and to cause the residue to be laid up in ordinary in convenient ports; and the President was authorized to officer and man the public armed vessels, in actual service in time of peace, as he might direct; but the act just referred to limited the number of captains, masters commandant, lieutenants, and midshipmen; it limited, too, the number of able seamen, ordinary seamen, and boys, to nine hundred and twenty-five, and authorized the President to appoint, for the vessels in actual service, as many officers of the grades therein mentioned as might, in his opinion, be necessary and proper; that, by another act, approved March 3d, 1807, the President was authorized, in addition to the then present naval peace establishment, to employ a number of able seamen, ordinary seamen, and boys, not exceeding five hundred, should the exigency of the public service require it; that, by another act, approved Jan. 31st, 1809, it was provided that, in addition to the frigates then employed in actual service, there should be fitted out, officered, and manned, four other frigates by name; and that the President might equip, man, and employ, in actual service, as many of the public armed vessels, then laid up in ordinary, and gunboats, as, in his judgment, the public service might require; and, for the purpose of carrying the provisions of the said act into effect, the President was authorized, in addition to the number of petty officers, able seamen, ordinary seamen, and boys, then authorized by law, to appoint, and cause to be employed, three hundred midshipmen, three thousand six hundred able seamen, ordinary seamen, and boys, to be engaged to serve for a period not exceeding two years; but subject to be sooner discharged. That, by another act, passed June 28th, 1809, the President was authorized, in the event of a favorable change in the foreign relations of the country, to cause to be discharged from actual service, and laid up in ordinary, such of the frigates and public armed vessels as, in his judgment, a due regard to the public security and interest would permit. That, by another act of Congress, passed March 30th, 1812, the President was authorized to cause to be immediately repaired, equipped, and put into actual service, three frigates by name; and it was provided that the officers and seamen of the navy might be increased so far as was necessary to officer, man, and equip the vessels so to be put into service. That, by another act of Congress, passed January 2d, 1813, it was provided that the President should cause to be built, equipped, and employed, four ships to rate not less than seventy-four guns, and six to rate forty-four guns each; and the number of commissioned and warrant officers, petty officers, able seamen, ordinary seamen, and boys, to be employed on board each of the said ships of seventy-four guns, was fixed by that act; the crew, so far as it consisted of seamen and boys, was limited to two hundred able seamen, and three hundred ordinary seamen and boys. That, by another act, passed March 3d, 1813, the President was authorized to have built, manned, equipped, and commissioned, for service, six sloops of war, and also to have built, or procured, as many sloops, to be employed on the lakes, as the public service might require; and, by the second section of the last mentioned act, the President was authorized to appoint such officers, and to employ such number of seamen, as might be necessary for such vessels as were authorized by law to be put in commission, any law to the contrary notwithstanding.

The committee have thought it proper to give to the House a brief view of the progress of legislation in relation to this subject, and they believe the foregoing sketch substantially to present it. Upon a reference to the various acts of Congress before referred to, it will be found that, both in the years 1801 and 1806, there was a naval peace establishment fixed by law, limiting not only the number of seamen and boys, but of officers also. It will be found, too, as your committee believe, by reference to dates, compared with the history of the country, and, indeed, to the language of some of the acts of Congress themselves, that the subsequent provisions, in relation to the naval establishment of the United States, had reference directly to what either *then was*, or probably *soon would be*, the relation of the country to foreign governments; in short, that they looked directly to a state either of actual or probable war.

Your committee understand the resolution referred to them to relate to the number of seamen and boys necessary to be employed in time of peace, and whether that shall be fixed by law. In the present state of things the only limitation upon the number of seamen is to be found in the appropriation bill, which, in effect, annually limits the number to be employed by the amount of the appropriation annually made for that object. Your committee believe that the proper office of the appropriation bill is, as far as practicable, to provide means for objects authorized by existing laws; there are, indeed, cases which, on account of the contingent or uncertain character of the expenditure, constitute exceptions to this rule; but, in general, the rule is considered as a sound one. Your committee would further remark that, in investigating this subject, they have extended their inquiries, beyond the mere scope of the resolution, into the propriety of fixing a naval peace establishment, embracing as well the number of officers as ships to be kept in the service of the United States in time of peace; and they beg leave shortly to submit some of their reasons for thinking that there should be a peace establishment in the navy as well as the army. Although, by the constitution of the United States, the President is commander-in-chief of the army and navy, yet it belongs to Congress to "raise and support" the one, and "to provide and maintain" the other; the power to provide and maintain implies that of determining the quantum; a question the decision of which ought not to be left, in the opinion of your committee, to the Executive Department; and yet, in practice, it is in effect left to Executive decision: for, as has been before remarked, there being no permanent law in force limiting the number of officers, ships, or men, to be kept in service, the only limitation is in the amount of appropriation; and your committee believe that, in practice, the amount of the estimates has generally been appropriated without any discussion in Congress as to the necessity of them. Whatever confidence we may have in the Executive it seems not to be right, in principle, to leave to its discretion, in effect, the decision of a question which belongs to the Legislature. Your committee believe that in Great Britain, though the number of seamen is not fixed by a permanent law, yet it is settled by the annual vote of Parliament. If there were probable danger of war, or difficulty in our foreign relations, it might not be expedient to fix the number of seamen by a permanent law, but, in the present circumstances of the country, it seems to your committee it may be done; it will be remembered it is a peace establishment which is contemplated; when war shall come, or even upon its probable approach, both the army and navy will doubtless be placed upon a footing suited to the then altered state of the country.

Your committee would further remark that an additional reason with them for inclining to a peace establishment is to fix the number of officers, who, they believe, in many grades, are too numerous, and yet for all whom, unless their number shall be reduced by law, an appropriation must be made. Your committee are aware that this is a difficult and delicate subject; the officers of the navy in the recent war not only distinguished themselves, but, by breaking the charm of invincibility belonging to the British navy, contributed much both to our glory, and our solid strength as a nation. The committee are also aware that many of them have devoted some of their best years to their profession; yet, if the interest of the country requires a reduction, painful as the duty is, it is one which ought to be performed. In relation to the number of ships to be retained in service, the reasons which would prove the propriety of fixing the number of seamen, would apply with full force to them; indeed, it is another state of the same question in substance, since, if the number of seamen be fixed, no more vessels will be employed than they can man; and the fixing a certain maximum of seamen is considered a more judicious course than to fix the number of ships, inasmuch as the President will then be left at liberty to use such classes of vessels as may, in his opinion, be best adapted to the nature of the service; the aggregate of the guns, however, being limited by the number of men allowed to man them. Your committee have said that they consider the officers of many of the grades as too numerous; they will now proceed to state the grounds of their opinion. They have not for a moment entertained the idea of paring down the officers of the navy to any thing like a mere sufficiency to officer the ships to be actually retained in service in time of peace; it is obviously impossible upon this subject to select any given number, and show that it is precisely the right one: some reasonable rule must be adopted. Your committee have acted upon



the principle that, whilst, on the one hand, the mere number of officers necessary for the vessels in actual service is not sufficient with a view to the future progress and prosperity of the navy, on the other, it would be entirely out of the question to employ, in time of peace, as many as would officer our whole navy, built and to be built, in time of war. They have, therefore, selected what they consider a medium between these extremes; it appears, by the Naval Register of 1821, that the total number of guns of our ships, which are *built, equipped, and launched*, (which description excludes the three line-of-battle ships Ohio, North Carolina, and Delaware, which are believed not to be equipped,) amounts to seven hundred and ninety-seven, of all classes of vessels, gunboats included. Your committee have thought that if we retained in service, in time of peace, a sufficient number of commissioned and warrant officers to officer all these upon the war establishment, it would afford a liberal peace establishment. Bringing the number of officers to this standard, the committee find that there are various ranks in which the present number considerably exceeds that which would be required by the rule just stated: they will descend to particulars in a few grades, in which the excess is relatively most considerable; thus, upon this scale, there is an excess of fifteen post captains; of twenty masters commandant; of seventy lieutenants; of twenty-seven surgeons; of more than forty sailing-masters. There are, perhaps, two or three grades in which an allowance of a few more than even this scale would produce, might be judicious; amongst them, probably, might be placed the midshipmen, who may be considered as constituting the nursery of the future commanders of our ships; this, however, would only vary the result in an inconsiderable degree. The committee forbear to go into further detail upon this subject, because, if the House should adopt the principle, the detail could be presented in a bill.

As to the seamen, if it should be decided to fix the number by law, the resolution then directs the committee to inquire into the expediency of reducing the number now in actual service. Upon this subject the committee would remark, that it will be seen, by adverting to a letter from the Navy Department, under date of the 11th of December, 1820, amongst the printed documents, that the whole force of the vessels of war in the actual service of the United States amounts to about three hundred and thirty-five guns, distributed as is mentioned in the same letter. Your committee incline to the opinion that the following diminution of that force may be made without injury to the public service, viz: instead of two corvettes and a sloop on the coast of Africa, whose object is the suppression of piracy and the slave trade, three of the schooners authorized by an act of the last session would be sufficient, making a deduction of thirty-four guns; instead of a thirty-six gun frigate in the Indian seas, the corvette Cyane of twenty-eight would be sufficient, making a deduction of eight; if to these deductions be added the force of the Macedonian and Ontario, of which the one is returning after being replaced by the Constellation, and the other is proceeding to take the place of the Peacock, amounting together to fifty-four guns, the whole force which would remain after these deductions, from that now in service, would be two hundred and thirty-nine guns; but suppose an additional number of thirty-six guns to be included for any contingent service, such, for example, as the replacing of a vessel returning from a cruise, then the whole force which, according to the views before presented, would be necessary, would be two hundred and seventy-five guns: to man this force upon a war establishment, if the committee have not erred in calculation, would require eight hundred and fifty-six able seamen, eight hundred and two ordinary seamen, and one hundred and ninety-five boys; to this add, according to a document of the last session, for the ships in ordinary, navy yards, and navy stations, two hundred and eighty-seven able seamen, three hundred and fourteen ordinary seamen, and sixty-seven boys, and the aggregate is, of able seamen one thousand one hundred and forty-three, of ordinary seamen one thousand one hundred and sixteen, and of boys two hundred and sixty-two; total of able seamen, ordinary seamen, and boys, two thousand five hundred and twenty-one. The estimate from the Navy Department for the service of the year 1821, embraces one thousand three hundred and thirty-two able seamen, one thousand three hundred and seven ordinary seamen, and two hundred and ninety-three boys, making an aggregate of two thousand nine hundred and thirty-two; from which it would seem that if the force suggested by the committee be retained in service, there might be a reduction of about four hundred and eleven, viz: one hundred and eighty-seven able seamen, one hundred and ninety-one ordinary seamen, and thirty-one boys.

Upon the whole view of the subject, the committee beg leave to recommend to the House the following resolution:

*Resolved*, That a naval peace establishment ought to be fixed by law.

NAVY DEPARTMENT, January 22, 1821.

SIR:

Your letter of the 15th instant has been submitted to the Board of Navy Commissioners, and I transmit to you, herewith, their answer to some of the inquiries.

With respect to the resolution which proposes a reduction of the number of seamen now in service, it would beg leave to add to the observations made by the Commissioners on that subject, that I am persuaded it would be unwise and impolitic to reduce the number of men on board our public vessels now in service. And the propriety of diminishing the aggregate number for the service must depend entirely on the question, whether a less naval force is to be employed? It has already been particularly communicated to Congress, the number and service in which our public vessels are employed; and whether the great and permanent interest of the country will be promoted by withdrawing any of them, is submitted to the wisdom and discretion of Congress, by granting, or withholding the means of employment. If the object is to reduce the naval force which is to be kept in service, I should incline to think limiting the aggregate number of seamen is the most advisable course to be adopted, leaving it to the President to employ vessels of such class as he shall think best calculated to promote the public good, within the means placed at his disposal.

With respect to the number of officers in our public vessels I would observe, that I have always put on board as many as could be accommodated. This occasioned no additional expense to the Government, and was deemed highly important to the officers themselves, both for the purpose of improving them in their profession, and keeping them out of idleness.

The report of the Fourth Auditor, of the balances due from so many officers of the navy, excited in my mind, as it has in yours, a little surprise, which induced me to make some inquiry on the subject, as I knew, according to the present course of the Department, money was put into the hands of so many officers of inferior grade for disbursement. On examination I find that most of the balances which appear on the list arise from transactions during the late war. At that time it was found necessary to put money into the hands of officers of inferior grades for the recruiting service, and to pay the expenses of transporting recruits, stores, and public property. Our gunboats, and other small vessels, being commanded by officers of this class, it became necessary to make advances to them for the pay and subsistence of the crews. Few, if any, of these balances from inferior officers, have arisen since the year 1816; and measures are daily taking to procure the settlement of these accounts, and to put in suit those where a prosecution shall become necessary.

I have the honor to be, with very great respect, sir, your most obedient servant,

SMITH THOMPSON.

HON. PHILIP P. BARBOUR,

*Chairman Naval Committee, House of Representatives.*

NAVY COMMISSIONERS' OFFICE, January 18, 1821.

SIR:

In reply to the letter of the honorable the chairman of the Naval Committee of the House of Representatives to you, of the 15th instant, which you were pleased to refer to this Board, the Commissioners of the Navy have now the honor of submitting their report.



As to the "expediency of fixing by law the number of able seamen, ordinary seamen, and boys, and of reducing the number below what it is at present," the Commissioners, with great deference, observe, that the number of able seamen, ordinary seamen, and boys necessary for the service, depends essentially upon the number and class of the ships intended to be kept in commission; that the number heretofore attached to our ships in service has not, in their opinion, been greater than the safety and proper government of the ships required.

It appears, on referring to the statute books, that the subject of limiting the number of seamen for the navy service has, at various periods, employed the deliberations of Congress. In the year 1806 a special act was passed on the subject; the following year, however, the number was greatly increased by another law, and, in the year 1809, the number was still further increased, till in the year 1812, when every restriction was removed. It is understood that the principle was found to be very inconvenient in practice, with respect to the number of which the crews of the different ships shall consist; we find acts of Congress passed upon the subject, 27th March, 1794, 1st July, 1797, and 2d January, 1813, the two first acts were, however, virtually repealed by the act of 27th April, 1798, which commits the number of the crews of the ships then authorized to be employed to the decision of the President of the United States; and since that period, the number of officers and men employed on board of frigates, and smaller vessels, has, from time to time, been decided by the Executive.

The act of the 2d January, 1813, above referred to, declares the number of which the crew of a ship of the line shall consist; but the number estimated was for a size far inferior to the actual force and dimensions of the ships when built, their force amounting to eighty-six instead of seventy-four guns; and the law for the gradual increase of the navy not limiting the size of the ships of the line, and only requiring that they should not be less than seventy-four guns, the commissioners believed that, if in their construction they confined themselves within the limits of the sum appropriated, they should best effect the wishes of the country by extending their force and dimensions to the size of this class of ships most approved in older maritime nations; and, although they are built on the usual plan of two deck ships, their force and dimensions exceed even those of 1813. Hence, it will readily be perceived that no existing law, which limits the numbers of the crews of seventy-four gun ships, is applicable to the ships of the line recently launched, and now building.

Our ships might, undoubtedly, be navigated with fewer men; but their effective force would be reduced in full proportion to the reduction of the number of men. Reduce the number of the crew, and you in effect reduce in an equal, if not greater degree, the power of the ship.

The crew of a forty-four would be sufficient to navigate in safety a ship of the line; but, if the crew was not to exceed the number allowed to a forty-four, a ship of the line would not be able to fight as many guns as a forty-four, because she requires more men to manage her sails, &c. Under such circumstances a frigate might capture a ship of the line; and the same principle might place a frigate in the power of a sloop of war, or a sloop of war in the power of a gunboat.

The commissioners forbear, sir, to present to your view a picture of the situation of an officer *nominally* commanding a ship of the line, but in fact a force not equal to a frigate. No officer having a due regard to his own reputation, or to that of the service, ought to consent to be placed in such a situation.

Independently of other considerations in favor of keeping our ships full manned in time of peace, it may be remarked, that no nation is in the habit of informing its enemies of its intentions to declare war; that it is a custom universally observed, on meeting with any vessel of war at sea, to beat to quarters and prepare the ship for action. Such a state of preparation has, in many instances, saved our national flag from dishonor; and a contrary condition, on another occasion, put it out of the power of the commander to prevent the impressment of several of our seamen from on board one of our men-of-war. Our own experience has confirmed the necessity of keeping our ships of war, whenever in service, in a state of constant preparation to repel aggression, or any attempt, from any quarter, to dishonor our flag.

It is the invariable custom of the nations of Europe, when they reduce the number of officers and men on board of a ship, to make a correspondent reduction in the number of her guns. A ship in that state is said to be armed *en flûte*, and is not considered in the light of a vessel of war; being always commanded by an officer of inferior grade, and generally employed as a transport, store-ship, the conveyance of ambassadors, and such like service. We have ourselves occasionally employed ships of this character in this way.

Ships are rated by the number of guns they mount, and the number of men must be in proportion to the number of guns; a ship of war should never carry guns, without being prepared, at all times, in peace or in war, to fight them with effect. If there are not men enough to work all the guns, or, in other words, to sustain the character of the ship, it would, as alike respects individual and national honor, be better to reduce the number of guns; for the number that cannot be fought with full effect, for want of men, is surely worse than useless on board of ship.

With respect to the machine for hauling up ships, it is believed to possess many advantages over dry docks, both for repairing and for building of ships, and for preserving them after they are built. Dry docks, however well constructed, are always damp, and it is necessary to keep a number of men constantly employed for the special purpose of removing the water that unavoidably finds its way through the gates and other parts. The machine is calculated to admit of a vessel, however large, being hauled up and placed under cover, where she will be perfectly dry; where the artificers can work to the greatest possible advantage, and where a ship, when completed, may, if not required for service, be kept in a state of perfect safety and preservation for a long period of time, at a very inconsiderable expense.

Its original cost will bear no comparison with that of a dry dock. It would certainly not require more than one-fifth, probably not more than one-sixth of the sum necessary to build a dry dock.

The Commissioners have been informed by one of the gentlemen now employed in the investigation, that the chief engineer associated with him has said that it would take the most expert civil engineer six months to calculate the cost of a dry dock. The Commissioners cannot, of themselves, form a satisfactory judgment upon this point; but they are already in possession of information which justifies the inference that a dock, suitable for the present state of the service, and calculated only for a single ship, could not be constructed, even on the cheapest plan, for less than \$250,000. The cost of the machine for hauling up ships, including the house and every necessary apparatus, would not, it is believed, exceed \$45,000. The estimates heretofore made, place it at about \$40,000.

Hence it would appear that the first cost and the annual expense of the proposed machine, would be greatly less than that of a dry dock, while it is confidently believed that it possesses all the facilities and conveniences of a dry dock, and the special and very important advantage of being at all times perfectly dry. The situation it provides for the frame and other materials of a ship, while building, is, of all others, the best calculated to season and preserve them. It seems almost superfluous to remark that building ships in such situations would add greatly to their durability.

The principle of building ships under shelter is recognized by all the maritime nations of Europe; and universal experience, both in public and private yards, approves its correctness and confirms its advantages, both as respects workmanship and the durability of the materials.

Docks can be used for repairing and building only, whereas the proposed plan, at infinitely less expense, is calculated, it is confidently believed, not only for repairing and for building, but, if necessary, preserving ships after they are built. Indeed, in every view which can be taken of it, it appears to claim a decided preference over docks.

The Commissioners avail themselves of this occasion to express to you, sir, their opinion that the present state of the service calls imperiously, either for the erection of docks, or some other means by which our ships of the line and frigates may be repaired without incurring the enormous expense, the serious risks and injuries attendant on careening ships for the purpose of repairing.

It is believed that there is none of the maritime nations of Europe, having a navy of equal extent with ours, who are compelled to resort to this tedious, hazardous, and expensive method of repairing their ships.

The paper herewith, marked A, shows the number of commission, warrant, and petty officers, able seamen, ordinary seamen, and boys, required for each class of our public vessels now in commission.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

## A.

*Exhibit showing the commission, warrant, and petty officers, able seamen, ordinary seamen, and boys, required for each class of public vessels of war now in commission.*

	Captains.	Masters commandant.	Lieutenants commanding.	Lieutenants.	Midshipmen.	Surgeons.	Surgeons' mates.	Purser.	Chaplain.	Schoolmasters.	Sailingmasters.	Captains' clerks.	Masters' mates.	Boatswains.	Gunners.	Carpenters.	Sailmakers.	Boatswains' mates.	Gunners' mates.	Carpenters' mates.	Sailmakers' mates.	Quarter gunners.	Quartermasters.	Yeomen.	Coxswains.	Stewards.	Coopers.	Armorer.	Masters-at-arms.	Ships' corporals.	Cooks.	Able seamen.	Ordinary seamen.	Boys.	
Columbus, seventy-four,	-	1	-	9	28	1	3	1	1	1	2	1	3	1	1	1	1	9	3	3	2	2	13	10	3	1	1	1	1	1	2	1	260	300	48
Constitution, forty-four,	-	1	-	6	20	1	2	1	1	-	1	1	2	1	1	1	1	3	2	2	1	10	8	3	1	1	1	1	1	1	2	1	160	170	27
Congress, thirty-six,	-	1	-	5	16	1	2	1	1	-	1	1	2	1	1	1	1	2	2	2	1	8	6	3	1	1	1	1	1	1	2	1	130	140	35
Cyane, twenty-eight,	-	1	-	4	12	1	1	1	-	-	1	1	2	1	1	1	1	2	1	1	1	6	4	3	1	1	1	1	1	1	1	1	75	33	15
John Adams, corvette,	-	1	-	3	8	1	1	1	-	-	1	1	2	1	1	1	1	2	1	1	1	6	4	3	1	1	1	1	1	1	1	1	60	49	11
Peacock, sloop,	-	1	-	3	6	1	1	1	-	-	1	1	2	1	1	1	1	2	1	1	1	5	4	3	1	1	1	1	1	1	1	1	45	45	10
Spark, brig,	-	1	-	2	4	1	1	1	-	-	1	1	1	1	1	1	1	1	1	-	1	4	4	2	1	1	1	1	1	1	1	1	30	16	9
Alligator, schooner,	-	-	1	2	4	-	1	1	-	-	1	1	1	1	-	-	-	1	1	1	1	2	2	-	1	1	1	1	1	1	1	1	20	16	8
Lynx, schooner,	-	1	-	1	4	-	1	1	-	-	-	-	1	1	-	-	-	1	1	1	1	2	2	-	1	1	1	1	1	1	1	1	16	8	6
Gunboat,	-	-	1	2	-	-	-	-	-	-	1	-	1	-	-	-	-	-	-	1	1	-	-	-	-	1	1	-	-	-	1	1	8	8	3



16th Congress.]

No. 199.

[2d Session.]

## MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 12, 1891.

NAVY DEPARTMENT, *February 10, 1891.*

SIR: In obedience to a resolution of the honorable the House of Representatives, passed on the 5th instant, in relation to that portion of the Marine Corps performing duty in the city of Washington, I have the honor to transmit to you, herewith, copy of a letter from the Commandant of Marines, accompanied by statements numbered 1, 2, and 3, which will, it is believed, afford all the information required by the aforesaid resolution.

I have the honor to be, with the highest respect, sir, your most obedient servant,

SMITH THOMPSON.

The Honorable the SPEAKER of the House of Representatives.

HEAD-QUARTERS OF THE MARINE CORPS,

WASHINGTON, *February 7, 1891.*

SIR: I have the honor to transmit the accompanying documents, illustrative of the resolution of the honorable House of Representatives of the 5th instant. No. 1 is a return of the strength of that portion of the corps stationed at the city of Washington; No. 2, a statement of the annual expenditures in the quartermaster's department; No. 3, the annual expenditures in the paymaster's department, showing the pay and emoluments of all the officers. The annual expenditures in the pay and quartermaster's returns, Nos. 2 and 3, are calculated from the number of officers, non-commissioned officers, musicians, and privates, now actually at head-quarters. The number increases and diminishes, as occasion requires, but the variations are trivial.

It now remains to state the duties of the officers that come within the purview of that resolution.

I. The lieutenant colonel commandant of the corps has the following duties to perform:

1st. The distribution of the corps in guards, at the various navy yards in the United States, and on board the different armed vessels.

2d. The general superintendence over those guards, and a responsibility for the faithful performance of the duties respectively appertaining to them.

3d. Attention to the reports of the officers having command of those guards.

4th. The general superintendence of the duties of the staff. These are the principal military duties of the commanding officer of the corps. In addition to these he has other highly responsible duties to attend to in the economical and faithful expenditure of the appropriation for the corps.

1st. In entering into contracts for furnishing the clothing and rations for the corps, both of which have to pass under his immediate inspection; and for the proper performance of which duty he is immediately responsible.

2d. In the attention he has to bestow on the expenditure of the contingent fund; and he is also responsible for all the applications of that fund.

Besides these prominent duties, the lieutenant colonel commandant has to attend to all the minutiae of the duty of his command.

II. The adjutant and inspector of the corps has various duties to come under his attention.

1st. He keeps an exact detail of the number and distribution of all the officers, non-commissioned officers, musicians, and privates in the corps.

2d. He keeps the size-roll book of the corps, in which are entered the names, age, place of birth, time and term of enlistment of every non-commissioned officer and private in the corps; in which he notes all reductions and promotions of non-commissioned officers; all desertions, deaths, and all apprehensions of deserters. He attends to all the various discharges from the corps, and notes down the circumstances of such discharges in this book.

3d. He receives monthly muster-rolls from the commanding officers of the different guards, and takes due note of them. These are his *office* duties. He has, also, important military duties to receive his attention.

1st. He attends and forms all parades, both battalion and the ordinary morning ones.

2d. He inspects weekly the arms, accoutrements, and military appearance of the soldiers at head-quarters. It is also his duty to inspect the guards at the various stations on shore, when he is ordered to do so.

3d. He instructs all officers who join the corps in the manual and battalion exercise. He has also to attend to other duties of a less important nature, and which occupy a considerable portion of his time and attention.

III. The duties of the quartermaster of the corps are—

1st. To receive from the contractors the clothing for the corps.

2d. The distribution of that clothing to the guards at the various stations, and to those on board the armed vessels, as the exigencies of the service may require, and to keep accounts with the commanding officers of those guards relative to the distribution thereof to the soldiers under their command.

3d. He issues to each non-commissioned officer, musician, and private, at head-quarters, the allowance of clothing made him, and keeps an account thereof. He inspects, weekly, the clothing of the men, and reports accordingly to the commanding officer.

4th. He makes daily requisitions for provisions for the guard in barracks and at the magazine, and sees that those provisions are agreeable to the contract. He furnishes fuel for both guards, and, by vigilance, prevents the waste thereof.

5th. He adjusts and settles all accounts for repairs of the barracks at the different navy yards, and all accounts for freight and transportation.

6th. He examines all provision returns from the different stations.

7th. He attends to the particular disbursements of the contingent fund, and makes semi-annual settlements with the Fourth Auditor.

IV. The duties of the paymaster of the corps are—

1st. To keep the accounts of all the officers of the corps, and to settle with them the amount of their pay and emoluments.

2d. To pay off the guards at the various navy yards, personally, if required; if not personally, to forward funds to the different commanding officers, and to receive and enter the pay-rolls when they have been forwarded to him.

Various other accounts of a less important nature are examined, paid, and entered, by the paymaster of the corps.

Having thus stated the duties of the commanding officer of the corps, and the staff officers, it only remains to state the duties of the officers and soldiers of every kind at head-quarters.

From the earliest establishment of the corps, a larger number of men have been kept at head-quarters than at any other station. The number has been gradually decreasing, as the exigencies of the service required that they

should be sent elsewhere. The distribution of the portion of the Marine Corps at present at head-quarters is stated in the adjutant and inspector's report, marked No. 1.

The guard at the navy yard, under the charge of a first lieutenant, is detached for the preservation of the public property in the yard.

The guard at the magazine is detached, under the command of a sergeant, for the safe-keeping of the powder in it, and for the preservation of the buildings there.

The duties performed within the marine barracks at head-quarters, particularly under the superintendence of the commandant of the corps, are various.

1st. An armorer's shop is kept up, in which are repaired the arms from all the separate posts, and from the armed vessels, which are unfit for use.

2d. Carpenters are kept, who make all repairs required for the preservation of the barracks.

3d. The musicians for all the ramifications of the corps are instructed at head-quarters, and distributed as the exigencies of the service require. They are essentially required on board the vessels of war under all circumstances, but more particularly in action, where all the varieties of a naval engagement are directed by the beat of the drum. Under such circumstances, a school for the instruction of musicians cannot fail to be useful. The one here is conducted with every attention to economy and to practical usefulness.

4th. All officers appointed in the corps are ordered here in order to receive instruction, that they may be capable of performing the duties assigned them, which may be always, in some degree, called active, as they are ordered on board ships of war in distant seas, for the protection of our widely extended commerce. With this object in view, it has been deemed expedient to keep up the skeleton of a battalion, as, without it, the necessary instructions could not be given to newly appointed officers. One captain and three or four subaltern officers are generally kept here to superintend the performance of the above duties, and for the execution of the ordinary military and police duties of the barracks. When new appointments take place, the number of subalterns is increased until they are instructed in their duties, when they are detached.

In concluding this report, which I have endeavored to make as nearly as possible coincident with the resolution of the House of Representatives, I will take the opportunity to observe that the military and practical efficiency of the Marine Corps was fully tested during the late war with Great Britain. It co-operated with the navy in all the maritime achievements of that eventful period with honor to itself, and, I trust, with usefulness and reputation to our country.

I have the honor to be, very respectfully, your obedient servant,

ARCHIBALD HENDERSON, *Lieut. Col. Commandant.*

HON. SMITH THOMPSON, *Secretary of the Navy.*

#### No. 1.

*A return of the strength of that part of the United States' Marine Corps stationed at Head-Quarters, Washington, February 7, 1821.*

	Lieutenant Colonel.	Captains and Majors by brevet.	Commissioned staff.	First Lieutenants.	Second Lieutenants.	Medical staff.	Non-commissioned staff.	Sergeants.	Corporals.	Musicians.	Privates.	Aggregate.	
On command, -	-	-	-	1	-	-	-	2	3	-	34	40	Navy yard and magazine guards.
In garrison, -	1	1	3	3	3	1	3	9	8	17	90	139	
	1	1	3	4	3	1	3	11	11	17	124	179	

PARK G. HOWLE,

*Adjutant and Inspector of the United States' Marine Corps.*

#### No. 2.

*Estimate of Clothing for the United States' Marines, at Head-Quarters, for one year.*

14 Sergeants, at \$34 74½,	-	-	-	-	-	\$486 43
11 Corporals, at 30 84½,	-	-	-	-	-	339 29½
17 Musicians, at 32 34½,	-	-	-	-	-	549 86½
124 Privates, at 30 84½,	-	-	-	-	-	3,824 78

#### *Estimate of Fuel.*

Fuel for the commandant's, adjutant's, quartermaster's, and paymaster's office, at 12 cords each per year—48 cords at \$6,	288 00
Fuel for non-commissioned officers, musicians, privates, and women—180, at 9 feet each per year, 202½,	1,215 00

#### *Magazine Guard.*

Nine men at 1½ cords per year—10½ cords,	60 75
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#### *Navy Yard Guard.*

Fuel for thirty men, at 1½ of a cord—33 cords and 3 feet, at \$6 per cord,	190 25
	<u>\$6,954 37</u>

BENJAMIN RICHARDSON,  
*Quartermaster Marine Corps.*

Lieutenant Colonel ARCHIBALD HENDERSON,  
*Commandant United States' Marine Corps.*



## No. 3.

*A statement showing the amount of expenses, annually, of the detachment of marines in the paymaster's department, stationed at head-quarters, under the command of Lieutenant Colonel Archibald Henderson, commandant of the corps; taken from the strength on the 7th of February, 1821.*

	Pay per month.	Number of rations.	Amount per ration.	Number of horses.	Amount allowed for each horse.	Number of servants.	Pay per month for each servant.	Fuel per month.	Amount of fuel per cord.	Annual amount of pay and emoluments.
1 Lieutenant colonel commandant,	\$75	12	20 cts.	3	\$8	2	\$14 84	3 cords in winter and 1½ in summer.	\$8	\$2,636 16
1 Captain, - - -	40	3	20	-	-	-	-	1	8	771 00
1 Adjutant and inspector, - -	60	3	20	-	-	-	-	1	8	1,011 00
1 Paymaster, - - -	60	3	20	-	-	-	-	1	8	1,011 00
1 Quartermaster, - - -	60	3	20	-	-	-	-	1	8	1,011 00
4 First lieutenants, - - -	30	3	20	-	-	-	-	1	8	2,604 00
3 Second lieutenants, - - -	25	3	-	-	-	-	-	1	8	1,773 00
1 Sergeant major, - - -	-	1 ration drawn in kind.	20	-	-	-	-	-	-	120 00
1 Fife major, - - -	10	1 ration drawn in kind, and accounted for below.	-	-	-	-	-	-	-	108 00
1 Quartermaster sergeant, - -	9	1 do.	-	-	-	-	-	-	-	120 00
11 Sergeants, - - -	10	1 do.	-	-	-	-	-	-	-	1,188 00
11 Corporals, - - -	9	1 do.	-	-	-	-	-	-	-	1,056 00
17 Musicians, - - -	8	1 do.	-	-	-	-	-	-	-	1,428 00
124 Privates, - - -	7	1 do.	-	-	-	-	-	-	-	8,928 00
135 Rations furnished by contractor,	6	-	15	-	-	-	-	-	-	7,391 25
										\$31,156 41

There are a number of contingent accounts which are paid by the paymaster.

R. M. DESHA, *Paymaster.*

16th CONGRESS.]

No. 200.

[2d Session.

## MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 28, 1821.

Mr. STEVENSON ARCHER made the following report:

The Committee of Expenditures in the Navy Department beg leave to report, that the performance of their duty in conformity with, and to the extent required by, the rules of the House, has been found impracticable. To investigate the various subjects referred to them, to inquire minutely into the expenditure of all public moneys appropriated for the naval service, and to ascertain whether these expenditures have been made with economy, and in strict conformity with the objects of Congress in making them, would require greater time and research than could be bestowed by any committee, without a total abandonment of all legislative duties. Indeed, the investigation of any considerable item of expenditure, when pursued in all its details, would be a work of time and labor. It was hoped, when the Committee of Expenditures was subdivided, and one appointed to examine into the faithful application of the public moneys in each great department of the Government, that results the most beneficial would grow out of the measure; and that unauthorized expenditure and wasteful extravagance, whether existing with the higher or subordinate agents of the Government, from the certainty of detection, would be impeded in their secret march. The experience, however, of six years, the length of time since which these committees have been organized, has given abundant proof that they are inefficient for the purposes of their creation. Your committee respectfully suggests, that a satisfactory examination whether the expenditures of the respective Departments, in every particular, are justified by law; whether the claims from time to time satisfied and charged by the respective Departments, are supported by sufficient vouchers, establishing their justice both as it regards their character and amount, could only be made by a committee of Congress, who should be authorized to sit during the recess. After the adjournment of Congress, they could uninterruptedly pursue their investigations under every head of appropriation, in all the various branches of expenditure. And it cannot be doubted, but that, if abuses do exist, they would be able to detect them, and, by information thus elicited, would have it in their power to propose such measures as might be necessary to add to the economy of the Departments and the accountability of their officers. It is confidently believed that much money might be saved annually to the public coffers by the labors of a faithful and zealous committee, who would examine minutely for themselves, and who, without favor, fear, or affection, would expose to public view and public indignation the speculators of the treasury, if any such there be.

Your committee have attempted nothing like an examination of all the expenditures in the Navy Department, but have only turned their attention to such as are passing under the immediate view of Congress, or to such as by accident they have been directed; and as it is within their duty to report whether any and what retrenchments in the expenditures of the Department may be made without detriment to the public service, they respectfully ask leave to call the attention of the House to the Marine Corps, as at present established by law. The investigations given to this subject have induced a belief that its expenses might be lessened and its organization improved. The communications which have been held with the Secretary of the Navy, upon this subject, are herewith submitted. They will very briefly explain the views entertained by the committee, and the reasons submitted by the Department against the plan of reduction and re-organization contemplated. The benefits resulting from it will chiefly be found in the saving of the expenditure of public money. The expenses of the Marine Corps for the present year, as estimated by the Secretary of the Treasury, will be as follows:

For pay of officers and men, - - - - -	\$92,232 00
Subsistence, - - - - -	77,161 00
Clothing, - - - - -	30,686 31
Fuel, - - - - -	6,857 50
Contingent expenses, - - - - -	14,000 00
	<hr/>
	\$220,936 81

When it is considered that the Marine Corps, in the number of its officers and men, only exceeds a regiment of infantry by one hundred and fifty-seven, and that the estimate for a regiment of infantry is only \$73,594, it is apparent that the expenses of the establishment may and ought to be reduced.

To effectuate this object, your committee propose reducing the pay of the corps to that of the army. They also contemplate reducing the number of privates from seven hundred and fifty to six hundred and fifty. Connected with this object of economy, and to improve the organization of the corps, it is proposed to abolish the offices of lieutenant colonel commandant and quartermaster. The following would be the estimated expense of the corps, if reduced as proposed:

For pay of officers and men, including subsistence of officers, - - -	\$82,011 00
Subsistence for 820 non-commissioned officers, musicians, and privates, - - -	53,470 00
Clothing, - - - - -	29,858 00
Fuel, - - - - -	6,095 00
Contingencies, - - - - -	14,000 00
	<hr/>
	\$185,434 00

Making a difference in favor of the measure proposed, of \$35,502 81.

Against this reduction no weighty objections seem to interpose.

It is urged, that by depriving the corps of a military head, its due discipline would not be so well preserved as by the present organization. In answer to this, the committee will observe that the duties of the colonel commandant are altogether of a civil character. His troops are never together, but are either at sea or are dispersed over the United States, at the various posts, for the preservation of the public property, while that portion of the corps stationed at the city of Washington, under the immediate eye of the colonel, scarcely ever exceeds a captain's command. An examination of the duties, in detail, of the colonel commandant, as given by himself in a letter to the Secretary of the Navy, dated 7th February, 1821, and communicated to the House, will satisfactorily demonstrate they are of such a character that they might and ought to be performed by an officer attached to the civil department of the Government; and that, in addition to these duties, he could perform all those which are at present assigned to the quartermaster. Every thing connected with the military character and the administration of the corps being placed immediately under the view of the Secretary of the Navy, information could at all times be had of its state and condition, and its government would in all probability be benefited by its being brought nearer to the source of power.

It has been doubted whether the number of privates could be reduced without injury to the service; but your committee beg leave to say that it is not contemplated, as they apprehend, to increase the number of vessels in service, and the number of marines now at sea in our various ships of war are only two hundred and sixty-four; the remainder are employed as guards to our public property, at the various naval stations, in different sections of the Union, except that portion of them which remains at head-quarters. A greater number for sea service will consequently not be wanted, unless in the event of war, and as guards merely for the naval stations; and for disciplining and preparing the men for sea a less number will be amply sufficient. In illustration of this idea, they beg leave to present to the House papers marked C and D, which will show that a sufficient number of men will be retained for all necessary purposes. The paper marked C will show the distribution and strength of the corps at present; that marked D will show the distribution which might be made under the organization proposed. In furtherance of these views, your committee ask leave to report a bill "providing for the pay and re-organization of the Marine Corps."

The attention of your committee, in the course of their investigations, has been turned upon a subject which, although, as it regards the amount of the claims in controversy, is but very trivial, yet the principle involved is of considerable importance. They had been induced to call for information in relation to the accounts of judge advocates on the trials of sundry officers of the marine corps. These accounts, together with the reasons by which they are attempted to be vindicated, are presented in the papers which accompany this report. It appears, that in the case of Colonel Wharton, the judge advocate was allowed the sum of five hundred dollars. In the trial of Colonel Gale, the judge advocate, Lieutenant Gardner, charges in his account for twenty-two days, at the rate of ten dollars per day. Both these accounts are approved by a clerk in the Navy Department, in the name of the Secretary of the Navy. In the former case, the judge advocate was a citizen; in the latter, he was an officer of the army. The expenditures in these two cases, to the extent of the claims, appear not to be justified by any law of which your committee are aware; the only circumstance urged in vindication of the allowance of these claims, is that it was sanctioned by precedent; and this furnishes but a feeble justification where payments and allowances are made, not only without law, but against the acts of Congress, as far as any can be found which have any application to the subject. These accounts may not be unreasonable in their amounts; a fair equivalent may have been rendered for them in the labor and services of these gentlemen. Of this, however, the committee know nothing, except what appears from the accounts themselves; but although these claims may, by possibility, have been equitable, it does not follow, that unless their payment has been provided for by law, that they should be paid; still less does it follow, that a clerk can assume powers vested in the head of a Department, and can allow and disallow claims, at pleasure, against the nation. For although he is said only to act upon claims, so as to allow them when they are sanctioned by precedent, yet is he made the judge fully of the analogy of such cases as may be presented to him. The toleration of such proceedings by an individual who, from his appointment and situation, has no just responsibility, might lead to consequences of a serious character in our expenditures. In the case of Lieutenant Gardner, he has been allowed ten dollars per day. The act of Congress, fixing the military peace establishment, provided that an allowance should be made to judge advocates of \$1 25, in addition to their other pay; it is true, this act was solely applicable to the army, yet the laws in relation to the Marine Corps being silent on the subject, it would be doing no injustice to the officer to allow him the same compensation which he would have had for his services on the court martial of an officer of the army, where his duties could be in no way less irksome or laborious; and the Department would have been justified in applying the provisions of this law to his case, for although he did not come within the letter of the law, by a just analogy he came within its spirit.



The court for the trial of Colonel Gale convened on the 18th, and adjourned *sine die* on the 27th of September last, having been in session eleven days; yet is Lieutenant Gardner allowed for twenty-two days. If the customary mode had been pursued, the certificate of the president of the court would have been required as to the time the Judge Advocate had been employed; yet it does not appear that this had been obtained before the approval of the account, and he was accordingly allowed ten dollars a day from the date of the order, Sunday excepted. As far as appears, no evidence was required of the number of days he was necessarily employed in the duties of the court, although the law expressly declares (if it can be considered as having applicability to this subject) that he shall have an allowance only for such days. The laws appear to make no provision for copies of records and proceedings, nor does it seem necessary that they should. It is certainly a part of the duty of a Judge Advocate to keep a record of the proceedings of the court, and to file these proceedings in the proper Department: for this, with his other duties, a per diem allowance is made. Your committee conceive the extra allowance not to be justified. Upon this subject it seems the practice had been somewhat variant. The decision, then, of the clerk was not mere matter of form, but of substance; and it may be fairly inferred that it was not according to the usual allowance, because it is said, in the communication of the Secretary of the Navy, that, since his appointment to preside over the Department, no instance of the kind had occurred which had come within his knowledge. In the case of Colonel Wharton, the Judge Advocate appears to have had no such allowance. Mr. Wilcock's account against the Government for five hundred dollars was passed and approved by the same clerk. He, as far as appears from his account, claimed no daily allowance, but demanded a sum in gross for his services. If he obtained any certificate from the president of the court martial of the number of days he was necessarily employed, it is unknown to your committee. They presume none such was obtained, as, in that event, it would probably have appeared on the face of the account. Your committee conclude with observing that these allowances, whether we regard the manner of their approval, or the character of the claims themselves, are not justified by law.

## C.

Table showing the present distribution and strength of the marine corps.

Where stationed.	Lieut. Colonels.	Captains.	First Lieutenants.	Second Lieutenants.	Sergeants.	Corporals.	Musicians.	Privates.
At Head-quarters, - - - - -	1	1	4	5	15	9	16	90
Navy yard, - - - - -	-	-	-	-	1	3	-	27
Magazine, - - - - -	-	-	-	-	1	1	-	7
New Orleans, - - - - -	-	1	1	1	2	4	-	44
New York, - - - - -	-	1	1	2	6	3	1	55
Philadelphia, - - - - -	-	1	3	2	3	4	-	46
Norfolk, - - - - -	-	1	2	-	8	3	2	43
Boston, - - - - -	-	1	2	1	5	4	3	59
Portsmouth, New Hampshire, - - - - -	-	1	1	-	2	3	2	31
Sackett's Harbor, - - - - -	-	-	1	-	3	3	2	25
Erie, Pennsylvania, - - - - -	-	-	1	1	1	2	-	17
Sea service, - - - - -	-	-	6	3	19	24	11	264
Actual strength in December last, - - - - -	1	7	24	15	66	63	38	708

## D.

Distribution which might be made under the organization proposed.

Where to be stationed.	Captains.	First Lieutenants.	Second Lieutenants.	Sergeants.	Corporals.	Musicians.	Privates.
At Navy yard, Washington, - - - - -	1	2	2	3	3	2	44
Magazine, - - - - -	-	-	1	1	2	2	10
New Orleans, - - - - -	1	2	1	3	3	2	45
New York, - - - - -	1	3	2	6	6	4	58
Philadelphia, - - - - -	1	2	2	3	3	2	48
Norfolk, - - - - -	1	2	2	4	4	4	45
Boston, - - - - -	1	3	2	5	5	4	60
Portsmouth, New Hampshire, - - - - -	1	1	1	3	3	2	32
Sackett's Harbor, - - - - -	-	1	1	2	2	2	26
Erie, Pennsylvania, - - - - -	-	1	-	1	2	-	18
Sea service, - - - - -	2	6	2	20	24	12	264
Leaving, - - - - -	-	1	-	9	13	4	-
Total - - - - -	9	24	16	60	70	40	650

COMMITTEE ROOM, February 16, 1821.

SIR: The Committee on Naval Expenditures have it in contemplation to report a bill, (a copy of which is herewith enclosed, marked A,) entitled "A bill providing for the pay and organization of the marine corps."

They transmit you herewith a statement, (marked B,) to show that, although reduced as proposed, the corps will retain its efficiency; that the same number of men may still be stationed at every post, except at head-quarters; and that there will still be the same number for sea service. From this statement it will be perceived that it is not con-

templated to have any of the corps stationed at head-quarters. We are not aware fully of what has heretofore been the practice, but presume that privates have generally been enlisted, drilled, and prepared for sea service, at head-quarters; but as it is always known to the Department of the Navy at what time any vessel will sail from a particular port for a considerable time before she actually sails, we conceive that the enlistment of men at the port from whence the vessel is to sail, or at the nearest naval station, would be a saving of the expenses resulting from the transportation of the privates from head-quarters to New York, Boston, Portsmouth, or New Orleans.

The offices of colonel and quartermaster are proposed to be abolished, and their duties transferred to an office proposed to be created in the civil department of the Government. The necessity for the former cannot be perceived, as there is not a colonel's command, even if the whole corps were collected at one station, and as his services are never required at sea. The duties of quartermaster may with facility be performed by the officer proposed to be appointed by the bill. In the corps as at present organized, the duties of quartermaster, as the committee believe, at every post, except at head-quarters, are performed by quartermaster-sergeants, under the control of the commanding officer, who is responsible to the quartermaster here. These duties can all be performed as heretofore, and the accountability of officers commanding at each station may be to the adjutant and inspector under this bill, as it has heretofore been to the quartermaster. Such an officer will be the less necessary, as, in the proposed arrangement, few, if any, of the corps would be stationed at this city.

The above are the views of the committee; but they are unwilling to report the bill to the House without presenting it to the head of the Department, who is presumed to be particularly conversant with the subject. They respectfully request that you will suggest any modification of its details which may be better calculated to carry into effect their intentions: and I am directed to say that it would be gratifying to the committee to receive your views of the expediency of the proposed reorganization of the marine corps. Their impressions are strong that it would operate as a saving to the Government of thirty or forty thousand dollars annually, without diminishing the efficiency of the corps.

I have the honor to be, sir, your obedient servant,

STEVENSON ARCHER.

HON. SMITH THOMPSON.

NAVY DEPARTMENT, *February 22, 1821.*

SIR:

I have received your letter of the 16th instant, accompanied with a draught of a bill providing for the pay and organization of the marine corps, which the committee, of which you are chairman, purpose reporting to the House. From the little time I have had to spare from other avocations, and to bestow on this subject, I am not able to discover the real benefit which the proposed alteration, as to the organization of the corps, is calculated to effect. The only material amendment appears to be, abolishing the offices of lieutenant colonel and quartermaster, and substituting an adjutant and inspector, whose office is to be attached to the Department of the Navy, and who is to perform the duties at present performed by the adjutant and inspector, and the quartermaster, thus leaving the corps without any military head, which, I should think, was not so well calculated to promote due discipline as the present organization.

It appears to me there must be some mistake as to the saving you mention this measure would produce. The number and pay of the commissioned officers, except the quartermaster, are the same as in the present organization; all the saving, therefore, must be in the reduction of the non-commissioned officers and privates.

If the only object is saving expense to the Government, and it should be thought by the committee that the present number of privates is greater than the service requires, the best mode, it appears to me, to effect the object, would be simply to reduce the number of privates; though I should much doubt whether this could be done with propriety, to any considerable extent, if the same number of vessels as at present are kept in service, and guards for the protection of our navy yards are to be furnished from this corps.

I have the honor to be, very respectfully, your obedient servant,

SMITH THOMPSON.

HON. STEVENSON ARCHER, *Chairman Committee on  
Naval Expenditures, House of Representatives.*

NAVY DEPARTMENT, *February 13, 1821.*

SIR:

In answer to the inquiries made by your letter of the 8th instant, I would beg leave to state, that there is no express provision by law for the allowance to be made to a judge advocate attending a court martial.

The regular and established compensation, according to the practice of this Department for some years past, has been ten dollars per day; never, I believe, under that sum, and many times, in important cases, much higher.

The usual course is to require the certificate of the president of the court as to the time the Judge Advocate has been employed. In some cases, I understand, the Advocate has had an allowance made for making out the record: I am not aware of any instance of the kind since I have been in the Department. But if he has a per diem allowance, and is necessarily engaged some time in making out a fair copy of the record to be filed, I see no reasonable objection to such an allowance; and the same rule would seem justly to apply to all time necessarily spent in and about the business of the court.

The chief clerk in the Department has no authority, by any express law, to approve accounts; this, according to the course of the Department, is done by the Secretary. In his absence, however, and when the account is according to the usual allowance made, so that the approval is mere matter of form, the chief clerk sometimes approves, purporting to be done by order of the Secretary.

Mr. Homan, in the case referred to in your letter, has allowed ten dollars per day to the Judge Advocate, according to the time presented by him in his account, and thirty dollars for the record. This he conceived himself justified in doing by the precedent in the case of the late Colonel Wharton, in which a much larger sum was allowed.

I transmit to you, herewith, a letter addressed to me by the Judge Advocate, explaining the grounds upon which he claimed the compensation allowed him.

I have the honor to be, with great respect, sir, your obedient servant,

SMITH THOMPSON.

HON. STEVENSON ARCHER, *Chairman of the Committee on  
Naval Expenditures, House of Representatives.*

WASHINGTON, *February 1, 1821.*

SIR:

Some inquiries having, I understand, been made by the Committee on Navy Expenditures, respecting the amount of my compensation as Judge Advocate in the trial of Lieutenant Colonel Gale, commandant of marines, I beg leave to submit to you the following remarks in explanation of the account which I rendered for that service:

The date of the order by which this duty devolved on me was the 7th of September last, and the close of the trial was on the 29th of the same month. The number of days for which I charged is twenty-two; one Sunday during the actual session of the court being deducted. The rate of compensation, the lowest I apprehend on record for the services of a Special Judge Advocate, was ten dollars per diem. The amount of this item was two hundred and twenty dollars, to which is added the customary charge of thirty dollars for the record and proceedings.

When it is considered that the Judge Advocate is the administrative officer of the court, its legal adviser, its sheriff, and its clerk, and that he acts also in the duplicate capacity of counsellor for the prosecution and the prisoner,



it will be perceived that much time and actual labor are indispensable in making the necessary preparations for the trial; in draughting the charges and specifications in the most legal form; in collecting the documents for the proceedings; in arranging evidence, summoning numerous witnesses, consulting with the prosecutor and the prisoner, &c. And further time and labor it will be perceived are requisite, after the court has terminated its session, in the task of making up the proceedings for the approving authority. As his labors, therefore, are not measurable by the commencement and termination of the trial, so it would obviously be unreasonable to limit his daily compensation to that term. And, accordingly, in the charges which I made for my services, I embraced the whole period during which my services in this capacity were actually bestowed on this duty.

The chief clerk of the Navy Department, who, from his situation, is well qualified to estimate the nature and extent of the duties, thought my claim a reasonable one, and, during your absence from the city, and in your behalf, approved the account.

In the trial of Lieutenant Colonel Wharton, an officer of the same grade and department of the service, and holding precisely the same post as the prisoner in this, the compensation of the Judge Advocate was five hundred dollars; and in the court of inquiry previously held in that officer's case, in reference to the very charges investigated on his trial, the legal adviser of the court received a larger amount in compensation for his services. But I conceive it unnecessary to adduce more precedents, or make further comment on the subject, and with full confidence remit it to your judgment.

I have the honor to be, sir, most respectfully, your obedient servant,

JOHN L. GARDNER.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

NAVY DEPARTMENT, *February 1, 1821.*

SIR:

In compliance with your communication of 28th January, in behalf of the committee of which you are chairman, I have the honor to enclose to you the copies of the papers required, numbered 1, 2, and 3.

I am, very respectfully, sir, your obedient servant,

SMITH THOMPSON.

Hon. STEVENSON ARCHER, *Chairman of the Committee on Expenditures in the Navy Department.*

#### No. 1.

ADJUTANT AND INSPECTOR GENERAL'S OFFICE, *September 7, 1820.*

#### GENERAL ORDER.

A general court martial will convene at the marine barracks in Washington, on Monday the 18th day of September, 1820, for the trial of Lieutenant Colonel Anthony Gale, of the marine corps, and such other prisoners as may be brought before it: of which court,

Brigadier General T. S. Jesup is President; and  
Lieutenant J. L. Gardner, corps of artillery, Special Judge Advocate.

#### Members.

Colonel George Gibson, commissary general of subsistence.  
Lieutenant Colonel George Bomford, ordnance.  
Captain J. S. Nelson, ordnance.  
Captain J. H. Hook, 4th infantry.  
Captain W. Anderson, marine corps.  
Captain S. E. Watson, marine corps.

#### Supernumeraries.

First Lieutenant B. Richardson, marine corps.  
First Lieutenant R. M. Desha, marine corps.  
Second Lieutenant S. Cooper, light artillery.

More officers cannot be detailed, nor more rank designated, without manifest injury to the service.

Brevet Major S. Miller, of the marine corps, has been detailed as prosecutor, and will report to the Judge Advocate charges and materials for specifications, and designate evidence in support of the same, preparatory to the trial of Lieutenant Colonel Gale.

By order:

D. PARKER,  
*Adjutant and Inspector General.*

#### No. 2.

The UNITED STATES,

To JOHN L. GARDNER, Dr.

For my services as Judge Advocate on the general court martial convened under general orders of the 7th instant, at this city, for the trial of Lieutenant Colonel Anthony Gale, commandant of marines, from the date of the order to the close of the proceedings in the case on the 29th instant, except one Sunday, being twenty-two days, at \$10 per day, \$220

Record and copy of proceedings, - - - - - 30

\$250

Approved:

For the Secretary of the Navy,

BENJAMIN HOMANS.

WASHINGTON CITY, *September 30, 1820.*

Received, September 30th, 1820, of Lieutenant R. M. Desha, paymaster of the marine corps, two hundred and fifty dollars in full of the above account.

JOHN L. GARDNER.

R. M. DESHA, *P. M. M. C.*

A true copy.

#### No. 3.

The court martial convened for the trial of Lieutenant Colonel Anthony Gale, assembled at the marine barracks in the city of Washington on the 18th day of September, 1820, and adjourned *sine die* on the 29th day of the same month.

SIR:

NAVY DEPARTMENT, *February 14, 1821.*

In reply to your letter, dated the 13th instant, I have the honor to inform you that Samuel Wilcocks, Esq. of Philadelphia, was appointed by the War Department to officiate at the trial of the late Colonel Wharton, as Special Judge Advocate, and that he did not, at that period, belong either to the army or navy.

Enclosed is a copy of the account presented by the Judge Advocate, which shows the amount allowed to him for his services.

I am, very respectfully, sir, your obedient servant,

SMITH THOMPSON.

HON. STEVENSON ARCHER, *Chairman Committee Naval Expenditures,*  
*House of Representatives.*

WASHINGTON, *September 23, 1817.*

The UNITED STATES,

TO SAMUEL WILCOCKS, DR.

To services as Special Judge Advocate on the trial of Lieutenant Colonel F. Wharton, of the marine corps, \$500.

NAVY DEPARTMENT, *September 23, 1817.*

Approved:

By order of the Secretary of the Navy,

BENJAMIN HOMANS.

Received, September 23, 1817, a warrant, No. 461, drawn by the Secretary of the Navy, in my favor, for five hundred dollars, in full of this account.

SAMUEL WILCOCKS.

TREASURY DEPARTMENT, *FOURTH AUDITOR'S OFFICE, February 14, 1821.*

A true copy of the account on file in this office.

CONSTANT FREEMAN.

NAVY DEPARTMENT, *February 16, 1821.*

SIR:

In reply to your letter, dated the 15th instant, inquiring "how many days the court martial for the trial of Colonel Wharton held its sessions," I have the honor to state, for the information of the committee of which you are chairman, that the court martial for the trial of Colonel Wharton, of which Samuel Wilcocks, Esq. was Judge Advocate, assembled on the 10th September, 1817, and adjourned, *sine die*, on the 12th of said month, having previously determined that they had no jurisdiction of the case. On the 20th of September, 1817, the court reassembled under a new order, being augmented by the addition of four other members, Mr. Wilcocks still continuing the Judge Advocate, and adjourned, *sine die*, on the 22d of September, 1817.

With great respect, I have the honor to be, sir, your most obedient servant,

SMITH THOMPSON.

HON. STEVENSON ARCHER, *Chairman Committee Naval Expenditures,*  
*House of Representatives.*

17th CONGRESS.]

No. 201.

[1st SESSION.]

## NAVY HOSPITAL FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 26, 1821.

NAVY DEPARTMENT, *December 21, 1821.*

SIR:

In obedience to a resolution of the House of Representatives of the 15th instant, the Commissioners of Naval Hospitals have the honor to report a statement showing the annual receipts of the Naval Hospital Fund, and the balance of said fund which remains to be applied in conformity to the provisions of the act of Congress, approved on the 26th day of February, 1811, entitled "An act establishing navy hospitals."

For further information relative to the state of this fund, the Commissioners beg leave to refer to their several reports of the 14th of January, 1818, 8th of February, 1820, and 15th of January, 1821; and, also, to a report of the Secretary of the Navy, dated 15th of January, 1818, made to the honorable the House of Representatives; and they would likewise add, that, although for the want of adequate means they have not been able as yet to carry into effect the provisions of the act of 1811, they have, however, commenced forming a separate and distinct fund for that purpose, by drawing from the appropriation of pay of the navy such sums as may from time to time be spared, until the amount of the Naval Hospital Fund shall be completely reimbursed, and they are taking measures to carry into effect the wise and humane system contemplated by the act establishing naval hospitals.

All which is respectfully submitted.

SMITH THOMPSON, *Secretary of the Navy.*  
WM. H. CRAWFORD, *Secretary of the Treasury.*  
J. C. CALHOUN, *Secretary of War.*

To the Hon. SPEAKER of the House of Representatives.



## TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, Dec. 19, 1821.

*Statement of the annual receipts of the Navy Hospital Fund since the passage of the act of Congress, the 26th February, 1811, entitled "An act establishing Navy Hospitals," exhibiting the balance remaining unexpended, viz:*

From 26th February to 31st December, 1811,	-	-	-	-	-	\$1,628 41
1st January to 31st December, 1812,	-	-	-	-	-	6,984 61
Do. do. 1813,	-	-	-	-	-	9,026 75
Do. do. 1814,	-	-	-	-	-	13,772 40
Do. do. 1815,	-	-	-	-	-	16,795 37
Do. do. 1816,	-	-	-	-	-	21,165 72
Do. do. 1817,	-	-	-	-	-	16,126 25
Do. do. 1818,	-	-	-	-	-	15,442 34
Do. do. 1819,	-	-	-	-	-	21,026 16
Do. do. 1820,	-	-	-	-	-	8,756 08
Do. to 31st September, 1821,	-	-	-	-	-	20,961 07
						\$151,685 16
To which add this sum, standing to the credit of "Marine Hospital Fund," being a balance of the moneys deducted from the pay of officers, seamen, and marines, prior to the 26th of February, 1811,						3,782 86
						\$155,468 02
From which deduct amount of expenditures debited to said fund, from the 26th February, 1811, to 30th September, 1821,						10,652 85
Leaving a balance unexpended of						\$144,815 17

It appears, from the above statement, that there is a difference in the receipts of the several years. This arises from the circumstance that, in those years in which the receipts are largest, more accounts were settled from which hospital money was deducted, than in those in which there appears less. But the true amount of the hospital money is ascertained by calculating the number of officers, seamen, and marines, actually in service in each year.

It also appears, that, on the 1st of October, 1821, the unexpended balance of this fund was one hundred and forty-four thousand eight hundred and fifteen dollars and seventeen cents, of which, however, there is only nineteen thousand two hundred and four dollars and forty-seven cents at the immediate disposal of the Commissioners; this sum having been drawn on the 29th November, 1821, in favor of Thomas Tudor Tucker, Esq. as agent of the Commissioners. The residue, one hundred and twenty-five thousand six hundred and ten dollars and seventy cents, is absorbed in the pay of the navy, to which that expenditure has been debited in the settlement of accounts at this office; therefore, the appropriation for pay is responsible.

CONSTANT FREEMAN, *Fourth Auditor.*

17th CONGRESS.]

No. 202.

[1st Session.

## EXAMINATION OF HARBORS ON THE PACIFIC.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 31, 1821.

NAVY DEPARTMENT, December 27, 1821.

SIR: In compliance with the request contained in the resolution of the House of Representatives, passed on the 18th instant, I have the honor to transmit the copy of a report from the Commissioners of the Navy, which estimates the sum of twenty-five thousand dollars as the probable increase of expense in causing an examination to be made of the different harbors belonging to the United States on the Pacific Ocean, and of transporting one hundred and fifty tons weight of artillery to the mouth of the Columbia river; and it is believed that a less sum would prove inadequate to the accomplishment of the objects contemplated, as the United States' schooner Dolphin, now in the Pacific, cannot, consistently with the public interest, be detached from the service in which that vessel is engaged.

I have the honor to be, with the highest respect, sir, your most obedient servant,

SMITH THOMPSON.

The Hon. the SPEAKER of the House of Representatives.

NAVY COMMISSIONERS' OFFICE, December 22, 1821.

SIR: In reply to your inquiry upon the subject of the resolution of the House of Representatives of the 18th instant, requiring information as to the probable increase of expense in causing an examination to be made of the different harbors belonging to the United States on the Pacific Ocean, and of transporting artillery to the mouth of Columbia river, the Commissioners beg leave to observe, that, from the information at this time in their possession upon the subject, it appears to them that these objects might be accomplished by engaging a suitable merchant vessel by the month, and sending with her one of the schooners now in service; and that this would be the least expensive mode that could be devised.

If the Dolphin could be spared from Commodore Stewart's command, the transport might join her at Valparaiso, and thence proceed in company to the mouth of Columbia river; there land the artillery, and then commence the examination of the harbors. This would be less expensive than the sending a schooner with the transport from one of our Atlantic ports, as to equip a schooner specially for such service would unavoidably involve additional expense. But, as it is probable that it might not be convenient for the Dolphin to be detached from the command of Commodore Stewart, the commissioners have made their estimate of the increase of expense attending the execution of

these objects, upon the supposition that one of our schooners now cruising in the Atlantic will be equipped specially for this service, and sent with the transport from one of our Atlantic ports, direct to the mouth of Columbia river.

The resolution does not mention any definite number of artillery; but supposing the whole weight to be transported to be equal to one hundred and fifty tons, then it would require a vessel of about two hundred tons to transport. Such a vessel might probably be engaged at one thousand dollars per month, and eighteen months would, it is presumed, be sufficient time to accomplish the objects contemplated by the resolution.

The extra expense to which the navy would be subject in performing these services would then probably be, for the transportation of one hundred and fifty tons of artillery to the mouth of Columbia river, and a general examination of our harbors on the Pacific:

Eighteen months service of a vessel of 200 tons, at \$1,000 per month,	-	-	\$18,000
Equipment of a schooner for this service, including the necessary instruments,	-	-	7,000
			\$25,000

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

[17th CONGRESS.]

No. 203.

[1st Session.]

## NAVAL REGISTER FOR THE YEAR 1822.

COMMUNICATED TO THE SENATE, JANUARY 7, 1822.

NAVY DEPARTMENT, *January 5, 1822.*

SIR:

I have the honor to transmit to you, for the use of the members of the Senate, fifty copies of the Naval Register for the year 1822, prepared in obedience to a resolution of the Senate, passed on the 13th day of December, 1815.

I have the honor to be, very respectfully, your obedient servant,

SMITH THOMPSON.

The Hon. the PRESIDENT of the Senate.

## REGISTER OF THE NAVY OF THE UNITED STATES FOR 1822.

### CAPTAINS.

Names.	Date of commission.	Where born.	Where stationed.
John Rodgers,	March 5, 1789,	Maryland,	President Navy Board.
James Barron,	May 22, " "	Virginia,	Norfolk, Virginia.
William Bainbridge,	May 20, 1800,	N. Jersey,	Navy yard, Philadelphia.
Thomas Tingey,	November 23, 1804,	England,	Navy yard, Washington.
Charles Stewart,	April 22, 1806,	Penn.	Franklin 74.
Isaac Hull,	April 23, " "	Conn.	Navy yard, Charlestown.
Isaac Chauncey,	April 24, " "	Conn.	Navy Commissioner.
John Shaw,	August 27, 1807,	Ireland,	Independence 74.
John H. Dent,	December 29, 1812,	Maryland,	Not on duty.
David Porter,	July 2, " "	Mass.	Navy Commissioner.
John Cassin,	July 3, " "	Penn.	Charleston, South Carolina.
Samuel Evans,	July 4, " "	N. Jersey,	Navy yard, Brooklyn, New York.
Jacob Jones,	March 3, 1813,	Delaware,	Frigate Constitution.
Charles Morris,	March 5, " "	Conn.	Navy yard, Portsmouth, New Hampshire.
Arthur Sinclair,	July 24, " "	Virginia,	Norfolk, Virginia, commanding.
Thomas McDonough,	September 11, 1814,	Delaware,	Ohio 74, New York.
Lewis Warrington,	November 22, " "	Virginia,	Navy yard, Gosport, Virginia.
Joseph Bainbridge,	November 23, " "	N. Jersey,	Fulton Steam frigate.
William M. Crane,	November 24, " "	N. Jersey,	Frigate United States.
James T. Leonard,	February 4, 1815,	New York,	White Hall, Lake Champlain.
James Biddle,	February 28, " "	Penn.	Philadelphia.
Charles G. Ridgely,	February 28, " "	Maryland,	Frigate Constellation.
Robert Trail Spence,	February 28, " "	New Hamp.	Baltimore, commanding.
Daniel T. Patterson,	February 28, " "	New York,	New Orleans, commanding.
Samuel Angus,	April 27, 1816,	Penn.	Rendezvous, New York.
Melancthon T. Woolsey,	April 27, " "	New York,	Sackett's Harbor, commanding.
John O. Creighton,	April 27, " "	W. Indies,	Newport, Rhode Island, commanding.
Edward Trenchard,	March 5, 1817,	N. Jersey,	Corvette Cyane.
John Downes,	March 5, " "	Mass.	Frigate Macedonian.
John D. Henley,	March 5, " "	Virginia,	Frigate Congress.
Jesse D. Elliot,	March 27, 1818,	Maryland,	Surveying southern coast.



## MASTERS COMMANDANTS.

Names.	Date of commission.		Where born.	Where stationed.
Robert Henley, -	August 12,	1814,	Virginia,	Ship Hornet.
Stephen Cassin, -	September 11,	"	Penn.	Navy yard, Washington.
James Renshaw, -	December 10,	"	Penn.	Rendezvous, Boston.
David Deacon, -	December 10,	"	N. Jersey,	Eric, Pennsylvania.
Lewis Alexis, -	December 10,	"	France,	On furlough.
Sidney Smith, -	February 28,	1815,	New York,	White Hall, Lake Champlain.
Thomas Brown, -	March 1,	"	Delaware,	Ship Peacock.
Samuel Woodhouse,	April 27,	1816,	Penn.	On furlough.
Charles C. B. Thompson,	"	"	Virginia,	Philadelphia.
Alexander S. Wadsworth,	"	"	Maine,	Corvette John Adams.
George W. Rodgers, -	"	"	Maryland,	Navy yard, New York.
George C. Read, -	"	"	Ireland,	New York.
Henry E. Ballard, -	"	"	Maryland,	Baltimore.
William Carter, -	"	"	N. Carolina,	Norfolk, Virginia.
Joseph J. Nicholson,	March 5,	1817,	Maryland,	Philadelphia.
Wolcott Chauncey, -	"	"	Conn.	Ship Ontario.
John H. Elton, -	"	"	N. Jersey,	Brig Spark.
Edmund P. Kennedy,	"	"	Maryland,	Rendezvous, Baltimore.
Alexander J. Dallas,	"	"	Penn.	Rendezvous, Philadelphia.
John B. Nicholson, -	"	"	Virginia,	Washington 74.
Beckman V. Hoffman,	"	"	New York,	New York.
Jesse Wilkinson, -	April 18,	1818,	Virginia,	Rendezvous, Norfolk.
George Budd, -	March 28,	1820,	Maryland,	Baltimore.
Thomas Ap. Catesby Jones,	"	"	Virginia,	Navy yard, Washington.
Joseph S. McPherson,	"	"	Penn.	Washington, District of Columbia.
John Porter, -	"	"	Maryland,	Navy yard, Portsmouth, New Hampshire.
William Bolton Finch,	"	"	S. Carolina,	Navy yard, Washington.
William B. Shubrick,	"	"	S. Carolina,	Navy yard, Charlestown.
Benjamin W. Booth,	"	"	Virginia,	Frigate Constitution.
Alexander Claxton, -	"	"	Penn.	Baltimore.
Charles W. Morgan,	April 15,	"	Virginia,	North Carolina 74.

## LIEUTENANTS.

George Merrill, -	April 30,	1808,	Mass.	New Orleans.
Francis J. Mitchell,	February 18,	1809,	Virginia,	Not on duty.
Raymond H. Perry,	March 5,	1813,	R. Island,	Newport, Rhode Island.
Lawrence Kearney, -	March 6,	"	N. Jersey,	Brig Enterprise.
William H. Watson,	March 7,	"	Virginia,	Norfolk, Virginia.
Foxhall A. Parker, -	March 9,	"	Virginia,	Frigate Constitution.
Edward R. McCall,	March 11,	"	S. Carolina,	Philadelphia.
Daniel Turner, -	March 11,	"	R. Island,	Schooner Nonesuch.
William H. Allen, -	March 24,	"	New York,	Frigate Congress.
David Conner, -	"	"	Penn.	Schooner Dolphin.
John Gallagher, -	"	"	Maryland,	Baltimore.
Thomas Holdup Stevens,	"	"	S. Carolina,	New York.
Henry S. Newcomb,	"	"	N. Hamp.	Newport, Rhode Island.
James P. Oellers, -	"	"	Penn.	Navy yard, Philadelphia.
William M. Hunter,	"	"	Penn.	Franklin 74.
John D. Sloot, -	"	"	New York,	Franklin 74.
William H. Cocke, -	"	"	Virginia,	Ship Alert, Norfolk.
Matthew C. Perry,	"	"	R. Island,	Schooner Shark.
Charles W. Skinner,	"	"	Maine,	Navy yard, Gosport, Virginia.
Joseph Wragge, -	"	"	S. Carolina,	Charleston, South Carolina.
Samuel W. Adams,	"	"	N. Hamp.	Sackett's Harbor.
George Pearce, -	"	"	Virginia,	Corvette Cyane.
Frederick W. Smith,	"	"	N. Jersey,	Baltimore.
Nathaniel D. Nicholson,	"	"	Mass.	Independence 74.
Otho Norris, -	"	"	Maryland,	Baltimore.
John T. Newton, -	"	"	Virginia,	Navy yard, New York.
Samuel Henley, -	"	"	Virginia,	Frigate Guerriere.
Joseph Smith, -	"	"	Mass.	Navy yard, Charlestown.
Lawrence Roussau,	"	"	Louisiana,	New Orleans.
George W. Storer, -	"	"	Maine,	Frigate Constitution.
Joseph Cassin, -	"	"	Penn.	Corvette John Adams.
Robert M. Rose, -	"	"	Virginia,	Columbus 74.
Beverley Kennon, -	"	"	Virginia,	Frigate United States.
Edward R. Shubrick,	October 9,	"	S. Carolina,	Charleston, South Carolina.
Charles A. Budd, -	June 18,	1814,	Penn.	White Hall, Lake Champlain.
Francis H. Gregory,	June 28,	"	Conn.	Schooner Grampus.
John M. Maury, -	December 9,	"	Virginia,	Frigate Macedonian.
Robert Spedden, -	"	"	Maryland,	New Orleans.
John H. Clack, -	"	"	Virginia,	Frigate Constellation.
Philip F. Vorhees, -	"	"	N. Jersey,	Washington 74.
Benjamin Cooper, -	"	"	N. Jersey,	Ship Erie.
William L. Gordon,	"	"	Virginia,	Rendezvous, Boston.
Silas Duncan, -	"	"	N. Jersey,	New York.
James Ramage, -	"	"	Ireland,	Schooner Porpoise.
Dulany Forrest, -	"	"	Maryland,	Navy yard, Washington.
John Tayloe, Jun. -	"	"	Virginia,	Not on duty.
David Geissinger, -	"	"	Maryland,	Frigate Constitution.
Robert F. Stockton,	"	"	N. Jersey,	Schooner Alligator.

## LIEUTENANTS—Continued.

Names.	Date of commission.	Where born.	Where stationed.
Thomas S. Cunningham, -	December 9, 1814, -	England, -	New Orleans.
Isaac McKeever, -	" " -	Penn. -	Frigate Constitution.
John Paul Zantzing, -	" " -	Penn. -	Frigate United States.
Charles E. Crowley, -	" " -	S. Carolina, -	Charleston, South Carolina.
Henry Gilliam, -	" " -	Georgia, -	On furlough.
William D. Salter, -	" " -	New York, -	Mediterranean.
Charles S. McCawley, -	" " -	Penn. -	Frigate Constellation.
John H. Bell, -	" " -	N. Carolina, -	New York.
Thomas M. Newell, -	" " -	Georgia, -	On furlough.
Elie A. F. Valette, -	" " -	N. Jersey, -	Philadelphia.
William H. Spencer, -	" " -	New York, -	Charleston, South Carolina.
Francis B. Gamble, -	" " -	N. Jersey, -	Frigate United States.
William Laughton, -	" " -	Virginia, -	Frigate Constellation.
Nelson Webster, -	" " -	New Hamp. -	Independence 74.
Richard Dashiell, -	" " -	Maryland, -	Corvette Cyane.
Thomas T. Webb, -	" " -	Virginia, -	Navy yard, Gosport, Virginia.
John Percival, -	" " -	Mass. -	Navy yard, Charlestown.
Charles T. Stallings, -	" " -	Maryland, -	Baltimore.
John H. Aulick, -	" " -	Virginia, -	Ship Ontario.
William V. Taylor, -	" " -	R. Island, -	Newport, Rhode Island.
Mervine P. Mix, -	" " -	R. Island, -	New York.
Bladen Dulany, -	" " -	Virginia, -	Frigate Guerriere.
James McGowan, -	" " -	Virginia, -	Erie, Pennsylvania.
Silas H. Stringham, -	" " -	N. York, -	Ship Hornet.
Nathaniel L. Montgomery, -	" " -	N. Jersey, -	Schooner Shark.
William A. C. Farragut, -	" " -	Louisiana, -	New Orleans.
George B. McCulloh, -	" " -	Penn. -	Rendezvous, Philadelphia.
Walter G. Anderson, -	" " -	Virginia, -	Norfolk, Virginia.
Stephen Champlin, -	" " -	R. Island, -	Newport, Rhode Island.
William Lowe, -	" " -	Mass. -	On furlough.
Richard G. Edwards, -	" " -	N. Carolina, -	Navy yard, Washington.
Isaac Mayo, -	February 4, 1815, -	Maryland, -	Schooner Dolphin.
William K. Latimer, -	" " -	Maryland, -	Baltimore.
William Mervine, -	" " -	Penn. -	Corvette Cyane.
Thomas Crabb, -	" " -	Maryland, -	Frigate Guerriere.
Edward B. Babbitt, -	" " -	Mass. -	On furlough.
George W. Hammersley, -	May 1, " -	Maryland, -	Schooner Revenge gunboat 158.
Thomas Paine, Jun. -	May 3, " -	R. Island, -	Schooner Tartar gunboat 168.
James Armstrong, -	December 1, " -	Kentucky, -	Columbus 74.
Joseph Smoot, -	April 27, 1816, -	Maryland, -	Frigate Macedonian.
Robert B. Randolph, -	" " -	Virginia, -	Frigate Macedonian.
William Berry, -	" " -	Maryland, -	Portsmouth, New Hampshire.
Samuel L. Breeze, -	" " -	New York, -	Frigate Constitution.
John Evans, -	" " -	N. Jersey, -	New York.
Benjamin Page, Jun. -	" " -	England, -	Philadelphia.
John T. Ritchie, -	" " -	Maryland, -	Not on duty.
John A. Wish, -	" " -	S. Carolina, -	Ship Peacock.
John Gwinn, -	" " -	Maryland, -	Columbus 74.
William A. Weaver, -	" " -	Virginia, -	Franklin 74.
Thomas W. Wyman, -	" " -	Mass. -	Portsmouth, New Hampshire.
James L. Morris, -	" " -	New York, -	New York.
John A. Belsches, -	" " -	Virginia, -	Norfolk, Virginia.
Andrew Fitzhugh, -	" " -	Virginia, -	Frigate Congress.
William M. Caldwell, -	" " -	Mass. -	Navy yard, Charlestown.
John K. Carter, -	" " -	New York, -	New York, recruiting.
Joseph Cross, -	" " -	Maryland, -	Navy yard, Washington.
Abraham S. Ten Eick, -	" " -	New York, -	Ship Ontario.
Thomas S. Hammersley, -	" " -	Maryland, -	Franklin 74.
John White, -	" " -	Mass. -	Boston.
William M. Robins, -	" " -	Maryland, -	Sackett's Harbor.
Robert Field, -	" " -	N. Jersey, -	On furlough.
Hiram Paulding, -	" " -	New York, -	Frigate Macedonian.
Jonathan D. Williamson, -	" " -	N. Jersey, -	Schooner Alligator.
Uriah P. Levy, -	March 5, 1817, -	Penn. -	Brig Spark.
Enoch H. Johns, -	" " -	Maryland, -	Baltimore.
Charles Lacy, -	" " -	N. Jersey, -	Philadelphia.
Clement W. Stevens, -	" " -	Maryland, -	Washington 74.
Charles Boardman, -	" " -	Maryland, -	Navy yard, Washington.
French Forrest, -	" " -	Maryland, -	Navy yard, Washington.
Edgar Freeman, -	" " -	N. Jersey, -	Corvette Cyane.
Thomas A. Tippet, -	" " -	Maryland, -	Frigate Constellation.
William E. McKenney, -	" " -	New York, -	Brig Enterprise.
William J. Belt, -	" " -	Maryland, -	Columbus 74.
Charles H. Caldwell, -	" " -	Mass. -	Brig Spark.
William Jameson, -	" " -	Virginia, -	Norfolk, Virginia.
James W. H. Ray, -	" " -	Maryland, -	Frigate Guerriere.
William Boerum, -	" " -	New York, -	Frigate Constitution.
Charles L. Williamson, -	" " -	N. Jersey, -	Ship Ontario.
Charles Gauntt, -	" " -	N. Jersey, -	Philadelphia.
William W. Ramsay, -	" " -	Virginia, -	Franklin 74.
Ralph Vorhees, -	" " -	N. Jersey, -	Schooner Grampus.
James Nicholson, -	" " -	Mass. -	Brig Spark.
Robert E. Searcey, -	" " -	Tennessee, -	Navy yard, Washington.
Thomas H. Bowyer, -	" " -	Virginia, -	Columbus 74.
Alexander Eskridge, -	" " -	Virginia, -	Ship Hornet.



## LIEUTENANTS—Continued.

Names.	Date of commission.		Where born.	Where stationed.
Ebenezer Ridgeway, -	March 5,	1817,	Mass.	Franklin 74.
Thomas A. Conover, -	"	"	N. Jersey.	Ship Erie.
Archibald S. Campbell, -	"	"	Virginia.	Navy yard, Gosport, Virginia.
William Taylor, -	"	"	Virginia.	Columbus 74.
George W. Isaacs, -	"	"	Conn.	New York.
John C. Long, -	"	"	N. Hamp.	On furlough.
Henry R. Warner, -	"	"	N. Hamp.	Corvette Cyane.
John H. Graham, -	"	"	Vermont,	New York.
Nathaniel Carter, Jun. -	"	"	Mass.	Boston station.
Henry Ward, -	"	"	Mass.	Columbus 74.
Henry Henry, -	"	"	Maryland,	Franklin 74.
Samuel W. Downing, -	"	"	N. Jersey,	Philadelphia.
Richard S. Hunter, -	"	"	N. Jersey,	Ship Hornet.
William Pottenger, -	"	"	Maryland,	Steam frigate Fulton.
Henry W. Ogden, -	"	"	N. Jersey,	Franklin 74.
John H. Lee, -	"	"	Virginia,	Rendezvous, Norfolk.
Walter Abbot, -	"	"	Mass.	New York.
James M. McIntosh, -	April 1,	1818,	Georgia,	Brig Enterprise.
Josiah Tatnall, -	"	"	Georgia,	New York.
William Temple, -	"	"	Virginia,	Baltimore.
George McCawley, -	"	"	Penn.	Navy yard, Philadelphia.
Hugh N. Page, -	"	"	Virginia,	Corvette John Adams.
James A. Perry, -	"	"	R. Island,	Franklin 74.
John A. Cook, -	"	"	Dist. Col.	Navy yard, Washington.
William Inman, -	"	"	New York,	Schooner Alligator.
Joel Abbot, -	"	"	Mass.	Schooner Alligator.
Lewis E. Simonds, -	"	"	Mass.	Independence 74.
John M. Dale, -	"	"	Penn.	Philadelphia.
Peleg K. Dunham, -	"	"	R. Island,	Newport, Rhode Island.
Harrison H. Cocke, -	"	"	Virginia,	Schooner Nonesuch.
William H. Mott, -	"	"	Penn.	New York.
William J. McCluney, -	"	"	Penn.	Schooner Dolphin.
Albert G. Wall, -	"	"	Virginia,	Frigate United States.
Ephraim D. Whitlock, -	"	"	N. Jersey,	Norfolk.
James F. Curtis, -	"	"	Mass.	Schooner Porpoise.
James Goodrum, -	"	"	Virginia,	Not on duty.
John B. Montgomery, -	"	"	N. Jersey,	Ship Erie.
Horace B. Sawyer, -	"	"	Vermont,	Schooner Dolphin.
Cornelius K. Stribling, -	"	"	S. Carolina,	Frigate United States.
James E. Legare, -	"	"	S. Carolina,	Norfolk.
Joshua R. Sands, -	"	"	New York,	Franklin 74.
Allen Griffin, -	"	"	Maryland,	New York.
Richard M. Potter, -	"	"	Penn.	Ship Peacock.
John L. Cummings, -	"	"	N. Jersey,	Corvette John Adams.
Samuel A. Eakin, -	"	"	France,	Frigate Guerriere.
Frederick S. Gibbon, -	"	"	Virginia,	Not on duty.
John J. Young, -	March 28,	1820,	New York,	Schooner Shark.
Charles H. Bell, -	"	"	New York,	Ship Ontario.
Abraham Bigelow, -	"	"	Mass.	Ship Ontario.
Otho Stallings, -	"	"	Maryland,	Schooner Grampus.
Zachariah W. Nixon, -	"	"	Mass.	On furlough.
Henry C. Newton, -	"	"	Virginia,	Ship Ontario.
Frank Ellery, -	"	"	R. Island,	Schooner Nonesuch.
Frederick Varnum, -	"	"	Mass.	Schooner Shark.
Frederick G. Wolbert, -	"	"	Penn.	Schooner Porpoise.
Walter Newcomb, -	"	"	N. Hamp.	Frigate United States.
Joseph R. Jarvis, -	"	"	Mass.	Frigate Constitution.
Thomas W. Freelon, -	"	"	New York,	Washington 74.
Pardon M. Whipple, -	"	"	New York,	Mediterranean.
James Williams, -	"	"	Maryland,	Corvette John Adams.
Samuel W. Leconte, -	"	"	Maryland,	Ship Hornet.
Charles T. Platt, -	"	"	New York,	Frigate United States.
Wm. M. Armstrong, A. Lt.	March 3,	1821,	Kentucky,	Ship Hornet.

## SURGEONS.

Edward Cutbush, -	June 24,	1799,	Penn.	Hospital, Washington.
Peter St. Medard, -	July 14,	"	France,	Boston.
Samuel R. Marshall, -	January 16,	1800,	Penn.	Hospital, New York.
Lewis Heerman, -	November 27,	1804,	Germany,	New Orleans.
Joseph G. T. Hunt, -	"	"	New York,	Marine barracks, New York.
Jonathan Cowdry, -	"	"	Mass.	Rendezvous, Norfolk.
Samuel L. Heap, -	"	"	Penn.	Mediterranean.
Robert L. Thorn, -	March 3,	1809,	New York,	Navy yard, Portsmouth, New Hampshire.
Samuel R. Trevett, Jun. -	"	"	Mass.	Boston.
William P. C. Barton, -	April 28,	"	Penn.	Navy yard, Philadelphia.
George Logan, -	April 14,	1810,	S. Carolina,	Charleston, South Carolina.
Amos A. Evans, -	April 20,	"	Maryland,	On furlough.
Robert S. Kearney, -	April 28,	"	Ireland,	Washington, District of Columbia.
James Page, -	March 5,	1811,	Maryland,	Baltimore.
John D. McReynolds, -	October 2,	1811,	N. Carolina,	Philadelphia.
Thomas Harris, -	July 6,	1812,	Penn.	Marine hospital, Philadelphia.

## SURGEONS—Continued.

Names.	Date of commission.		Where born.	Where stationed.
William Turk, -	July 24,	1813,	New York,	White Hall, Lake Champlain.
Hyde Ray, -	"	"	Maryland,	Not on duty.
Walter W. Buchanan, -	"	"	N. Jersey,	Sackett's Harbor.
Charles Cotton, -	"	"	Mass.	Newport, Rhode Island.
Gerard Dayers, -	"	"	Flanders,	Columbus 74.
Robert R. Barton, -	"	"	Virginia,	Not on duty.
Benjamin P. Kissam, -	"	"	New York,	Steam frigate Fulton.
John A. Kearney, -	"	"	Ireland,	Rendezvous, Baltimore.
Richard C. Edgar, -	"	"	Maryland,	Baltimore.
Baily Washington, -	"	"	Virginia,	Philadelphia.
George T. Kennon, -	"	"	Virginia,	Hospital, Gosport, Virginia.
Walter W. New, -	October 6,	"	Virginia,	On furlough.
Robert C. Randolph, -	April 15,	1814,	Virginia,	Marine barracks, New Orleans.
Charles B. Hamilton, -	"	"	Virginia,	Marine barracks, head-quarters.
Usher Parsons, -	"	"	New Hamp.	Marine barracks, Charlestown.
William Swift, -	"	"	Mass.	Ship Ontario.
Richard K. Hoffman, -	July 26,	"	New York,	Washington 74.
Thomas B. Salter, -	May 22	1815,	N. Jersey,	Franklin 74.
William Barnwell, Jun. -	April 27,	1816,	Ireland,	Philadelphia.
Peter Christie, -	"	"	N. Jersey,	Erie, Pennsylvania.
Charles M. Reese, -	"	"	S. Carolina,	Philadelphia.
Samuel Jackson, -	March 27,	1818,	New York,	New York.
Andrew B. Cook, -	"	"	New York,	Ship Hornet.
John H. Gordon, -	"	"	Penn.	Philadelphia.
Leonard Osborne, -	"	"	Maryland,	Frigate Constellation.
Thomas Williamson, -	"	"	Maryland,	Corvette John Adams.
John Dix, -	"	"	Mass.	Corvette Cyane.
John Cadle, -	"	"	New York,	New York.
George S. Sproston, -	"	"	England,	Frigate Constitution.
Elnathan Judson, -	"	"	Mass.	

## SURGEONS' MATES.

John Harrison, -	January 16,	1805,	Maryland,	Hospital, Washington.
Manuel Philips, -	July 18,	1809,	Penn.	Rendezvous, Philadelphia.
William Belt, -	September 23,	1811,	Maryland,	Rendezvous, Baltimore.
John D. Armstrong, -	May 27,	1812,	Ireland,	Hospital, Philadelphia.
Samuel M. Kissam, -	July 24,	1813,	N. Jersey,	Brig Spark.
Benjamin Austin, -	"	"	Mass.	Independence 74.
Leuco Mitchell, -	"	"	N. Carolina,	On furlough.
Wilmot F. Rodgers, -	"	"	Virginia,	Frigate Constitution.
John W. Peaco, -	June 23,	"	Maryland,	Schooner Alligator.
Alexander M. Montgomery, -	July 16,	"	N. Jersey,	Schooner Nonesuch.
Oliver Le Chevalier, -	December 10,	"	France,	Not on duty.
Benjamin A. Welles, -	"	"	Maryland,	Columbus 74.
Frederick P. Markham, -	"	"	Mass.	New York.
William D. Conway, -	"	"	Ireland,	Norfolk.
James Norris, -	"	"	New Hamp.	Washington 74.
Benajah Tickner, -	"	"	Vermont,	Frigate Macedonian.
Charles Chase, -	"	"	Mass.	Navy yard, Portsmouth, New Hampshire.
Thomas V. Wiesenenthal, -	"	"	Maryland,	Baltimore.
William Birchmore, -	January 10,	1815,	England,	Navy yard, Charlestown.
John S. Wiley, -	December 20,	1815,	Maryland,	Schooner Shark.
James R. Boyce, -	April 27,	1816,	Virginia,	Norfolk.
Richard Stevens, -	December 28,	1818,	Mass.	Schooner Dolphin.
John Fitzhugh, Jun. -	"	"	Maryland,	Frigate Congress.
David S. Edwards, -	"	"	Conn.	Schooner Grampus.
Mordecai Morgan, -	"	"	Penn.	Philadelphia.
Francis S. Beattie, -	March 28,	1820,	Penn.	Philadelphia.
Joseph Kenz, -	"	"	Louisiana,	Hospital, New Orleans.
James Cornick, -	"	"	Virginia,	Franklin 74.
Robert F. Dandridge, -	"	"	Virginia,	On furlough.
Charles R. Smith, -	"	"	Conn.	New York.
William Williamson, -	"	"	N. Jersey,	On furlough.
William D. Babbitt, -	"	"	Mass.	Frigate Constellation.
Robert T. Falconer, -	"	"	N. Carolina,	Gunboats 158 and 168.
Samuel C. Smith, -	"	"	Kentucky,	New Orleans.
Joseph B. Stillman, -	"	"	New York,	Ship Ontario.
Thomas J. Boyd, -	"	"	Delaware,	Frigate Constitution.
Edward Tilly, -	"	"	Maryland,	Brig Enterprise.
George Terrill, -	"	"	Virginia,	Schooner Porpoise.
David N. Mahon, -	"	"	Penn.	Frigate Constellation.
George Balfour, acting, -	"	"	Virginia,	Corvette John Adams.
Waters Smith, acting, -	"	"	New York,	Ship Hornet.



## PURSERS.

Names.	Date of commission.		Where born.	Where stationed.
Isaac Garretson, -	April 25,	1812,	Maryland,	Not on duty.
Clement S. Hunt, -	"	"	Maryland,	Newport, Rhode Island.
Gwinn Harris, -	"	"	Maryland,	Not on duty.
John H. Carr, -	"	"	England,	Erie, Pennsylvania.
Nathaniel Lyde, -	"	"	Mass.	Navy yard, Portsmouth, New Hampshire.
Samuel Hambleton, -	"	"	Maryland,	Columbus 74.
Robert C. Ludlow, -	"	"	New York,	Navy yard, Charlestown.
John B. Timberlake, -	"	"	Virginia,	Schooner Shark.
Thomas I. Chew, -	"	"	Mass.	Washington 74.
Thomas Shields, -	"	"	Delaware,	Not on duty.
Richard C. Archer, -	"	"	Maryland,	Ship Alert.
Lewis Deblois, -	"	"	Mass.	On furlough.
George S. Wise, -	"	"	Virginia,	Navy yard, Brooklyn, New York.
Francis A. Thornton, -	"	"	Virginia,	Baltimore.
James M. Halsey, -	"	"	New York,	Not on duty.
Edward Fitzgerald, -	"	"	Penn.	Franklin 74.
Alexander P. Darrah, -	"	"	Delaware,	Frigate Congress.
Henry Denison, -	"	"	Conn.	Norfolk.
William S. Rogers, -	February 26,	1813,	R. Island,	Independence 74.
Samuel P. Todd, -	March 2,	"	Penn.	Philadelphia.
George Beale, Jun., -	July 24,	"	Virginia,	Frigate United States.
James H. Clark, -	"	"	New York,	Frigate Guerriere.
Joseph Wilson, Jun., -	"	"	Mass.	Frigate Macedonian.
Joseph B. Wilkinson, -	March 26,	1814,	Kentucky,	New Orleans.
Benjamin F. Bourne, -	"	"	R. Island,	Frigate Constellation.
William Sinclair, -	"	"	Mass.	Charleston, South Carolina.
Matthew C. Attwood, -	"	"	Maryland,	Corvette Cyane.
John N. Todd, -	March 26,	1815,	Penn.	Ship Ontario.
Timothy Winn, -	May 17,	"	Mass.	Navy yard, Washington.
William M. Sands, -	May 20,	"	New York,	Sackett's Harbor.
Joseph H. Terry, -	June 6,	"	New York,	Ship Erie.
Thomas Breese, -	July 8,	"	R. Island,	Frigate Constitution.
Gardner Thomas, -	July 22,	"	Mass.	Ship Hornet.
Ashton Y. Humphreys, -	July 22,	"	Penn.	Schooner Alligator.
John Debee, -	December 29,	1817,	N. Jersey,	Ship Peacock.
Charles O. Handy, -	"	"	R. Island,	Corvette John Adams.
John B. Fanning, -	"	"	Mass.	Brig Spark.
Silas Butler, -	"	"	New York,	Receiving ship, New York.
Edward N. Cox, -	March 28,	1820,	New York,	Not on duty.
Nathaniel H. Perry, -	March 28,	1820,	R. Island,	Brig Enterprise.
J. N. Hambleton, acting, -	October 26,	1819,	Maryland,	Schooner Nonesuch.
Joseph Watson, acting, -	September 11,	1821,	Mass.	Schooner Dolphin.

## CHAPLAINS.

Andrew Hunter, -	March 5,	1811,	Penn.	Navy yard, Washington.
David P. Adams, -	May 10,	"	N. Hamp.	Norfolk.
John Cooke, -	May 9,	1812,	England,	Not on duty.
Cheever Felch, -	May 12,	"	Mass.	Navy yard, Charlestown.
Nathaniel Andrews, -	August 16,	1816,	England,	Franklin 74.
John Ireland, -	August 16,	"	England,	New York.
James Brooks, -	December 29,	1816,	Virginia,	Sackett's Harbor.
James Everett, -	December 29,	"	Mass.	Independence 74.
Addison Searle, -	April 27,	1820,	N. Hamp.	Frigate Constitution.
Moses B. Chase, acting, -	July 20,	1819,	Mass.	Not on duty.

## MIDSHIPMEN.

Albert A. Alexander, -	September 1,	1811,	D. Colum.	Charleston, South Carolina.
Henry A. Adams, -	March 14,	1814,	Penn.	Franklin 74.
Francis Armstrong, -	January 1,	1817,	Maryland,	On furlough.
George Adams, -	January 1,	1818,	Maryland,	Baltimore.
Henry J. Auchmuty, -	May 10,	1820,	R. Island,	Frigate Constitution.
Isaac H. Abbot, -	May 10,	"	Maine,	Schooner Porpoise.
Jacob S. Allison, -	May 10,	"	S. Carolina,	Not on duty.
Thomas S. Brown, -	December 17,	1810,	Conn.	Independence 74.
Alexander J. Dallas Brown, -	December 17,	"	Conn.	Navy yard, Charlestown.
Samuel Barron, -	January 1,	1812,	Virginia,	Norfolk, Virginia.
Horatio Beatty, -	January 1,	"	Maryland,	Not on duty.
Russell Baldwin, -	May 17,	1813,	New York,	On furlough.
Henry Bruce, -	November 9,	"	Mass.	Boston.
John Bubier, -	November 9,	"	Mass.	Boston.
Edmund Byrne, -	February 1,	1814,	Penn.	Philadelphia.
John D. Byrd, -	April 16,	"	Delaware,	Frigate Constitution.
Timothy G. Benham, -	November 30,	"	Conn.	Ship Ontario.
James G. Boughan, -	January 11,	1815,	Maryland,	Baltimore.
Franklin Buchanan, -	January 28,	"	Penn.	On furlough.
Arthur Bainbridge, -	February 22,	"	New Jersey,	Navy yard, Charlestown.
Joseph Bowman, -	July 8,	"	Penn.	Independence 74.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Lyttleton M. Booth,	June 1,	1815,	Virginia,	Schooner Grampus.
Archibald R. Bogardus,	December 26,	"	New York,	Frigate Constitution.
Benjamin F. Bache,	January 1,	1817,	Penn.	Receives no pay.
Oscar Bullus,	January 1,	"	New York,	Columbus 74.
Abraham Bennett,	July 4,	"	Delaware,	Franklin 74.
Edward Barnwell,	July 4,	"	New York,	New Orleans.
Robert S. Bullus,	January 1,	1818,	New York,	Receives no pay.
George S. Blake,	"	"	Mass.	Brig Spark.
Joshua Barney,	"	"	Maryland,	Ship Peacock.
Theodorus Baily, Jun.	"	"	New York,	Franklin 74.
Joseph R. Blake,	"	"	Virginia,	Columbus 74.
Thomas O. Bruff,	November 3,	"	D. Colum.	Brig Spark.
T. McKean Buchanan,	November 3,	"	Penn.	Brig Enterprise.
Edward Boutwell,	March 3,	1819,	Virginia,	Frigate Guerriere.
James Bradford,	March 4,	"	Louisiana,	Frigate Constitution.
Joseph R. Brown,	July 10,	"	Penn.	Ship Peacock.
John Q. Adams Boyd,	December 13,	"	Indiana,	Franklin 74.
John E. Bispham,	December 13,	"	New Jersey,	Brig Spark.
Samuel M. Breckenridge,	December 15,	"	Kentucky,	Schooner Dolphin.
Edward O. Blanchard,	May 10,	"	Mississippi,	Charleston, South Carolina.
G. Washington Bleecker,	May 10,	"	New York,	Franklin 74.
Augustus Barnhouse,	May 10,	"	Virginia,	Schooner Shark.
Robert Bell,	August 1,	1820,	New York,	Frigate Constellation.
Theodoric Bland, Jun.	July 16,	1821,	Maryland,	Franklin 74.
John S. Chauncey,	January 1,	1812,	New York,	Columbus 74.
Joseph S. Cornwell,	January 1,	"	New York,	Not on duty.
Enos R. Childs,	June 18,	"	Maryland,	Not on duty.
James Madison Cutts,	June 18,	"	Mass.	Receives no pay.
Thomas B. Curtis,	September 28,	"	Mass.	On furlough.
Edward W. Carpenter,	July 10,	1813,	New York,	Ship Erie.
Augustus Cutts,	November 9,	"	Maine,	Navy yard, Portsmouth, New Hampshire.
David Conyngham,	February 1,	1814,	Penn.	On furlough.
Joseph S. Cannon,	February 26,	"	Delaware,	Not on duty.
Robert B. Cunningham,	November 30,	"	Virginia,	Frigate Guerriere.
Joseph Cutts, Jun.	December 6,	"	Maine,	Boston.
James S. Cox,	January 10,	1815,	Penn.	Brig Enterprise.
Charles B. Childs,	January 28,	"	New York,	Washington 74.
Richard Cochrane,	February 7,	"	New York,	On furlough.
John Cremer,	March 1,	"	Maryland,	Franklin 74.
Jacob Crownshield,	March 11,	"	Mass.	Navy yard, Charlestown.
James H. Clinton,	April 24,	"	New York,	Frigate Constellation.
William Campbell,	May 30,	1816,	Maryland,	Frigate Constellation.
James E. Calhoun,	May 30,	"	S. Carolina,	On furlough.
John Redman Cox,	July 4,	1817,	Penn.	Franklin 74.
John Addison Carr,	July 4,	"	Maryland,	Frigate Constellation.
Samuel B. Cocke,	January 1,	1818,	Virginia,	Ship Ontario.
Robert B. Coffin,	November 3,	"	New York,	Franklin 74.
Charles Edward Cutts,	November 3,	"	N. Hamp.	Columbus 74.
John Cassin,	May 10,	1820,	Virginia,	Corvette John Adams.
John Calhoun,	January 25,	1821,	Penn.	Receives no pay.
Oscar Davis,	January 1,	1812,	Penn.	Ship Peacock.
Thomas O. Davis,	February 1,	1814,	N. Carolina,	Brig Spark.
Richard Dominick,	April 30,	"	New York,	On furlough.
Thomas Dornin,	May 1,	"	New York,	Ship Peacock.
George D. Dods,	November 30,	"	R. Island,	Not on duty.
Hugh Dulany,	November 30,	"	S. Carolina,	On furlough.
Henry Dyson,	January 1,	1815,	Mass.	Ship Hornet.
Samuel F. Dupont,	December 19,	"	New Jersey,	Frigate Constitution.
Albert E. Downes,	January 1,	1818,	Mass.	Frigate Macedonia.
Charles Ellery,	March 8,	1814,	R. Island,	Frigate Guerriere.
Chris. T. Emmet,	October 1,	"	Ireland,	On furlough.
Frederick Engle,	December 6,	"	Penn.	Philadelphia.
Henry Etting,	January 1,	1818,	Maryland,	Philadelphia.
Henry Eagle, Jun.	January 1,	"	New York,	Washington 74.
Francis B. Ellison,	May 28,	1819,	New York,	Frigate Constitution.
Thomas Evans,	October 23,	1820,	Penn.	Ship Ontario.
David G. Farragut,	December 17,	1810,	Tennessee,	Norfolk, Virginia.
William Foster,	February 4,	1814,	New York,	Frigate Congress.
Benjamin Follet,	December 6,	"	New York,	Frigate Congress.
Robert Y. Fairlie,	May 4,	1816,	New York,	Frigate Constellation.
George B. Forrester,	January 1,	1818,	Georgia,	Frigate Congress.
Lewis M. Goldsborough,	June 18,	1812,	D. Colum.	Franklin 74.
Jacob E. Gillemeyer,	January 1,	1813,	Maryland,	Norfolk, Virginia.
Daniel Goodwin,	November 30,	1814,	Maine,	On furlough.
Benjamin S. Grimke,	November 30,	"	S. Carolina,	Frigate Congress.
Thomas R. Gerry,	December 6,	"	Mass.	Navy yard, Charlestown.
William H. Gardner,	December 6,	"	Maryland,	Frigate Guerriere.
Thomas R. Gedney,	March 4,	1815,	S. Carolina,	New York.
James Glynn,	March 4,	"	Virginia,	Corvette John Adams.
James T. Gerry,	December 20,	"	Mass.	Boston.
William Green,	January 1,	1818,	Virginia,	Frigate United States.
Alexander G. Gordon,	"	"	D. Colum.	Frigate Constellation.
William M. Glendy,	"	"	Maryland,	Frigate Constellation.
Charles W. Gay,	October 27,	"	Mass.	Frigate Constitution.
Sylvanus Godon,	March 4,	1819,	Penn.	On furlough.
John Graham,	September 1,	"	D. Colum.	Columbus 74.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Samuel Gaillard, -	May 10,	1820,	S. Carolina.	Frigate Constellation.
Moses H. Hunter, -	June 18,	1812,	New Jersey,	Not on duty.
Levi M. Harby, -	"	"	S. Carolina,	Charleston, South Carolina.
Joseph Le. C. Hardy,	"	"	S. Carolina,	Ship Ontario.
Edward W. Hamilton,	"	"	S. Carolina,	Receives no pay.
James Hodge, -	November 9,	1813,	Penn.	Philadelphia.
Joseph Hull, Jun., -	November 9,	"	Conn.	Franklin 74.
George N. Hollings,	February 1,	1814,	Maryland,	On furlough.
Thomas Hayes, -	June 6,	1814,	Penn.	Not on pay.
John Heth, -	June 25,	"	Virginia,	Not on duty.
William H. Homer,	November 30,	"	Mass.	Independence 74.
Harry D. Hunter, -	"	"	Penn.	On furlough.
John L. Harris, -	"	"	Tennessee,	On furlough.
William S. Harris, -	"	"	Kentucky,	Frigate Guerriere.
William L. Howard,	January 10,	1815,	New York,	New York.
Hubbard H. Hobbs, -	March 4,	"	Virginia,	Frigate Constellation.
John E. Heron, -	January 1,	1816,	Virginia,	Frigate Macedonia.
William L. Hudson,	January 1,	"	New York,	Schooner Dolphin.
Alexander Hosack, -	January 22,	"	New York,	Franklin 74.
Abraham Hosack, -	January 1,	1817,	New York,	New York.
Lucius C. Heylin, -	January 1,	"	Penn.	Philadelphia.
Alexander H. Hopkinson,	September 25,	"	Penn.	Franklin 74.
Robert Harris, Jun.,	January 1,	1818,	N. Hamp.	On furlough.
Peyton T. Henley,	"	"	Virginia,	Schooner Shark.
Stern Humphreys, -	"	"	New York,	Not on duty.
Andrew A. Harwood,	"	"	Penn.	Ship Hornet.
Charles E. Hawkins,	March 4,	"	New York,	Washington 74.
John Hamilton, -	July 4,	"	New York,	Frigate Constitution.
James T. Homans, -	December 3,	1819,	Mass.	Schooner Grampus.
John W. Hunter, Jun.,	May 10,	1820,	Penn.	Brig Enterprise.
Cary H. Hansford, -	"	"	Virginia,	Franklin 74.
Paul Hamilton Hayne,	"	"	S. Carolina,	Franklin 74.
Duncan N. Ingraham,	June 18,	1812,	S. Carolina,	Columbus 74.
Oscar Irving, -	January 1,	1817,	New York,	New York.
George Izard, -	January 1,	1818,	Penn.	Franklin 74.
Skeffington S. Jameson,	June 18,	1812,	Virginia,	Schooner Grampus.
Richard A. Jones, -	June 18,	1812,	Delaware,	Frigate Constitution.
Frederick Jarrett, -	March 8,	1814,	Penn.	Corvette Cyane.
Joshua H. Justin, -	November 30,	"	R. Island,	Frigate Constellation.
Edward S. Johnson,	November 30,	"	R. Island,	Washington 74.
Robert W. Jones, -	January 1,	1818,	New York,	Franklin 74.
Zachariah F. Johnston,	January 1,	"	Maryland,	Columbus 74.
Charles H. Jackson,	May 4,	"	Conn.	Schooner Dolphin.
John C. Jones, -	May 12,	"	Maryland,	On furlough.
John Kelly, -	February 1,	1814,	Penn.	Philadelphia.
James D. Knight, -	November 30,	"	S. Carolina,	On furlough.
William H. Kennon,	January 1,	1817,	Virginia,	Ship Hornet.
Stephen B. Kingston,	January 1,	"	Penn.	On furlough.
C. H. A. H. Kennedy,	February 10,	1819,	Virginia,	Norfolk.
Richard Kennon, -	May 10,	1820,	Virginia,	Frigate United States.
Thomas J. Leib, -	September 1,	1811,	Penn.	Philadelphia.
George H. Leverett,	June 18,	1812,	N. Hamp.	Independence 74.
Stephen B. Lassalle,	November 4,	1814,	Penn.	Philadelphia.
Charles Lowndes, -	March 18,	1815,	S. Carolina,	Frigate Constellation.
Christopher Lowndes,	January 1,	1817,	Maryland,	Washington 74.
Arthur Lewis, -	January 1,	"	Virginia,	Corvette John Adams.
Andrew K. Long, -	January 1,	1818,	Maryland,	Schooner Shark.
John H. Little, -	January 1,	"	Maryland,	Frigate Constitution.
William F. Lynch, -	January 26,	1819,	Virginia,	Schooner Shark.
James L. Lardner, -	May 10,	1820,	Penn.	Philadelphia.
Edward S. Lewis, -	May 10,	"	Conn.	Frigate Constitution.
Samuel Lockwood, -	July 12,	"	Conn.	New Orleans.
Sidney Smith Lee, -	December 30,	"	Virginia,	Franklin 74.
Charles W. Minchin,	January 1,	1812,	D. Colum.	Charleston, South Carolina.
William B. McClean,	"	"	New York,	Not on duty.
Richard Mackall, -	"	"	Maryland,	Navy yard, Washington.
Daniel H. Mackay, -	April 16,	1813,	New York,	Frigate United States.
John Marston, Jun., -	April 15,	"	Mass.	Frigate Constitution.
Joseph Moorhead, -	November 9,	"	Ohio,	Schooner Shark.
David W. McRorie, -	February 1,	1814,	N. Carolina,	Ohio 74.
Daniel S. McCawley,	February 1,	"	Penn.	Schooner Alligator.
Robert F. Martin, -	May 1,	"	S. Carolina,	Washington 74.
Nicholas Marchand,	November 30,	"	Louisiana,	On furlough.
Joseph Mattison, -	"	"	New Jersey,	Washington 74.
William W. McKean,	"	"	Penn.	Schooner Alligator.
Joseph Myers, -	December 6,	"	N. Carolina,	New York.
Samuel Mercer, -	March 4,	1815,	S. Carolina,	Frigate Constellation.
Robert Marshall, -	November 21,	"	New York,	Franklin 74.
Humphrey H. Morris,	January 1,	1817,	New York,	Frigate Macedonian.
Alexander M. Murray,	"	"	Penn.	Philadelphia.
Oliver H. Middleton,	"	"	England,	Philadelphia.
George A. Magruder,	"	"	Virginia,	Norfolk, Virginia.
James P. McCall, -	"	"	Georgia,	Frigate United States.
Edward Y. Marshall, -	"	"	New York,	Washington 74.
T. Jefferson Manning,	"	"	New Jersey,	Franklin 74.
John Marshall, -	"	1818,	Virginia,	On furlough.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Alexander M. Mull,	January 1,	1818,	Maryland,	Ship Ontario.
Charles V. Morris,	"	"	New York,	Franklin 74.
Henry H. Myers,	April 1,	1819,	Virginia,	Frigate Congress.
Henry W. Morris,	August 21,	"	New York,	Ship Ontario.
John Manning,	May 10,	1820,	N. Carolina,	New Orleans.
Richard D. Millen,	"	"	Georgia,	On furlough.
Richard R. McMullin,	"	"	New York,	Sackett's Harbor.
John White Mooers,	"	"	New York,	Ship Hornet.
Richard Hunt Morris,	"	"	Virginia,	Schooner Porpoise.
John H. Marshall,	"	"	Virginia,	Frigate Constitution.
Robert H. Nichols,	September 1,	1811,	New York,	New York.
William C. Nicholson,	June 18,	1812,	Maryland,	Philadelphia.
William D. Newman,	February 1,	1814,	New York,	New York.
William B. Nicholson,	March 17,	"	Maryland,	Washington 74.
John S. Nicholas,	June 6,	1815,	Virginia,	Frigate Constellation.
Joseph M. Nicholson,	January 1,	1817,	Maryland,	Schooner Shark.
Edwin B. Newton,	"	1819,	D. Columbia	Ship Hornet.
Frederick Neville,	May 10,	1820,	Ohio,	Schooner Dolphin.
Lloyd B. Newell,	"	"	Georgia,	Ship Ontario.
William S. Ogden,	July 26,	"	New York,	Frigate Constellation.
Garret T. Pendergrast,	January 1,	1812,	Kentucky,	Washington 74.
Thomas Pettigru,	"	"	S. Carolina,	Brig Enterprise.
Nathaniel A. Prentiss,	June 18,	"	Mass.	Frigate Java.
Edward Price,	April 5,	1813,	New York,	Frigate Macedonian.
Samuel B. Phelps,	May 20,	"	Connecticut	Philadelphia.
John E. Prentiss,	November 9,	"	Mass.	Schooner Shark.
Jott S. Paine,	"	"	Maine,	Frigate Constitution.
William Pollard,	March 8,	1814,	Penn.	Schooner Shark.
Alex. B. Pinkham,	June 17,	"	Mass.	On furlough.
Richard S. Pinckney,	August 3,	"	S. Carolina,	Frigate Macedonian.
David H. Porter,	August 4,	"	Penn.	Franklin 74.
John W. Palmer,	November 20,	"	Connecticut	Schooner Nonesuch.
George F. Pearson,	March 11,	1815,	N. Hamp.	Franklin 74.
William P. Percy,	March 15,	"	Penn.	Navy yard, Washington.
William H. Pennock,	April 20,	"	Virginia,	Philadelphia.
Edward C. Pinkney,	November 21,	"	Maryland,	Schooner Porpoise.
John Pope,	May 30,	1816,	Maine,	Franklin 74.
Edward Preble,	January 1,	1817,	Maine,	Franklin 74.
Elisha Peck,	March 4,	"	Connecticut	Franklin 74.
John H. Pleasonton,	July 4,	"	D. Columbia	Navy yard, Washington.
Wilson C. Purviance,	November 6,	"	Maryland,	Frigate Constitution.
Levin M. Powell,	January 1,	1818,	Virginia,	On furlough.
Reuben R. Pinkham,	"	"	Mass.	Franklin 74.
William Pearson,	"	"	New Jersey,	Franklin 74.
Hugh Y. Purviance,	November 4,	"	Maryland,	Franklin 74.
Henry Pinkey,	"	"	Maryland,	Frigate Congress.
Alexander F. Porter,	March 19,	1819,	Delaware,	Frigate Congress.
Richard S. Platt,	March 22,	"	New York,	Brig Enterprise.
James M. Prevost,	November 13,	"	New York,	Franklin 74.
Henry Potter,	May 10,	1820,	N. Carolina,	Corvette John Adams.
Samuel Renshaw,	July 4,	1805,	Penn.	Recruiting, Philadelphia.
Edmund M. Russell,	June 18,	1812,	Mass.	Frigate Constitution.
Charles C. Russell,	"	"	Mass.	On furlough.
Samuel Rogers,	November 9,	1813,	New Jersey,	Not on duty.
William T. Rodgers,	"	"	New York,	New York.
William Rice,	"	"	Maine,	Frigate Macedonian.
Robert Ritchie,	February 1,	1814,	Maryland,	On furlough.
Solomon Rutter,	February 26,	"	Maryland,	On furlough.
Victor M. Randolph,	June 11,	"	Virginia,	Washington 74.
John Rudd,	November 30,	"	R. Island,	Corvette Cyane.
Herman Rutgers,	"	"	New York,	On furlough.
W. M. Rittenhouse,	"	"	Penn.	Brig Spark.
Edward C. Rutledge,	"	"	N. Carolina,	On furlough.
John Reed, Jun.	"	"	Penn.	Philadelphia.
Isaac H. Rand,	January 25,	1815,	Mass.	Mediterranean.
T. M. Randolph,	May 30,	1816,	Virginia,	On furlough.
John G. Rodgers,	July 4,	1817,	Maryland,	Frigate Congress.
John M. Rinker,	January 1,	1818,	Penn.	Schooner Dolphin.
Cadwalader Ringgold,	March 4,	1819,	Maryland,	Columbus 74.
Nath. B. Richardson,	May 14,	"	Virginia,	Brig Enterprise.
Hillary Rhodes,	May 10,	1820,	Kentucky,	Frigate Constellation.
H. H. Van Rensselaer,	"	"	New York,	Schooner Dolphin.
Richard Stewart,	November 15,	1809,	Maryland,	Not on duty.
John L. Saunders,	"	"	Virginia,	Ship Hornet.
John M. Sullivan,	March 1,	1813,	New York,	Frigate Constitution.
William Skiddy,	May 9,	"	New York,	On furlough.
John Swartwout, Jun.	November 9,	"	New York,	Ship Ontario.
David R. Stewart,	February 1,	1814,	Maryland,	Frigate Constellation.
William F. Shields,	February 2,	"	Penn.	New York.
Irvine Shubrick,	May 12,	"	S. Carolina,	Ship Hornet.
Jon. W. Sherburne,	November 30,	"	N. Hamp.	Surveying.
Roger C. Shaw,	"	"	Georgia,	Norfolk.
Merrit S. Scott,	"	"	Kentucky,	Ship Ontario.
George W. Somerville,	"	"	Tennessee,	Philadelphia.
John H. Smith,	January 1,	1815,	New York,	New York.
Alexander Slidell,	"	"	New York,	New York.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Francis Sanderson, -	February 3,	1815,	Maryland,	Baltimore.
Jesse Smith, -	March 11,	"	Mass.	Navy yard, Charlestown.
William Shaw, -	April 23,	"	Penn.	Philadelphia.
Henry D. Scott, -	May 30,	1816,	Maryland,	Frigate Constellation.
George Shute, -	January 1,	1817,	New Jersey,	Norfolk, Virginia.
Joseph G. Smith, -	"	"	Maryland,	Frigate Macedonian.
William Seton, -	July 4,	"	New York,	Baltimore.
George W. Simms, -	January 1,	1818,	D. Columbia	Navy yard, Washington.
Thomas O. Selfridge,	"	"	Mass.	On furlough.
Charles H. Starr, -	November 3,	"	Georgia,	Ship Hornet.
Albert G. Slaughter,	"	"	Virginia,	Not on duty.
Robert Steed, -	February 10,	1819,	Virginia,	Frigate Constellation.
Isaac S. Sterrett, -	March 24,	"	Maryland,	Frigate Constellation.
Thompson D. Shaw,	May 10,	1820,	Penn.	Frigate Constitution.
Samuel Swartwout, -	"	"	New York,	Ship Hornet.
Thomas Sands, -	"	"	Maryland,	New Orleans.
Lewis Seeger, -	"	"	Mass.	Schooner Alligator.
Charles F. Shoemaker,	"	"	Penn.	Brig Enterprise.
Joseph Stallings, -	"	"	Maryland,	Frigate Constellation.
Nehemiah Tilton, -	November 9,	1813,	Delaware,	Not on duty.
John P. Tuttle, -	November 30,	1814,	Conn.	Frigate Guerriere.
Thomas B. Tilden, -	January 1,	1815,	Maryland,	Mediterranean.
Benjamin Tallmadge, Jun.	January 24,	"	Conn.	On furlough.
William B. G. Taylor, -	February 13,	"	N. Carolina,	On furlough.
Alexander Thompson, -	January 1,	1817,	New York,	Schooner Nonseuch.
Richard Taylor, Jun.	"	1818,	Virginia,	Norfolk, Virginia.
John Leeds Thomas, -	"	"	Maryland,	Frigate Constellation.
Samuel S. Turner, -	March 4,	"	Mass.	Columbus 74.
Griffin Tompkins, -	July 11,	"	New York,	On furlough.
Robert D. Thorburn, -	March 30,	1820,	Virginia,	Frigate Guerriere.
Charles C. Turner, -	May 10,	"	Virginia,	Frigate Constellation.
George P. Upsher, -	April 23,	1818,	Virginia,	Frigate Guerriere.
James K. Vallette, -	June 1,	1815,	Penn.	Schooner Dolphin.
Gersham J. Van Brunt,	January 1,	1818,	New Jersey,	Brig Spark.
Edward M. Vail, -	December 1,	1821,	France,	Not on duty.
Stephen B. Wilson, -	January 1,	1812,	New York,	Washington 74.
William S. J. Washington,	February 5,	"	Virginia,	Schooner Grampus.
William C. Wetmore, -	June 18,	"	New York,	New York.
Clem. S. Whittington, -	"	"	Maryland,	Baltimore.
William S. Walker, -	November 30,	1814,	N. Hamp.	Navy yard, Charlestown.
Oliver W. Wood, -	"	"	R. Island,	Independence 74.
George F. Weaver, -	August 3,	1816,	Virginia,	Franklin 74.
James P. Wilson, -	January 1,	1817,	Maryland,	Schooner Nonesuch.
Tho. B. Worthington, -	"	"	D. Columbia	Frigate Constitution.
William G. Woolsey, -	"	"	Penn.	Franklin 74.
Rolla Weems, -	"	1818,	D. Columbia	Frigate Macedonian.
Mason Wilson, -	"	"	Tennessee,	On furlough.
Charles Wilkes, Jun.	"	"	New York,	Franklin 74.
Dudley Walker, -	May 8,	"	Mass.	Franklin 74.
John W. West, -	November 30,	"	Penn.	Brig Spark.
James B. Wright, -	March 4,	1819,	Virginia,	Frigate Constellation.
J. Bonaparte Witherell,	May 10,	1820,	Michigan,	Navy yard, Washington.
Conway Whittle, -	"	"	Virginia,	Not on duty.
William Conway Whittle,	"	"	Virginia,	Charleston, South Carolina.
Hampton Westcott, -	"	"	New Jersey,	Brig Enterprise.
Simon W. Walsh, -	February 13,	1821,	Mississippi,	Schooner Nonesuch.
Henry D. Zantzing, -	May 9,	1815,	Penn.	Frigate United States.

## SAILINGMASTERS.

Edward Barry, -	February 28,	1809,	Ireland,	Navy yard, Washington.
Abraham Bloodgood, -	June 25,	1812,	New York,	Navy yard, New York.
Cornelius Bennett, -	December 9,	"	New York,	Brig Spark.
Salvatore Catalani, -	August 9,	1809,	Sicily,	Navy yard, Washington.
Richard J. Coxe, -	June 23,	1812,	Virginia,	Gunboat 158, South Carolina.
James B. Cooper, -	July 9,	"	New Jersey,	Navy yard, Philadelphia.
John Clough, -	July 3,	1813,	Mass.	Receiving ship, New York.
Samuel B. Chamberlain,	"	1814,	N. Hamp.	Portsmouth, New Hampshire.
Alex. Cunningham, -	November 15,	1815,	S. Carolina,	Norfolk, Virginia.
John Carlton, -	July 4,	"	Mass.	Washington 74.
Peter Carson, -	November 1,	1816,	Penn.	New Orleans.
Briscoe S. Doxey, -	June 24,	1812,	Maryland,	Schooner Asp.
Marinaduke Dove, -	August 29,	"	Maryland,	Navy yard, Washington.
Daniel Dobbins, -	September 16,	"	Penn.	On furlough.
George F. de la Roche,	August 3,	1813,	Penn.	On furlough.
Shubael Downes, -	September 12,	"	Mass.	Boston.
John Drew, -	December 6,	1814,	Mass.	Columbus 74.
Richard Dealy, -	"	"	"	On furlough.
S. J. Dusenberry, -	June 2,	1821,	New York,	New York.
Francis H. Ellison, -	July 3,	1813,	New York,	Navy yard, New York.
Jonathan D. Ferris, -	February 28,	1809,	"	New Orleans.
Augustus Ford, -	March 28,	1810,	S. Carolina,	Sackett's Harbor.
James H. Ferguson, -	May 27,	1814,	New York,	Frigate Constitution.

## SAILINGMASTERS—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
Samuel C. Hixon, -	April 30, 1814, -	Mass.	Schooner Grampus.
Daniel Jones, -	May 8, 1812, -	England.	Steam frigate Fulton.
William Knight, -	October 23, 1799, -	Penn.	Rendezvous, Philadelphia.
Simon Kingston, -	June 29, 1812, -	England.	Navy yard, Philadelphia.
Robert Knox, -	July 20, " -	Mass.	Navy yard, Charlestown.
John M. Kid, -	June 18, 1817, -	-	Norfolk, Virginia.
Joseph Lindsay, -	March 17, 1814, -	Mass.	White Hall, Lake Champlain.
Jacob Mull, -	February 13, 1809, -	-	Frigate Macedonian.
Francis Mallaby, -	July 3, 1813, -	New York,	On furlough.
William F. Malbone, -	April 4, 1814, -	R. Island,	Corvette John Adams.
Philip S. Meyer, -	November 18, " -	New York,	Frigate Constellation.
William Miller, -	January 28, 1815, -	Scotland,	Navy yard, Philadelphia.
Alex. W. Macomb, -	July 25, 1818, -	New York,	Ship Ontario.
John Nantz, -	July 7, 1812, -	Ireland,	Baltimore.
Thomas Nichols, -	" -	New York,	-
David Phipps, -	January 1, 1801, -	Mass.	Steam frigate Fulton.
Lewis B. Page, -	March 9, 1809, -	Virginia,	Navy yard, Gosport, Virginia.
James B. Potts, -	July 24, 1812, -	England,	Navy yard, Gosport, Virginia.
William W. Polk, -	July 18, 1814, -	Maryland,	Navy yard, New York.
John Quinn, -	November 1, 1816, -	-	New Orleans.
Edward Rumney, -	November 18, 1812, -	Mass.	On furlough.
Samuel Rinker, -	September 3, 1813, -	Penn.	Philadelphia.
Thomas Rutter, -	November 9, " -	Maryland,	Not on pay.
John Robinson, -	November 27, 1815, -	Mass.	Independence 74.
William W. Sheed, -	May 5, 1813, -	S. Carolina,	On furlough.
Nathaniel Stoodley, -	August 14, " -	N. Hamp.	Navy yard, Portsmouth, N. Hampshire.
Daniel S. Stellwagon, -	May 14, 1814, -	Penn.	Navy yard, Philadelphia.
Robert S. Tatem, -	July 21, " -	Penn.	Schooner Nonesuch.
James Tewksbury, -	December 14, 1815, -	Mass.	Erie, Pennsylvania.
George Ulrick, -	December 4, 1809, -	-	New Orleans.
William Vaughan, -	August 22, 1812, -	Penn.	Sackett's Harbor.
Charles F. Waldo, -	March 10, 1813, -	Mass.	Navy yard, Charlestown.
Joseph Williston, -	November 26, 1814, -	Mass.	Not on duty.
Nahum Warren, -	February 2, 1815, -	N. Hamp.	Gunboat 67, Washington.
Henry Worthington, -	May 2, " -	Maryland,	Schooner Shark.

## BOATSWAINS.

James Banks, -	July 21, 1817, -	-	Franklin 74.
Stephen G. Clark, -	January 1, " -	-	Navy yard, Charlestown.
Eli Dill, -	June 25, 1818, -	-	Schooner Nonesuch.
James Evans, -	January 1, 1819, -	-	Frigate Constellation.
David Eaton, -	August 8, 1811, -	-	Schooner Shark.
Edward Linscott, -	March 29, 1809, -	-	Navy yard, Gosport, Virginia.
John McCloud, -	August 1, " -	-	Norfolk, Virginia.
James Menzies, -	December 15, " -	New York,	Navy yard, Washington.
Collin McCloud, -	" -	-	Norfolk, Virginia.
Samuel F. Parker, -	" -	-	Brig Enterprise.
Thomas R. Smith, -	November 5, 1814, -	-	Frigate Constitution.
John Smith, -	August 11, 1819, -	-	Ship Ontario.
William Smith, -	January 1, " -	-	Washington 74.
John Smith, -	December 7, " -	-	New York.
Abraham Walton, -	September 17, 1815, -	-	Navy yard, Charlestown.
John Woods, -	July 8, " -	-	Navy yard, Philadelphia.

## GUNNERS.

Thomas Barry, -	July 2, 1813, -	Penn.	Navy yard, Philadelphia.
James Bogman, -	December 14, 1815, -	-	Navy yard, Charlestown.
John Blight, -	May 3, 1821, -	-	Franklin 74.
Alexander Brown, -	January 27, 1820, -	-	Frigate Constellation.
Antonia Corrae, -	January 28, 1809, -	Portugal,	Navy yard, Portsmouth, N. Hampshire.
Wesley Cunningham, -	August 11, 1819, -	Maryland,	Corvette Cyane.
James Cosgrove, -	August 30, 1813, -	-	Navy yard, Brooklyn, N. Y.
William C. Cowan, -	April 21, 1819, -	-	Frigate Congress.
John Fair, -	July 8, 1815, -	-	Navy yard, Philadelphia.
George Jackson, -	February 2, 1810, -	-	Navy yard, New Orleans.
Stephen Jones, -	May 6, 1813, -	-	Steam Frigate Fulton.
Joseph Lum, -	" -	Connectic't,	Navy yard, Gosport, Virginia.
John Lord, -	June 18, 1812, -	-	Washington 74.
George Marshall, -	July 15, 1809, -	-	Navy Yard, Gosport, Virginia.
Thomas Marshall, -	" -	-	Brig Enterprise.
Elijah Merchant, -	" -	-	Schooner Nonesuch.
Elijah Whitten, -	" -	-	Ship Hornet.



## CARPENTERS.

Names.	Date of warrant.	Where born.	Where stationed.
Samuel Brown, -	December 18, 1816, -	-	Franklin 74.
Thomas Berry, -	- - - - -	-	Frigate Guerriere.
Abraham Demott, -	- - - - -	-	Sackett's Harbor.
John Deacon, -	- - - - -	-	Brig Enterprise.
Baruch M. Evans, -	- - - - -	-	Frigate Constellation.
Zaccheus R. Fuller, -	April 12, 1815, -	-	Navy yard, Charlestown.
John Justice, -	December 12, 1820, -	New Jersey,	Erie, Pennsylvania.
Richard Lowell, -	- - - - -	-	Navy yard, Brooklyn, New York.
Samuel Phillips, -	May 24, 1821, -	-	Corvette Cyane.
Nehemiah Parker, -	- - - - -	-	Columbus 74.
John Snider, -	January 1, 1818, -	-	Frigate Congress.
William E. Sheffield, -	April 8, 1820, -	-	Navy yard, New Orleans.
Richard Thomas, -	January 22, 1814, -	-	Frigate Constitution.

## SAIL-MAKERS.

William H. Baldwin, -	May 31, 1817, -	-	Ship Ontario.
Banuel B. Bannister, -	June 24, " -	-	Franklin 74.
Benjamin B. Burchsted, -	April 5, 1821, -	-	Frigate Constitution.
William B. Bingley, -	November 16, " -	Virginia,	Frigate Congress.
Charles Cassell, -	- - - - -	-	Navy yard, Washington.
William Flemming, -	- - - - -	-	Navy yard, Brooklyn, New York.
George Parcells, -	- - - - -	-	Frigate Guerriere.
Samuel Trebby, -	- - - - -	-	Frigate United States.
John Trimble, -	- - - - -	-	New York.
Henry Van Voorhis, -	August 11, 1819, -	New York,	Schooner Shark.

## MASTERS' MATES.

Elias Taylor, -	November 16, 1816, -	-	Franklin 74.
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## COMMISSIONED OFFICERS OF THE MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

Names.	Date of commission.	Where born.	Where stationed.
Archibald Henderson, -	October 17, 1820, -	Virginia.	Head-quarters.

## CAPTAINS.

Richard Smith, -	March 13, 1812, -	Maryland,	New York.
Robert D. Wainright, -	September 29, " -	S. Carolina,	Boston.
William Anderson, -	June 18, 1814, -	Penn.	Norfolk.
Samuel Miller, -	" " " -	Mass.	Head-quarters.
John M. Gamble, -	" " " -	N. Jersey,	Philadelphia.
Alfred Grayson, Q. M. -	" " " -	Kentucky,	Head-quarters.
Francis B. De Bellevue, -	November 7, 1818, -	Louisiana,	New Orleans.
Samuel E. Watson, -	March 28, 1820, -	Virginia,	Portsmouth, N. H.

## FIRST LIEUTENANTS.

William H. Freeman, -	June 18, 1814, -	Conn.	Under orders.
Joseph L. Kuhn P. M. -	" " " -	Maryland,	Head-quarters.
Charles R. Broom, -	" " " -	Delaware,	Philadelphia.
Benjamin Richardson, -	" " " -	Maryland,	Erie, Pennsylvania.
Levi Twiggs, -	" " " -	Georgia,	New York.
John Harris, -	" " " -	Penn.	Franklin 74.
Thomas A. Linton, -	April 18, 1817, -	Virginia,	New York.
Richard T. Auchmuty, -	" " " -	R. Island,	Frigate Constitution.
James Edelin, -	" " " -	Maryland,	Head-quarters.
P. G. Howle, A. & I., -	" " " -	Virginia,	Head-quarters.
Richard D. Green, -	" " " -	Mass.	Boston.
Robert M. Desha, -	" " " -	Kentucky,	On furlough.
Henry E. Dix, -	" " " -	Mass.	Norfolk, Virginia.
Elijah J. Weed, -	March 3, 1819, -	Penn.	Head-quarters.
Joseph C. Hall, -	" " " -	Maryland,	Not on duty.
William W. Dulany, -	June 19, " -	Virginia,	On furlough.
Thomas S. English, -	August 11, " -	Mass.	Portsmouth, New Hampshire.
Henry W. Gardner, -	September 30, " -	"	Head-quarters.
James M. Clements, -	March 28, 1820, -	Penn.	Head-quarters.
Thomas B. Barton, -	October 17, " -	"	Norfolk, Virginia.
George W. Walker, -	March 3, 1821, -	D. C.	Head-quarters.

## SECOND LIEUTENANTS.

Names.	Date of commission.	Where born.	Where stationed.
Christopher C. Floyd, -	September 9, 1818, -	Georgia, -	Boston.
Charles Grymes, -	March 3, 1819, -	Virginia, -	Franklin 74.
George D. Brewerton, -	" " -	New York, -	Head-quarters.
Ward Marston, -	" " -	Mass. -	Boston.
Charles C. Tupper, -	" " -	Indiana, -	Erie, Pennsylvania.
Augustus A. Nicholson, -	March 28, 1820, -	S. Carolina, -	New York.
Charles Betts, -	" " -	Virginia, -	Head-quarters.
James McCawley, Jr., -	" " -	Penn. -	Philadelphia.
Benjamin Macomber, -	" " -	R. Island, -	New York.
George Cooper, -	" " -	Mass. -	Boston.
Abraham N. Brevoort, -	" " -	New York, -	Philadelphia.
Samuel S. Coejemen, -	" " -	N. Jersey, -	New York.
Andrew Ross, -	March 3, 1821, -	Louisiana, -	New Orleans.
Stephen M. Rodgers, -	" " -	Penn. -	Philadelphia.
William A. Bloodgood, -	" " -	New York, -	Head-quarters.

## NAVAL AGENTS.

Names.	Where born.	Where employed.
John L. Storer, -	Maine, -	Portland, Maine.
Enoch G. Parrott, -	New Hampshire, -	Portsmouth, New Hampshire.
Amos Binney, -	Massachusetts, -	Boston.
Joseph Hull, -	Connecticut, -	Middletown, Connecticut.
Robert Swartwout, -	New York, -	New York.
George Harrison, -	Pennsylvania, -	Philadelphia.
James Riddle, -	Delaware, -	Newcastle, Delaware.
James Beatty, -	Maryland, -	Baltimore.
John Randall, -	Maryland, -	Annapolis, Maryland.
Miles King, -	Virginia, -	Norfolk, Virginia.
John Robertson, -	South Carolina, -	Charleston, South Carolina.
John P. Henry, -	Georgia, -	Savannah, Georgia.
Joseph H. Hawkins, -	Kentucky, -	New Orleans.
William D. Simms, -	Virginia, -	Pensacola, Florida.
Richard McCall, -	Pennsylvania, -	Mediterranean.
Baring, Brothers, & Co. -	England, -	London.

NOTE. Naval agents receive "one per cent." on their expenditures, not to exceed two thousand dollars.

*Pay and subsistence allowed in the Navy of the United States to officers and petty officers.*

Rank or station.	Pay per month.	No. of rations pr. day.	Rank or station.	Pay per month.	No. of rations pr. day.
Captain of a vessel of 32 guns and upwards, -	\$100	8	Carpenter, -	\$20	2
Captain of a vessel of 20, and under 32 guns, -	75	6	Midshipman, -	19	1
Master commandant, -	60	5	Master's mate, -	20	1
Lieutenant commanding, -	50	4	Captain's clerk, -	25	1
Lieutenant, -	40	3	Boatswain's mate, -	19	1
Chaplain, -	40	2	Carpenter's mate, -	19	1
Surgeon, -	50	2	Cockswain, -	18	1
Surgeon's mate, -	30	2	Quarter-gunner, -	18	1
Sailing-master, -	40	2	Quartermaster, -	18	1
Purser, -	40	2	Master-at-arms, -	18	1
Schoolmaster, -	25	2	Armorer, -	18	1
Boatswain, -	20	2	Steward, -	18	1
Gunner, -	20	2	Cooper, -	18	1
Sailmaker, -	20	2	Cook, -	18	1

NOTE. Whenever any officer shall be employed in the command of a squadron, or separate service, the allowance of rations shall be double during the continuance of such command, and no longer, except in the case of the commanding officer of the navy, whose allowance while in service shall always be at the rate of sixteen rations per day, agreeably to an act of Congress passed 25th February, 1799.

*Pay of the officers of the United States' Marine Corps.*

Lieutenant Colonel commandant, -	\$75	6	First Lieutenant, -	\$30	3
Captain, -	40	3	Second Lieutenant, -	25	2

N. B. The commandant of marines receives, in addition to his pay, eight dollars per month for the forage of three horses. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.



## NAVAL STOREKEEPERS.

Names.	Where employed.	Where born.	Compensation.
John P. Decatur, -	New York, -	Maryland, -	\$1,700
Tunis Craven, -	Portsmouth, N. H. -	New Jersey, -	1,500
George Bates, -	Charlestown, Mass. -	Massachusetts, -	1,700
Robert Kennedy, -	Philadelphia, -	Pennsylvania, -	1,200
Edward W. Duvall, -	Washington City, -	Maryland, -	1,700
Thomas Dulton, -	Gosport, Va. -	England, -	1,700
Samuel T. Anderson, -	New Orleans, -	Maryland, -	1,700

## NAVAL CONSTRUCTORS.

William Doughty, -	Washington City, -	Pennsylvania, -	\$2,300
John Floyd, -	New York, -	New York, -	2,000
Samuel Humphreys, -	Philadelphia, -	Pennsylvania, -	2,300
Francis Grice, -	Gosport, Va. -	- - - -	2,000

## VESSELS OF WAR OF THE UNITED STATES.

LINE OF BATTLE SHIPS.	FRIGATES OF THE SECOND CLASS.	BRIGS.
Independence, - - - 74	Congress, - - - 36	Enterprise, - - - 12
Washington, - - - 74	Constellation, - - - 36	Spark, - - - 12
Franklin, - - - 74	Macedonian, - - - 36	
Columbus, - - - 74	Fulton steam frigate, - - - 30	SCHOONERS.
Ohio, - - - 74		Nonesuch, - - - 6
North Carolina, - - - 74		Alligator, - - - 12
Delaware, - - - 74		Porpoise, - - - 12
	CORVETTES.	Dolphin, - - - 12
	John Adams, - - - 24	Shark, - - - 12
	Cyane, - - - 24	Grampus, - - - 12
	SLOOPS OF WAR.	Asp, receiving vessel.
	Hornet, - - - 18	Lady of the Lake, - - - 1
	Ontario, - - - 18	
	Erie, - - - 18	GUNBOATS.
	Peacock, - - - 18	Nos. 95, 8, 72, 76, 158, 168—one
	Alert, store ship.	gun each, - - - 6
FRIGATES OF THE FIRST CLASS.		
Constitution, - - - 44		
United States, - - - 44		
Guerriere, - - - 44		
Java, - - - 44		

## RECAPITULATION.

Captains, -	31
Master Commandants, -	31
Lieutenants, -	196
Surgeons, -	46
Surgeons' mates, -	44
Pursers, -	42
Chaplains, -	10
Midshipmen, -	336
Sailing-masters, -	58
Boatswains, -	16
Gunners, -	17
Carpenters, -	13
Sailmakers, -	10
Masters' mates, -	1
Total, -	851

17th CONGRESS.]

No. 204.

[1st Session.

## NAVY PENSION FUND.

COMMUNICATED TO THE SENATE, JANUARY 9, 1822.

NAVY DEPARTMENT, January 8, 1822.

SIR:

On behalf of the Commissioners of the Navy Pension Fund, and in obedience to the act for the better government of the navy of the United States, I have the honor respectfully to report to Congress the following statements in relation to that fund:

- A. Showing the amount of United States' stock belonging to the Navy Pension Fund.  
 B. Showing the bank stock belonging to the Navy Pension Fund.  
 C. Abstract of warrants drawn by the Secretary of the Navy upon the Treasurer of the Pension Fund. [Amounting to \$64,881.]  
 D. Account of the Treasurer, Thomas T. Tucker, with the Commissioners of the Navy Pension Fund. [Balance in his hands, \$7,349 84.]  
 E. List of navy pensioners, and pensions allowed to each. [Number of pensioners, including widows, 491, and the amount paid, \$44,488.]

All of which is respectfully submitted.

SMITH THOMPSON.

The Hon. the PRESIDENT of the Senate of the United States.

## A.

*Statement of the stocks on the books of the treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, Commissioners of the Navy Pension Fund, with interest and reimbursement which accrued in the year 1821.*

Stocks.	Nominal am't.	Commencement of interest.	Int. & reimbursement for 1821.	Reimbursement of deferred stock.	Unredeemed amount 1st January, 1822.
Deferred six per cent., - -	\$56,532 23	January 1, 1821,	\$4,522 56	\$45,931 59	\$10,600 64
Three per cent., - - -	30,895 93	" "	926 88	-	30,895 93
Six per cent. of 1812. - -	79,000 00	" "	4,740 00	-	79,000 00
Exchanged six per cent., -	4,504 86	" "	270 28	-	4,504 86
Six per cent. of 1813, (16 million loan)	18,400 00	" "	1,104 00	-	18,400 00
Ditto, " 7½ do. -	134,235 02	" "	8,054 08	-	134,235 02
Ditto, 1814, 10 do. -	234,894 32	" "	14,093 66	-	
Ditto, " " do. -	4,608 29	April 1, " "	207 37	-	248,593 51
Ditto, " " do. -	9,090 90	October 1, " "	136 36	-	
Ditto, " 6 do. -	189,932 32	January 1, " "	11,395 92	-	189,932 32
Ditto, 1815, " do. -	43,814 41	" "	2,628 88	-	43,814 41
Treasury note, six per cent., -	2,815 36	" "	168 92	-	2,815 36
	\$808,723 64	- - -	\$48,248 91	\$45,931 59	\$762,792 05

Nominal amount of statement of last year, 1st of January, 1821, - - \$783,964 55

Add six per cent. stock of 1814, loan of \$10,000,000, purchased in 1821, - 24,759 09

808,723 64

Deduct reimbursement of deferred stock to 31st of December, 1821, as above, - 45,931 59

Unredeemed amount, as above stated, - - - \$762,792 05

TREASURY DEPARTMENT, REGISTER'S OFFICE, *January 7, 1822.*

JOSEPH NOURSE, *Register.*

## B.

*Statement of bank stock belonging to the Navy Pension Fund.*

SHARES.	Nominal amount.	Amount of cost.
890 complete shares Columbian bank stock, - - -	\$89,000	\$95,902 60
90 short shares do. do. - - -	3,600	3,600 00
700 complete shares Washington do. - - -	14,000	14,260 00
600 complete shares Union do. - - -	15,000	15,340 50
	\$121,600	\$129,103 10

Of the United States' stocks, reported by the Register of the Treasury, \$15,668 19 has been purchased of the Privateer Pension Fund, within the year 1821.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *January 4, 1822.*

CONST. FREEMAN, *Fourth Auditor.*

17th CONGRESS.]

No. 205.

[1st SESSION.]

## CONTRACTS FOR THE YEAR 1821.

COMMUNICATED TO THE SENATE ON THE 23D OF JANUARY, 1822.

NAVY DEPARTMENT, *January 19, 1822.*

Sir:

I have the honor of transmitting, herewith, a statement of the contracts made by the Commissioners of the Navy, during the year 1821, prepared in obedience to the fifth section of the act of the 3d of March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, with the highest respect, sir, your most obedient servant,

SMITH THOMPSON.

The Hon. the PRESIDENT of the Senate of the United States.



## Statement of contracts made by the Navy Commissioners during the year 1821.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Arthur Butts, William Liddle, George M. Ogden,	1820. May 29, December 29,	For masts and spars for a frigate, To furnish bread, Tarred and patent cordage, White rope, To furnish all the fresh beef and vegetables for the New Orleans station, To furnish, at New Orleans, the following articles, viz:	\$ 60 cents per cubic foot, 5 cents per pound, 11½ cents per pound, 13 cents per pound, 53 cents for the vegetables, 7½ cents per pound for fresh beef,	During the year 1820, During the year 1821, During the year 1821, During the year 1821,	Navy yard, Wash. New Orleans. New Orleans. New Orleans.
Thomas Barron & Co.	December 29,	Whiskey, Molasses, Vinegar, Rice, Tobacco, Butter and cheese, Spermaceti candles, Tallow mould candles, All other articles of groceries ten per cent. above the wholesale cash price at New Orleans, All the cordage for the North Carolina 74,	45 cents per gallon, 25 cents per gallon, 25 cents per gallon, 14½ cents per pound, 14 cents per pound, 18 cents per pound, 50 cents per pound, 25 cents per pound,	From 1st January to 30th December, 1821.	New Orleans.
John Welsh, Joaquim Jose Vasquez,	December 30, 1821. January,	1000 bolts of canvass, No. 1, 368 bolts of canvass, No. 2, 176 bolts of canvass, No. 3, 116 bolts of canvass, No. 4, 238 bolts of canvass, No. 5, 204 bolts of canvass, No. 6, 52 bolts of canvass, No. 7, 52 bolts of canvass, No. 8, 24 forty-two pound carronades, 32 thirty-two pound cannon, 36 thirty-two pound cannon, 4,500 forty-two pound round shot, 3,500 thirty-two pound round shot, 1,200 forty-two pound stools, 640 forty-two pound stools, 14,400 forty-two pound grape shot, 7,680 forty-two pound shot, For navy bread, For whiskey, For molasses, For vinegar, For rice, For tobacco, For butter, For cheese, Spermaceti candles,	10 cents per pound, 22 50 cents per bolt, 22 25 cents per bolt, 22 00 per bolt, 21 75 cents per bolt, 19 00 per bolt, 18 00 per bolt, 17 00 per bolt, 16 00 per bolt, 185 00 each, 125 00 per ton of 2,240 pounds, 125 00 per ton of 2,240 pounds, 5 cents per pound, 5 cents per pound, 5½ cents per pound, 5½ cents per pound, 8 cents per pound, 8 cents per pound, 3 cents per pound, 35 cents per gallon, 35 cents per gallon, 16 cents per gallon, 4 cents per pound, 14 cents per pound, 16 cents per pound, 9 cents per pound, 40 cents per pound,	From 1st April to 1st June, 1821. During the year 1821, In the course of twelve months from date.	Navy yard, Philad. New York. Richmond, Va. New York.
John Clark & Co.	January 6,				
Joshua Ennis,	January 15,				

## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Joshua Ennis,	1821. January 15,	Mould candles, All other articles of groceries, not herein specified, two per cent. above the wholesale cash prices in N. York.	\$ 16 cents per pound,	During the year 1821,	New York.
Thomas Graham,	January 15,	Navy bread, Whiskey, Molasses, Vinegar, Rice, Tobacco, Butter, No. 1, Cheese, Spermaceti candles, Mould candles, All other articles of groceries, not herein specified, two per cent. above the wholesale cash prices in Philadelphia.	3½ cents per pound, 33 cents per gallon, 34 cents per gallon, 18 cents per gallon, 3½ cents per pound, 16 cents per pound, 19 cents per pound, 9 cents per pound, 45 cents per pound, 19 cents per pound,	Upon the requisitions of the commandant of the navy yard, during the year 1821.	Philadelphia.
William McKenney,	January 16,	Bread and groceries, to be delivered at Washington: Navy bread, Whiskey, Molasses, Vinegar, Rice, Tobacco, Butter, Cheese, Spermaceti candles, Mould candles, Other articles of groceries four per cent. above the wholesale cash prices at Baltimore.	2½ cents per pound, 36 cents per gallon, 35 cents per gallon, 15 cents per gallon, 4 cents per pound, 14 cents per pound, 12½ cents per pound, 8½ cents per pound, 45 cents per pound, 19 cents per pound,	During the year 1821,	Washington.
		Bread and groceries, to be delivered at Norfolk: Navy bread, Whiskey, Molasses, Vinegar, Rice, Tobacco, Butter, Cheese, Spermaceti candles, Mould candles, Other articles of groceries five per cent. above the wholesale cash prices in Philadelphia.	2½ cents per pound, 37½ cents per gallon, 36 cents per gallon, 16 cents per gallon, 4 cents per pound, 14 cents per pound, 15 cents per pound, 8½ cents per pound, 44 cents per pound, 20 cents per pound,	During the year 1821,	Norfolk.
Wm. McKenney and Louis Barney.	January 16,	Bread and groceries, to be delivered at Boston: Navy bread, Whiskey,	2½ cents per pound, 25 cents per pound, 38 cents per gallon,	Upon the requisition of the commandant of the navy yard, during 1821.	Boston.



Tucker & Carter, -	January	22,	Boston.	
			Upon the requisition of the commandant at the navy yard, during the year 1821.	During the year 1821, -
Molasses,			35 cents per gallon,	
Vinegar,			16 cents per gallon,	
Rice,			33 cents per pound,	
Tobacco,			14 cents per pound,	
Butter,			15 cents per pound,	
Cheese,			7 cents per pound,	
Spermaceti candles,			43 cents per pound,	
Mould candles,			20 cents per pound,	
Other articles of groceries four per cent. above whole-				
sale cash prices at Boston.				
Bread and groceries, to be delivered at Annapolis:				
Navy bread,			23 cents per pound,	
Whiskey,			39 cents per gallon,	
Molasses,			37 cents per gallon,	
Vinegar,			16 cents per gallon,	
Rice,			4 cents per pound,	
Tobacco,			14 cents per pound,	
Butter,			12 cents per pound,	
Cheese,			71 cents per pound,	
Spermaceti candles,			44 cents per pound,	
Mould candles,			20 cents per pound,	
Other articles of groceries at three per cent. above the				
wholesale cash prices at Baltimore.				
Ship chandlery, &c.				
Scrubbing brushes, with handles,			5 00 per dozen,	
Clamp brushes,			3 50 cents per dozen,	
Paint brushes,			7 00 per dozen,	
do.			2 50 cents per dozen,	
For scrubbing paint, brushes,			2 00 per dozen,	
Whitewash brushes,			1 95 cents per dozen,	
Hickory brooms,			70 cents per dozen,	
Birch brooms,			70 cents per pound,	
Bristles,			25 cents each,	
Paint buckets,			6 75 cents per piece,	
Bunting,			3 50 cents each,	
Silver calls,			13 cents each,	
Log chips,			2 cents per pound,	
White chalk,			25 cents per pound,	
Red chalk,			75 cents each,	
Brass cocks,			123 cents each,	
Common cocks,			5 00 per dozen,	
Splicing fids,			34 00 per dozen,	
Cable fids,			6 00 per dozen,	
Hatchets,			10 00 per dozen,	
Harpoons,			1 50 cents per gross,	
Fish hooks, assorted,			15 cents per pound,	
Hooks and thimbles,			15 cents per pound,	
Raw hides,			25 cents per pound,	
Half-tanned hides,			10 cents per piece,	
Horns for lanterns,			1 25 cents per dozen,	
Butt hinges,			3 00 per dozen,	
Brass hinges,			2 00 per dozen,	
Chest hinges,			1 00 each,	
Boat-hooks, with staves,				
				Navy yard, N. York.

## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Tucker & Carter, -	1821. January 22,	Ship chandlery, &c. Boat hooks, without staves, - Handspikes, - Glasses, two hours, - Glasses, one hour, - Glasses, half hour, - Glasses, twenty-eight seconds, - Glasses, fourteen seconds, - Glasses, spying, first quality, - Glasses, spying, second quality, - Glasses, spying, third quality, - Glasses, night, - Window glass, - Glass illuminators, polished, - Glass illuminators, unpolished, - Lines, deep sea, one hundred fathoms, - Lines, hand, - Lines, fishing, assorted, - Glue, - Lines, log, one hundred fathoms, - Lines, marine, - Lines, house, - Lines, hankro, - Lines, grommett, - Lines, bonnet, - Turn lanterns, - Tin lanterns, - Glass lanterns, - Logboard, or stall, - Bar lead, - Sheet lead, - Black lead, - Pump leather, - Scupper leather, - Bellows leather, - Rigging leather, - Iron padlocks, single, - Iron padlocks, double, - Brass door locks, - Iron door locks, - Chest locks, - Lime, - Lamps, patent, binnacle, two and three tubes, - Mallets, serving, - Mauls, top, - Mauls, commanders, wood, -	\$ 50 cents each, 5 95 cents per dozen, 18 00 per dozen, 10 00 per dozen, 10 00 per dozen, 5 00 per dozen, 5 00 per dozen, 8 00 each, 4 00 each, 3 00 each, 20 00 each, 12 cents per foot, 24 00 per dozen, 24 00 per dozen, 25 cents per pound, 25 cents per pound, 40 cents per pound, 31 cents per pound, 40 cents per pound, 8 cents per skein, 8 cents per skein, 25 cents per skein, 25 cents per skein, 18 00 per dozen, 6 00 per dozen, 3 00 each, 5 00 each, 10 cents per pound, 10 cents per pound, 25 cents per pound, 31 cents per pound, 30 cents per pound, 31 cents per pound, 31 cents per pound, 3 00 } to average \$5 50 cents per dozen, 8 00 } 18 to 24, to average 21 cents per dozen, 3, 6, and 9, to average 6 cents per dozen, 2 00 per dozen, 1 50 cents per barrel, 10 50 cents per half dozen, 4 50 cents per dozen, 1 50 cents each, 62 cents each,	During the year 1821, - Navy yard, N. York.	





## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Tucker & Carter,	1821, 22, January	Ship chandlery, &c.	\$14 00 per box,		
		Tin, sheets of, double,	13 00 per box,		
		Tin, sheets of, single,	95 cents per pound,		
		Tin, sheets of, block,	19 cents per gallon,		
		Turpentine,	50 cents per pound,		
		Wick, lamp,	37 cents per pound,		
		Wax, bees,	15 cents per pound,		
		Nails, iron,	50 cents per pound,		
		Nails, copper,	30 cents per pound,		
		Nails, composition,	19 cents per pound,		
		Nails, spike,	40 cents per pound,		
		Nails, brad,	20 cents per pound,		
		Nails, scupper,	56 cents per pound,		
		Tacks, pump,			
		Other articles of ship chandlery at four per centum above the wholesale cash prices at New York.			
		White lead, dry, American,	12 00 per cwt.		
		White lead, in oil, American,	14 00 per cwt.		
		White lead, dry, foreign,	13 00 per cwt.		
		White lead, in oil, foreign,	13 00 per cwt.		
		Red lead, foreign,	9 50 cents per cwt.		
		Red lead, American,	9 50 cents per cwt.		
		Litharge, powdered, American,	9 00 per cwt.		
		Litharge, powdered, foreign,	9 00 per cwt.		
		Yellow ochre, in oil,	10 00 per cwt.		
		Yellow ochre, dry, American,	1 50 cents per cwt.		
		Stone ochre,	1 18 cents per pound,		
		Spanish brown, dry,	3 50 cents per cwt.		
		Spanish brown, in oil,	7 84 cents per cwt.		
		Venetian red, dry,	6 56 cents per cwt.		
		Venetian red, in oil,	13 34 cents per cwt.		
		Verdigris, pure,	1 95 cents per pound,		
		Vermilion,	36 cents per pound,		
		Green paint, in oil,	14 cents per pound,		
		Lampblack,	2 00 per pound,		
		Black paint, in oil,	2 50 cents per pound,		
		Chromic, yellow,	2 00 per pound,		
		Patent yellow,	2 37 cents per pound,		
		Prussian blue,	1 00 per cwt.		
		Blue paint, in oil,	95 cents per pound,		
		Whiting,	1 56 cents per ounce,		
		Rose pink,	56 cents per gallon,		
		Drop lake,	37 cents per gallon,		
		Spirits of turpentine,			
		Black varnish,			
		Bright varnish,			
				During the year 1821,	Navy yard, N. Y.





## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Winslow Lewis & Co.	1821. January 25,	Ship chandlery, &c. Glasses, twenty-eight seconds, Glasses, fourteen seconds, Glasses, spying, first quality, Glasses, spying, second quality, Glasses, spying, third quality, Glasses, night, Glass, window, Glass, illuminators, polished, Glass, illuminators, unpolished, Glass, Lines, deep sea, one hundred fathoms, Lines, hand, Lines, fishing, assorted, Lines, log, one hundred fathoms, Line, marine, Line, house line, Line, Hambrough, Line, grommett, Line, bonnett, Lanterns, horn, Lanterns, tin, Lanterns, glass, Logboard or stall, Lead, bar, Lead, sheet, Lead, black, Leather, pump, Leather, scupper, Leather, bellows, Leather, for rigging, Locks, pad, Locks, brass, door, Locks, iron, door, Locks, chest, Lime, Lamps, patent, binnacle, Mallets, serving, Mauls, top, Mauls, commander's, wood, Marline spikes, Muslin, for charts, Mortars and pestles, bell metal, Mortars and pestles, wood, Mops, Measures, tin, gallon,	5 75 cents per dozen, 5 50 cents per dozen, 8 00 each, 4 00 each, 3 00 each, 20 00 each, 16 cents per foot, 60 00 per dozen, 48 00 per dozen, 25 cents per pound, 25 cents per pound, 37 1/2 cents per pound, 37 1/2 cents per pound, 9 cents per skein, 10 cents per skein, 25 cents per skein, 25 cents per skein, 25 cents per pound, 18 00 per dozen, 6 00 per dozen, 3 00 each, 5 00 each, 8 1/2 cents per pound, 9 cents per pound, 33 cents per pound, 25 cents per pound, 27 cents per pound, 30 cents per pound, 27 cents per pound, 5 50 cents per dozen, 20 50 cents per dozen, 4 50 cents per dozen, 2 00 cents per dozen, 1 50 cents per dozen, 10 00 cents per barrel, 1 00 per half dozen, 1 00 per dozen, 1 00 each, 5 23 cents each, 5 00 cents per dozen, 5 00 per piece, 3 00 each, 50 each, 6 00 per dozen, 75 cents each,	During the year 1821,	Boston.



Measures, tin, half gallon,  
 Measures, tin, quart,  
 Measures, tin, pint,  
 Measures, tin, half pint,  
 Nets, seine,  
 Nets, trudge,  
 Nets, trawl,  
 Needles, sewing,  
 Needles, roping,  
 Needles, marline,  
 Palm irons, mounted,  
 Palm irons, not mounted,  
 Pencils, lead,  
 Pencils, slate,  
 Putty,  
 Paper, cannon cartridge,  
 Paper, musket cartridge,  
 Paper, pistol cartridge,  
 Paper, sheathing,  
 Paper, sand,  
 Paper, enamel,  
 Pitch,  
 Pumps, hand, copper,  
 Pumps, hand, wood,  
 Oil, lamp,  
 Oil, olive,  
 Reels, log,  
 Reels, deep sea,  
 Rosin,  
 Rivets, assorted,  
 Soap,  
 Scissors,  
 Shears, sheep,  
 Saltpetre,  
 Sulphur, crude,  
 Sulphur, four,  
 Scales and weights,  
 Tallow,  
 Tar,  
 Thread, white, red, and blue,  
 Twine, whipping,  
 Twine, roping,  
 Twine, seine,  
 Twine, sewing,  
 Trumpets, hand,  
 Trumpets, draw,  
 Trundles, assorted,  
 Tin, sheets of, double,  
 Tin, sheets of, single,  
 Tin, sheets of, block,  
 Turpentine,  
 Wick, lamp,  
 Wax, bees',

42 cents each,  
 25 cents each,  
 15 cents each,  
 12½ cents each,  
 75 cents per pound,  
 65 cents per pound,  
 65 cents per pound,  
 1 75 cents per gross,  
 3 50 cents per gross,  
 60 cents per dozen,  
 3 00 per dozen,  
 65 cents per dozen,  
 1 00 per dozen,  
 6 cents per dozen,  
 12½ cents per pound,  
 7 50 cents per ream,  
 6 00 per ream,  
 4 50 cents per ream,  
 2 00 per ream,  
 33 cents per quire,  
 3 00 per barrel,  
 54 00 per dozen,  
 4 00 per dozen,  
 1 17 cents per gallon,  
 1 33 cents per gallon,  
 40 cents each,  
 2 00 each,  
 3 cents per pound,  
 20 cents per pound,  
 11 cents per pound,  
 40 cents per pair,  
 60 cents per pair,  
 12½ cents per pound,  
 3 cents per pound,  
 5 cents per pound,  
 5 00 per set,  
 17 cents per pound,  
 3 00 per barrel,  
 87½ cents per pound,  
 40 cents per pound,  
 40 cents per pound,  
 42 cents per pound,  
 50 cents per pound,  
 6 00 per dozen,  
 1 12½ cents each,  
 25 cents per pound,  
 14 00 per box,  
 12 00 per box,  
 20 cents per pound,  
 18 cents per gallon,  
 50 cents per pound,  
 25 cents per pound,

During the year 1891, Boston.

## STATEMENT—Continued.

Contractors' names.	Date of Contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Winslow Lewis & Co.	1821. January 25,	Ship chandlery, &c.	-	During the year 1821,	Boston.
		Nails, iron,	-		
		Nails, copper,	-		
		Nails, spike,	-		
		Nails, brad,	-		
		Nails, scupper,	-		
		Tacks, pump,	-		
		Other articles of ship chandlery at five per centum above the wholesale cash prices at Boston.	-		
		All the patent cordage required at the navy yard, Gosport, Virginia, for one year.	-		
		If hemp be from 160 to 170 dollars per ton, the cordage to be	14 cents per pound,		
		If from 170 to 180 dollars per ton,	35 cents per pound,		
		If from 180 to 190 dollars per ton,	12½ cents per pound,		
		If from 190 to 200 dollars per ton,	19 cents per pound,		
		If from 200 to 210 dollars per ton,	19½ cents per pound,		
		If from 210 to 220 dollars per ton,	19½ cents per pound,		
		Whatever may be the price of hemp,	19½ cents per pound,		
		Standing rigging, if hemp be from 160 to 170 dollars per ton, to be	11½ cents per pound,		
		If from 170 to 180 dollars per ton,	19 cents per pound,		
		If from 180 to 190 dollars per ton,	18½ cents per pound,		
		If from 190 to 200 dollars per ton,	18½ cents per pound,		
		If from 200 to 210 dollars per ton,	18½ cents per pound,	As required, during the year 1821.	Gosport, Virginia.
		If from 210 to 220 dollars per ton,	18½ cents per pound,		
		Whatever may be the price of hemp,	18½ cents per pound,		
		Patent white rope, if hemp be from 160 to 170 dollars per ton,	17½ cents per pound,		
		If from 170 to 180 dollars per ton,	17½ cents per pound,		
		If from 180 to 190 dollars per ton,	18½ cents per pound,		
		If from 190 to 200 dollars per ton,	18½ cents per pound,		
		If from 200 to 210 dollars per ton,	18½ cents per pound,		
		If from 210 to 220 dollars per ton,	20 cents per pound,		
		Whatever may be the price of hemp,	20 cents per pound,		
John McCurdy,	January 25,	All the fresh beef and vegetables required for the New York station for one year:	-	As required,	New York.
		Beef,	6 cents per pound,		
Isaac P. Davis,	January 26,	Vegetables,	3 of a cent per pound,		
		All the patent cordage and cordage of common lay required at Boston and Portsmouth, N. H. during the year 1821:	-		
		Common made cordage,	10½ cents per pound,	Upon the requisitions of the commandants of the navy yards at Boston and Portsmouth, N. H.	Boston and Portsmouth, N. H.
		Patent cordage,	11½ cents per pound,		
		Patent standing rigging,	11½ cents per pound,		
		Patent white rope,	19 cents per pound,		



Israel Little,	January	30,	All the fresh beef and vegetables required at the navy yard, Washington, and public vessels in the District of Columbia: -	-	-	-	Upon the requisitions of the com't of navy yard at Washington.
William Yeaton,	January	30,	Beef, -	-	-	5½ cents per pound,	Portsmouth, N. H.
			Vegetables, -	-	-	2 cents per pound,	
			All the navy bread and groceries required for the station at Portsmouth, N. H. viz: -	-	-	-	Upon the requisitions of the commandant of the navy yard at Portsmouth.
			Navy bread, -	-	-	3½ cents per pound,	
			Whiskey, -	-	-	37½ cents per gallon,	
			Molasses, -	-	-	40 cents per gallon,	
			Vinegar, -	-	-	25 cents per gallon,	
			Rice, -	-	-	4 cents per pound,	
			Tobacco, -	-	-	17½ cents per pound,	Boston.
			Butter, -	-	-	25 cents per pound,	
			Cheese, -	-	-	12½ cents per pound,	
			Spermaceti candles, -	-	-	45 cents per pound,	
			Mould candles, -	-	-	25 cents per pound,	
Winslow Lewis & Co.	January	30,	All other articles of groceries at five per centum above the wholesale cash prices at Boston.	-	-	-	
			All articles of paints required for the Boston station for the year 1821, viz: -	-	-	-	
			White lead, dry, American, -	-	-	12 00 per cwt.	
			White lead, in oil, American, -	-	-	14 00 per cwt.	
			White lead, dry, foreign, -	-	-	12 00 per cwt.	
			White lead, in oil, foreign, -	-	-	13 00 per cwt.	
			Red lead, in oil, foreign, -	-	-	9 50 cents per cwt.	
			Red lead, in oil, American, -	-	-	9 50 cents per cwt.	
			Litharge, powdered, American, -	-	-	9 00 per cwt.	
			Litharge, powdered, foreign, -	-	-	9 00 per cwt.	
			Yellow ochre, in oil, -	-	-	10 00 per cwt.	
			Yellow ochre, dry, -	-	-	1 50 cents per cwt.	
			Stones ochre, -	-	-	18 cents per cwt.	
			Spanish brown, dry, -	-	-	2 50 cents per cwt.	
			Spanish brown, in oil, -	-	-	7 84 cents per cwt.	
			Venetian red, dry, -	-	-	6 50 cents per cwt.	
			Venetian red, in oil, -	-	-	13 34 cents per cwt.	
			Vermilion, pure, -	-	-	1 25 cents per pound,	
			Vermilion, -	-	-	36 cents per pound,	
			Green paint, in oil, -	-	-	14 cents per pound,	
			Black paint, in oil, -	-	-	20 00 per pound,	
			Chromic yellow, -	-	-	20 00 per pound,	
			Prussian blue, -	-	-	37 cents per pound,	
			Blue paint, in oil, -	-	-	1 00 per cwt.	
			Whiting, -	-	-	25 cents per pound,	
			Rose pink, -	-	-	1 35 cents per ounce,	
			Drop lake, -	-	-	56 cents per gallon,	
			Spirits of turpentine, -	-	-	37 cents per gallon,	
			Black varnish, -	-	-	37 cents per gallon,	
			Bright varnish, -	-	-	3 87 cents per gallon,	
			Copal varnish, -	-	-	1 00 per gallon,	
			Paint oil, raw, -	-	-	1 00 per gallon,	

## STATEMENT—Continued.

Contractors' names.	Date of Contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Winslow Lewis & Co.	1831. January 30,	Ship chandlery, &c. Paint oil, boiled. All other articles of paint at five per centum above the wholesale cash prices at Boston.	\$1 30 cents per gallon,	Upon the requisition of the commandant of the navy yard at	Boston.
William Yeaton,	January 30,	All the articles of ship chandlery required at the navy yard at Washington, during the year 1831, viz:	5 40 cents per dozen, 4 00 per dozen, 4 50 cents per dozen, 2 50 cents per dozen, 7 50 cents per dozen, 1 50 cents per dozen, 1 00 per dozen, 50 cents per pound, 50 cents each, 10 00 per piece, 3 75 cents each, 30 cents each, 1 cent per pound, 25 cents per pound, 50 cents each, 37½ cents each, 4 00 per dozen, 7 50 cents per dozen, 6 00 per dozen, 13 00 per dozen, 1 99 cents per gross, 15 cents per pound, 18 cents per pound, 10 cents per square or piece, 4 00 per dozen, 3 00 per dozen, 3 00 per dozen, 2 00 each, 75 cents each, 4 00 per dozen, 18 00 per dozen, 15 00 per dozen,	Upon the requisitions of the commandant of the navy yard at	Washington, D. C.
		Brushes, scrubbing, with handles, Brushes, clamp, Brushes, paint, Brushes for scrubbing paint, Brushes, whitewash, Brooms, brockory, Brooms, birch, Brushes, Buckets, paint, Bunting, ever, Cables, log, Chains, log, Chalk, white, Cocks, red, Cocks, brass, Cocks, common, Fids, splicing, Fids, cable, Hatchets, Harpoons, Hooks, fish, assorted, Hooks and thumbles, Hides, raw, Hides, half tanned, Horn lanterns, Hinges, butt, Hinges, brass, Hinges, chest, Hooks, boat, with staves, Hooks, boat, without staves, Handspikes, Glasses, two hour, Glasses, one hour,			



Glasses, half hour,  
 Glasses, twenty-eight seconds,  
 Glasses, fourteen seconds,  
 Glasses, spying, first quality,  
 Glasses, spying, second quality,  
 Glasses, spying, third quality,  
 Glasses, night,  
 Glass, window,  
 Glass, illuminators, polished,  
 Glass, illuminators, unpolished,  
 Glue,  
 Lines, deep sea, 100 fathoms,  
 Lines, hand,  
 Lines, fishing, assorted,  
 Lines, log, 100 fathoms,  
 Line, marline,  
 Line, house line,  
 Line, Hambro',  
 Line, grommet,  
 Line, bannett,  
 Lanterns, horn,  
 Lanterns, tin,  
 Lanterns, glass,  
 Logboard or stall,  
 Lead, bar,  
 Lead, sheet,  
 Lead, black,  
 Leather, pump,  
 Leather, scupper,  
 Leather, bellows,  
 Leather, for rigging,  
 Locks, pad,  
 Locks, brass, door,  
 Locks, iron, door,  
 Locks, chest,  
 Line,  
 Lamps, patent, binnacle,  
 Mallets, serving,  
 Mauls, top,  
 Mauls, commander's, wood,  
 Marinespikes,  
 Muslin, for charts,  
 Mortars and pestles, bell-metal,  
 Mortars and pestles, wood,  
 Mops,  
 Measures, tin, gallon,  
 Measures, tin, half gallon,  
 Measures, tin, quart,  
 Measures, tin, pint,  
 Measures, tin, half pint,  
 Nets, seine,  
 Nets, trudge,  
 Nets, trawl,

Upon the requisitions of  
 the commandant of  
 the navy yard at

Washington, D. C.

## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
William Yeaton,	1891. January 30,	Ship chandlery, &c. Needles, sewing, Needles, roping, Needles, marline, Palm irons, mounted, Palm irons, not mounted, Pencils, lead, Pencils, slate, Putty, Paper, cannon cartridge, Paper, musket cartridge, Paper, pistol cartridge, Paper, sheathing, Paper, sand, Paper, emery, Pitch, Pumps, hand, copper, Pumps, hand, wood, Oil, lamp, Oil, olive, Reels, log, Reels, deep sea, Rosin, Rivets, assorted, Soap, Scissors, Shears, sheep, Saltpetre, Sulphur, crude, Sulphur, flour, Scales and weights, Tallow, Tar, Thread, red, white, blue, Twine, whipping, Twine, roping, Twine, seine, Twine, sewing, Trumpets, hand, Trumpets, draw, Thimbles, assorted, Tin, sheets of, double, Tin, sheets of, single, Tin, sheets of, block,	2 00 per gross, 2 00 per gross, 25 cents per dozen, 1 00 per dozen, 20 cents per dozen, 50 cents per dozen, 124 cents per dozen, 124 cents per pound, 8 00 per team, 8 00 per team, 6 00 per team, 5 00 per team, 40 cents per quire, 50 cents per quire, 4 00 per barrel, 50 00 per dozen, 8 00 per dozen, 1 25 per gallon, 2 00 per gallon, 1 75 cents each, 1 50 each, 2 cents per pound, 15 cents per pound, 124 cents per pound, 50 cents per pair, 75 cents per pair, 10 cents per pound, 5 cents per pound, 8 cents per pound, 3 00 per set, 17 cents per pound, 3 00 per barrel, 1 25 per pound, 50 cents per pound, 50 cents per pound, 50 cents per pound, 50 cents per pound, 9 00 per dozen, 3 00 each, 17 cents per pound, 14 00 per box, 14 00 per box, 25 cents per pound,	<p>Upon the requisition of the commandant of the navy yard at</p>	Washington, D. C.



William and Joseph Duval,	February 1,	Turpentine, Wick, lamp, Wax, bees, Nails, iron, Nails, copper, Nails, spike, Nails, brad, Nails, scupper, Tacks, pump, Other articles of ship chandlery at five per centum above the wholesale cash prices at Baltimore.	10 cents per gallon, 25 cents per pound, 50 cents per pound, 10 cents per pound, 30 cents per pound, 12 cents per pound, 40 cents per pound, 20 cents per pound, 56 cents per pound,	Upon the requisitions of the commandant of the navy yard at	Washington, D. C.
		All the articles of slop clothing which may be required during the year 1891, at Portsmouth, N. H., Boston, Annapolis, New Orleans, and the lakes, viz:			
P. L. Mills and Napier,	February 1,	Pea jackets, Blue cloth trowsers, Blue cloth jackets, Duck frocks, Duck trowsers, Banyans, Red cloth vests, White flannel drawers, White flannel shirts, Yarn stockings, Black silk handkerchiefs, Felt hats, Shoes, copper fastened, Blankets, $3\frac{1}{2}$ point, Mattresses, All the articles of slop clothing required for the New York and Philadelphia stations, during the year 1891, viz:	5 40 each, 2 60 per pair, 4 34 each, 1 12 each, 98 per pair, 1 15 each, 1 80 each, 87 per pair, 1 50 each, 57 cents per pair, 52 cents each, 83 cents each, 1 90 per pair, 1 87 each, 4 50 each,	As required during the year 1891.	Portsmouth, N. H., Boston, Annapolis, New Orleans, and the lakes.
		Pea jackets, Blue cloth jackets, Blue cloth trowsers, Duck frocks, Duck trowsers, Duck banyans, Red cloth vests, White flannel drawers, White flannel shirts, Yarn stockings, Black silk handkerchiefs, Felt hats, Shoes, copper fastened, Blankets, $3\frac{1}{2}$ point, Mattresses, All the articles of slop clothing required for the navy at Washington and Norfolk, during the year 1891, viz:	5 37 $\frac{1}{2}$ each, 4 15 each, 2 45 per pair, 1 10 each, 90 cents per pair, 1 12 $\frac{1}{2}$ each, 1 65e each, 97 cents per pair, 1 35 each, 57 $\frac{1}{2}$ cents per pair, 54 cents each, 82 $\frac{1}{2}$ cents each, 1 30 per pair, 1 75 each, 4 50 each,	As required during the year 1891.	New York and Philadelphia.
Alexander Watson,	February 1,	Pea jackets, Blue cloth jackets, Blue cloth trowsers,	5 40 each, 4 25, if domestic 4 37 $\frac{1}{2}$ , 2 45, if domestic 2 50	As required during the year 1891.	Washington and Norfolk.

## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Alexander Watson,	1821. February 1,	Duck frocks, Duck trowsers, Duck banyans, Red cloth vests, White flannel drawers, White flannel shirts, Yarn stockings, Black silk handkerchiefs, Felt hats, Shoes, copper fastened, Blankets, $\frac{3}{4}$ point, Mattresses, Two hundred white oak logs for a frigate,	1 20 each, 95 cents per pair, 1 20 each, 1 70 each, 88, if domestic 98 cents per pair, 1 37 $\frac{1}{2}$ , if domestic 1 50 each, 50 cents, if domestic 56 cents per pair, 50 cents, 75 cents, if domestic 80 cents, 1 20 cents per pair, 1 80 cents each, 4 50 cents, 30 00 per 1,000 feet,	As required during the year 1821.	Washington and Norfolk.
Jacob Keen,	February 5,	All the fresh beef and vegetables required for the Sackett's Harbor station during the year 1821:	3 cents per pound, 1 cent per pound,	Half in April and half in August, 1821.	Philadelphia.
Ashbel Symonds,	February 7,	Beef, Vegetables, All the paints and oil required for the Baltimore station for the year 1821, viz:		Upon the requisition of the commandant at the station at	Sackett's Harbor.
Samuel Sweetser,	February 8,	White lead, dry, American, White lead, in oil, American, White lead, dry, foreign, White lead, in oil, foreign, Red lead, foreign, Red lead, American, Litharge, powdered, American, Litharge, powdered, foreign, Yellow ochre, in oil, Yellow ochre, dry, Stone ochre, Spanish brown, dry, Spanish brown, in oil, Venetian red, dry, Venetian red, in oil, Verdigris, Vermilion, Green paint, in oil, Lampblack, Black paint, in oil, Chromic yellow, Patent yellow, Prussian blue, Blue paint, in oil, Whiting,	13 00 per cwt. 15 00 per cwt. 14 00 per cwt. 16 00 per cwt. 12 00 per cwt. 10 00 per cwt. 12 50 cents per cwt. 12 50 cents per cwt. 8 00 per cwt. 2 50 cents per cwt. 16 cents per pound, 3 00 per cwt. 8 00 per cwt. 7 50 cents per cwt. 13 00 per cwt. 50 cents per pound, 1 50 cents per pound, 75 cents per pound, 10 cents per pound, 18 cents per pound, 1 50 cents per pound, 25 cents per pound, 3 00 per pound, 4 00 per pound, 1 25 cents per cwt.	As required during the year 1821.	Baltimore.



Winslow Lewis & Co.	February 9,		As required during the year 1891.	Baltimore.	Portsmouth, N. H.
Rose pink,			30 cents per pound,		
Drop lake,			1 00 per ounce,		
Spirits of turpentine,			60 cents per gallon,		
Black varnish,			45 cents per gallon,		
Bright varnish,			50 cents per gallon,		
Copal varnish,			5 00 per gallon,		
Paint oil, raw,			75 cents per gallon,		
Paint oil, boiled,			80 cents per gallon,		
All the ship chandlery required at Portsmouth, New Hampshire, during the year 1891, viz:					Upon the requisitions of the commandant of the navy yard at
Brushes, scrubbing, with handles,			5 50 cents per dozen,		
Brushes, clamp,			3 50 cents per dozen,		
Brushes, paint,			4 00 per dozen,		
Brushes for scrubbing paint,			2 50 cents per dozen,		
Brushes, whitewash,			4 00 per dozen,		
Brooms, hickory,			1 50 cents per dozen,		
Bristles, birch,			30 cents per dozen,		
Buckets, paint,			75 cents per pound,		
Bunting,			95 cents each,		
Calls, silver,			6 75 cents per piece,		
Chips, log,			3 00 each,		
Chalk, white,			12½ cents each,		
Chalk, red,			2 cents per pound,		
Cocks, brass,			20 cents per pound,		
Cock, common,			50 cents each,		
Fids, splicing,			10 cents each,		
Fids, cable,			4 50 cents per dozen,		
Hatchets,			24 00 per dozen,		
Harpoons,			7 00 per dozen,		
Hooks, fish, assorted,			10 00 per dozen,		
Hooks and thumbles,			1 50 cents per gross,		
Hides, raw,			15 cents per pound,		
Hides, half-tanned,			14 cents per pound,		
Horn for lanterns,			20 cents per pound,		
Hinges, butt,			12½ cents per square or piece,		
Hinges, brass,			1 00 per dozen,		
Hinges, chest,			3 00 per dozen,		
Hooks, boat, with staves,			1 50 cents per dozen,		
Hooks, boat, without staves,			1 25 cents each,		
Handspikes,			75 cents each,		
Glasses, two hours,			4 50 cents per dozen,		
Glasses, one hour,			18 00 per dozen,		
Glasses, half hour,			10 50 cents per dozen,		
Glasses, twenty-eight seconds,			9 00 per dozen,		
Glasses, fourteen seconds,			5 75 cents per dozen,		
Glasses, spying, first quality,			5 50 cents per dozen,		
Glasses, spying, second quality,			8 00 each,		
Glasses, spying, third quality,			4 00 each,		
Glasses, night,			3 00 each,		
Glass, window,			20 00 each,		
Glass illuminators, polished,			16 cents per foot,		
Glass illuminators, unpolished,			60 00 per dozen,		
			48 00 per dozen,		

## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Winslow Lewis & Co.	1821. February 9,	Glue, deep sea, one hundred fathoms, Lines, hand, " Lines, fishing, assorted, Lines, log, one hundred fathoms, Line, marline, " Line, house line, Line, Hambro', " Line, grommet, Line, bonnet, Lanterns, horn, Lanterns, tin, Lanterns, glass, Logboard or stall, Lead, bar, Lead, sheet, Lead, black, Leather, pump, Leather, scupper, Leather, bellows, Leather for rigging, Locks, pad, Locks, brass, door, Locks, chest, Lime, Lamps, patent, binnacle, Mallets, serving, Mauls, top, Mauls, commander's, wood, Marinespikes, Muslin for charts, Mortars and pestles, bell metal, Mortars and pestles, wood, Mops, Measures, tin, gallon, Measures, tin, half gallon, Measures, tin, quart, Measures, tin, pint, Measures, tin, half pint, Nets, seine, Nets, trudge, Nets, trawl, Needles, sewing, Needles, roping, Needles, marline,	25 cents per pound, 25 cents per pound, 25 cents per pound, 37½ cents per pound, 37½ cents per pound, 9 cents per skein, 10 cents per skein, 25 cents per skein, 25 cents per pound, 25 cents per pound, 18 00 per dozen, 6 00 per dozen, 3 00 each, 5 00 each, 8½ cents per pound, 32 cents per pound, 32 cents per pound, 37 cents per pound, 30 cents per pound, 27 cents per pound, 5 50 cents per dozen, 20 50 cents per dozen, 2 00 per dozen, 1 50 cents per barrel, 10 00 per half dozen, 4 00 per dozen, 1 00 each, 62½ cents each, 5 25 cents per dozen, 5 00 per piece, 3 00 each, 50 cents each, 6 00 per dozen, 75 cents each, 42 cents each, 25 cents each, 15 cents each, 12½ cents each, 75 cents per pound, 63 cents per pound, 62 cents per gross, 1 75 cents per gross, 3 50 cents per gross, 50 cents per dozen,	Upon the requisitions of the commandant of the navy yard at	Portsmouth, N. H.



Palm irons, mounted,	3 00 per dozen,
Palm irons, not mounted,	63 cents per dozen,
Pencils, lead,	1 00 per dozen,
Pencils, slate,	6 cents per dozen,
Putty,	12½ cents per pound,
Paper, cannon cartridge,	7 50 cents per ream,
Paper, musket cartridge,	6 00 per ream,
Paper, pistol, cartridge,	4 50 cents per ream,
Paper, sheathing,	2 00 per ream,
Paper, sand,	33 cents per quire,
Paper, emery,	38 cents per quire,
Pitch,	3 00 per barrel,
Pumps, hand, copper,	54 00 per dozen,
Pumps, hand, wood,	4 00 per dozen,
Oil, lamp,	1 17 cents per gallon,
Oil, olive,	1 33 cents per gallon,
Reels, log,	40 cents each,
Reels, deep sea,	2 00 each,
Rosin,	3 cents per pound,
Rivets, assorted,	20 cents per pound,
Soap,	11 cents per pound,
Scissors,	40 cents per pair,
Shears, sheep,	60 cents per pair,
Salpêtre, crude,	12½ cents per pound,
Sulphur, flour,	5 cents per pound,
Sulphur, flour,	3 cents per pound,
Scales and weights,	5 00 per set,
Tallow,	17 cents per pound,
Tat,	3 00 per barrel,
Thread, white, red, blue,	87½ cents per pound,
Twine, whipping,	40 cents per pound,
Twine, roping,	40 cents per pound,
Twine, seine,	42 cents per pound,
Twine, sewing,	50 cents per pound,
Trumpets, hand,	6 00 per dozen,
Trumpets, draw,	1 12½ cents each,
Thimbles,	25 cents per pound,
Tin, sheets of double,	14 00 per box,
Tin, sheets of, single,	12 00 per box,
Tin, sheets of, block,	20 cents per pound,
Turpentine,	18 cents per gallon,
Wick, lamp,	50 cents per pound,
Wax, bees,	25 cents per pound,
Nails, iron,	14 cents per pound,
Nails, copper,	35 cents per pound,
Nails, spike,	12½ cents per pound,
Nails, brad,	30 cents per pound,
Nails, scupper,	20 cents per pound,
Tacks, pump,	50 cents per pound,

Upon the requisitions of  
the commandant of the  
navy yard at

Portsmouth, N. H.

Other articles of ship chandlery at five per centum  
above the wholesale cash prices at Boston.





		Upon the requisitions of the commandant of the navy yard at	Portsmouth, N. H.
Sponge caps for worms, painted,	5 00	per dozen,	
Powder horns,	12 00	per dozen,	
Aprons of lead,	10	cents per pound,	
Match tubs,	18 00	per dozen,	
Lint stocks,	7 50	cents per dozen,	
Division bags,	30 00	per dozen,	
Covers for lanterns, painted,	6 00	per dozen,	
Battle axes,	36 00	per dozen,	
Wad formers for 43, 32, 24, 18, 12, and 6 p'ndrs,	7 00	per dozen,	
Fire buckets,	18 00	per dozen,	
Rammer heads,	18 00	per dozen,	
Cartouch boxes for muskets,	18 00	per dozen,	
Cartouch boxes for pistols,	18 00	per dozen,	
Boarding belts,	30 00	per dozen,	
Boarding caps,	18 00	per dozen,	
Boarding pikes,	40	cents per pound,	
Log line for lock strings,	12 00	per dozen,	
Cartouch boxes to contain 500 musket balls,	30 00	per dozen,	
Water cans, with copper hoops, for magazine,	50 00	per dozen,	
Pails, with copper hoops, for magazine,	50 00	per dozen,	
All other articles not enumerated five per cent. above			
the wholesale cash prices at Boston.			
All the articles of gunners' stores required for the Bos-			
ton station during the year 1821, viz:			
Simply canisters, assorted,	5 00	per dozen,	
Flannel cylinders, assorted,	30 00	per hundred,	
Cartouch boxes, leather,	15 00	per dozen,	
Leather boxes for quill tubes,	7 00	per dozen,	
Tompson's,	7 00	per dozen,	
Pails to cover muzzles,	5 00	per dozen,	
Sponge caps for worms, painted,	12 00	per dozen,	
Powder horns,	10	cents per pound,	
Aprons of lead,	18 00	per dozen,	
Match tubs,	7 50	cents per dozen,	
Lint stocks,	30 00	per dozen,	
Division bags,	6 00	per dozen,	
Covers for lanterns, painted,	9 00	per dozen,	
Battle axes,	6 00	per dozen,	
Fire buckets,	36 00	per dozen,	
Wad formers for 43, 32, 24, 18, 12, and 6 p'ndrs,	7 00	per dozen,	
Rammer heads,	18 00	per dozen,	
Cartouch boxes for muskets,	18 00	per dozen,	
Cartouch boxes for pistols,	18 00	per dozen,	
Boarding belts,	30 00	per dozen,	
Boarding caps,	18 00	per dozen,	
Boarding pikes,	40	cents per pound,	
Log line for lock strings,	12 00	per dozen,	
Cartouch boxes, to contain 500 musket balls,	30 00	per dozen,	
Water cans, with copper hoops, for magazine,	50 00	per dozen,	
Pails, with copper hoops, for magazine,	50 00	per dozen,	
All other articles not enumerated five per cent. above			
the wholesale cash prices at Boston.			
		Upon the requisitions of the commandant of the navy yard at	Boston.

## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
E. and A. Winchester,	1821.	Ship Chandlery, &c.			
	February 22,	All the fresh beef and vegetables required for the Boston station during the year 1821:			
		Beef, - - - - -	6½ cents per pound,	-	Boston.
M. Williamson, Anson G. Phelps, Plume and Co.	February 23,	Vegetables, - - - - -	13 cents per pound,	-	Philadelphia.
	February 28,	To finish a set of tanks for a ship of the line, -	18 cents per pound,	-	New York.
	March 1,	Thirty tons of pig lead, - - - - -	7 12½ cents per cwt.	-	
Lawrence Shuster,	March 2,	All the cordage of common lay required on the Norfolk station during the year 1821:			
		If hemp be from 160 to 170 dollars per ton, the price of the cordage to be -	10 cents per pound,	-	
		Upwards of 170 to 180 dollars per ton, -	10½ cents per pound,	-	
Almond Fuller,	March 6,	180 to 190 -	10½ cents per pound,	-	
		190 to 200 -	11 cents per pound,	-	
		200 to 210 -	11½ cents per pound,	-	
James White,	March 6,	210 to 220 -	10½ cents per pound,	-	
		Whatever may be the price of hemp, -	17 cents per pound,	-	
		White rope, common make, -		-	
Howes Galsborough, Tucker and Carter,	March 10, March 19,	All the fresh beef and vegetables required for the Philadelphia station from 19th April to 31st Dec. 1821:			
		Beef, - - - - -	43 cents per pound for shoulders, &c. -	-	
		Vegetables, - - - - -	5 cents per pound for sides or quarters, -	-	
James White,	March 6,	All the fresh beef and vegetables required at the Erie station during the year 1821:			
		Beef, - - - - -	Lowest market price, -	-	
		Vegetables, - - - - -		-	
Howes Galsborough, Tucker and Carter,	March 10, March 19,	484 pieces pine logs, -	3½ cents per pound,	-	
		372 pieces white oak timber, -	15 cents per pound,	-	
		42,500 feet white pine boards, -	1 75 cents per running foot, -	-	
James White,	March 6,	All the paints and oil required at Washington and Norfolk during the year 1821, viz:	19 00 per 1000 superficial feet, -	-	
		White lead, dry, American, -		-	
		White lead, in oil, American, -	13 00 per cwt.	-	
Howes Galsborough, Tucker and Carter,	March 10, March 19,	White lead, dry, foreign, -	12 66 cents per cwt.	-	
		White lead, in oil, foreign, -	13 33 cents per cwt.	-	
		Red lead, foreign, -	10 00 per cwt.	-	
Howes Galsborough, Tucker and Carter,	March 10, March 19,	Red lead, American, -	10 00 per cwt.	-	
		Litharge, powdered, American, -	9 50 cents per cwt.	-	
		Litharge, powdered, foreign, -	9 50 cents per cwt.	-	
Howes Galsborough, Tucker and Carter,	March 10, March 19,	Yellow ochre, in oil, -	10 00 per cwt.	-	
		Yellow ochre, dry, American, -	1 50 cents per cwt.	-	
		Stone ochre, -	18 cents per cwt.	-	
Howes Galsborough, Tucker and Carter,	March 10, March 19,	Spanish brown, dry, -	2 50 cents per cwt.	-	
		Spanish brown, in oil, -	8 96 cents per cwt.	-	
		Venetian red, dry, -	6 00 per cwt.	-	





## STATEMENT—Continued.

Contractors' names.	Date of contract.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Adams and Grover,	1891. April 26,	To build a wharf and launching slip at the navy yard, Philadelphia,	\$ 23 per cubic foot for white pine timber, when laid in the wharf, - 2 50 for each white oak fender, - 119 00 per ton of 2,240 pounds, - 4 cents per pound, - 5 25 cents per barrel, - 8 cents per pound, - 15 cents per pound, - 1 00 per bushel, - 35 cents per gallon, - 15 cents per gallon, - 35 cents per gallon, - 4 cents per pound, -	Within 18 months from the date of contract, - In 3 m. f'm date of con't, - To the order of the commanding officer of the United States' squadron at Gibraltar or Port Mahon, -	Philadelphia. Washington,  Gib'r or Pt Mahon.
Charles Ridgely, of H. Louis Barney,	April 13, June 23,	92,441 pounds flat and round iron, - 120,343 pounds navy bread, - 111 barrels of flour, - 5,000 pounds of cheese, - 4,000 pounds of butter, - 300 bushels of pease, - 1,670 gallons of molasses, - 1,839 gallons of vinegar, - 4,588 gallons of whiskey, - 10,000 pounds of rice, - To fill up with earth a portion of dock at the navy yard, Brooklyn, New York, - To build a slip and foundation for launching ways, with wharves attached to the same, and a ship house over the building slip, at the navy yard near Portsmouth, N. H. -	2 cents 2½ mills per load of earth, - 16,260 00 -	The whole to be finished by June 1, 1892, -	Brooklyn, N. Y. Portsmouth, N. H.
Martin Baker,	August 3,	300 barrels of beef, -	7 75 cents per barrel, -	Between 1st Dec. 1891, and 1st May, 1892, -	New Orleans.
Peter Guillet,	August 11,	All the keel and keelson pieces required in the construction of a ship of the line: If delivered at Boston, -	75 cents per cubic foot, - 50 cents per cubic foot, -	At navy yard, Boston, on or bef. Nov. 30, 1891, or navy'd Wash'n on or bef. Oct. 15, at op'n of con't or To be completed on or before Dec. 1, 1891, and before Dec. 20, 1891, -	Boston or Wash'ton.
Geer and Riley,	August 11,	To build a ship house in the navy yard, Brooklyn, New York, -	17,076 80 -	To be completed on or before Dec. 1, 1891, and before Dec. 20, 1891, and May 1, 1892, -	Brooklyn, N. Y.
Henry Johnson, John Anderson,	August 20,	700 barrels of pork, -	10 87½ cents per barrel, -	On or before Dec. 31, 1891, -	Washington.
G. Cooper & E. Macomber,	September 1,	To build at the navy yard, Brooklyn, New York, the bulk-heads of timber, filled in with stone, 1,000 barrels of pork, -	3 cents per cubical foot, - 10 87½ per barrel, -	Between Dec. 1, 1891, and May 1, 1892, -	Brooklyn, N. Y. At such n.y. as com'r's of navy designate.
Charles Ridgely, of H. M. Williamson,	September 1,	Iron for 21 anchors, -	100 00 per ton of 2,240 pounds, -	On or before Dec. 31, 1891, -	Washington.
E. and A. Winchester,	September 10,	Iron for 19 anchors, -	100 00 per ton of 2,240 pounds, -	Between Dec. 1, 1891, and May 1, 1892, -	Washington.
B. B. Howell,	October 1,	1,500 barrels of navy beef, -	9 25 cents per barrel, -	With all convey'd desph, -	Washington.
M. Williamson,	October 2,	909 tons cwt. 3 qrs. 14 lbs. of kentledge, -	33 00 per ton, -	Ensuing winter & spring, -	Charlestown, Mass.
James Tongue,	October 3,	64 tons 10 cwt. 2 qrs. 14 lbs. flat, rod, and square iron for a 44 gun ship, -	100 00 per ton for flat and square iron, -	In course of year 1892, -	Boston, Phi. & N'rk.
	November 9,	1 ton 15 cwt. 2 qrs. 24 lbs. for a 74 gun ship, - One complete set of keel & keelson pieces for a 74, - 4,000 cubical feet white oak logs, - All the knees that the trees to be cut for the above logs may yield, -	117 00 per ton for rod iron, - 70 cents per cubic foot for keel and keelson pieces, - 45½ per cubic foot for white oak logs, - 60 cents per sided inch for knees, -	Within 3 mo. from date, - On or before May 1, 1892, -	Portsmouth, N. H. Boston.



[illegible]

17th Congress.]

No. 206.

[1st Session.]

## COST AND UTILITY OF SMALL VESSELS.

COMMUNICATED TO THE SENATE BY THE CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS, FEBRUARY 8, 1822.

SIR:

NAVY COMMISSIONERS' OFFICE, February 2, 1822.

In reply to the call of the honorable Mr. Pleasants of the 31st ultimo, which you were pleased to refer to this Board, the Commissioners of the Navy beg leave respectfully to observe: 1st, That the number of vessels of war now belonging to the navy, under the force of a frigate, is two ships of 24 guns, four sloops of war, two small brigs, six schooners, and two gunboats. 2d, That, in the opinion of the Board, sloops of war would be the most useful small vessels that could at this time be added to the naval force; of these it will be perceived we have but very few; next to sloops of war, schooners of one hundred and seventy-five to two hundred tons would be the most desirable. 3d, That experience has abundantly taught us that it is always, in the end, far less expensive to build than to purchase vessels of war. Those which have hitherto been purchased have always necessarily undergone more or less alteration to suit them to the naval service, and, even after undergoing such alteration, have generally, if not always, been deficient in strength; and not being built altogether of the best materials, they have invariably, when taken into the navy, been found to require extensive repairs in a short time, and ultimately, at no very distant period, to be unworthy of repairs.

The other points in Mr. Pleasants's letter will, it is presumed, be more satisfactorily answered by yourself; the commissioners have, therefore, said nothing upon them.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

SIR:

NAVY DEPARTMENT, February 2, 1822.

I have the honor to enclose to you a copy of a letter from the Board of Commissioners of the Navy, in reply to part of yours of the 31st of January, relative to the naval force; in addition to which I state, for the information of the naval committee of the Senate, that the vessels employed in actual service are deemed necessary to the protection of commerce at the different points to which they are ordered, viz:

The ship Franklin, of 74 guns, to the Pacific ocean, to protect an extensive whale trade and commerce in that quarter.

The frigate Constellation, to return to the United States upon the arrival of the Franklin.

The schooner Dolphin, of 12 guns, was considered necessary to accompany the Franklin in a cruise on so distant service.

The frigate Constitution, the sloop of war Ontario, and the schooner Nonesuch are cruising in the Mediterranean, to keep the Barbary Powers in check, and for the protection of our commerce in that sea. This force is smaller than has been maintained there at any time since it became necessary to have a naval force in that quarter.

The sloop of war Hornet, of 18 guns, the brigs Enterprise and Spark, of 12 guns each, and four schooners, of 12 guns each, are cruising in the West Indies and Gulf of Mexico, for the protection of trade generally, and to suppress the acts of piracy, with instructions as to the slave trade. Two gunboats are also cruising for the same purposes along the coasts of Georgia and Florida.

These vessels are occasionally in port for supplies or small repairs, and at sea again immediately.

All the foregoing are employed in the most useful manner, and none can, it is believed, be withdrawn consistently with public duty, and the protection of our citizens and property extended over those vast tracts of oceans.

The following vessels under the force of frigates are now in port:

The ship John Adams, of 24 guns, at Norfolk, receiving repairs, and may be equipped for sea at a short notice.

The ship Cyane, of 24 guns, at New York, wanting small repairs.

The ship Peacock, of 18 guns, at Washington, requiring repairs to a small extent, and might be fitted for sea in two months.

The ship Erie, of 18 guns, at New York, requires extensive repairs, which cannot be completed until the close of next autumn.

These vessels, with those before mentioned, comprise the whole naval force under frigates, as stated in the report of the Naval Board, herewith enclosed.

I am, very respectfully, sir, your most obedient servant,

SMITH THOMPSON.

Hon. JAMES PLEASANTS, Jun., *Chairman Naval Committee of Senate.*

SIR:

NAVY COMMISSIONERS' OFFICE, February 8, 1822.

The Commissioners of the Navy, in answer to your letter of the 7th instant, this moment received, have the honor to state:

That a sloop of war of six hundred tons, with her armament complete, would cost . . . \$60,000

That a brig of two hundred and fifty tons, with her armament complete, would cost . . . 35,000

And that a schooner of one hundred and seventy-five to two hundred tons, with her armament complete, would cost \$18,000 to . . . 22,000

supposing them to be built of the best materials, which, though a little more costly in the first instance, are ultimately the cheapest.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Hon. JAMES PLEASANTS, Jun., *Chairman Naval Committee of Senate.*



17th CONGRESS.]

No. 207.

[1st Session.]

# ADDITIONAL NUMBER OF SMALL VESSELS TO BE EMPLOYED FOR THE SUPPRESSION OF PIRACY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 2, 1822.

Mr. McLANE, from the Committee on Naval Affairs, who were instructed, on the 3d of January and 5th of February last, to inquire into the expediency of building an additional number of small vessels of war, and of adopting other and more efficient measures for the protection of the commerce of the United States in the West Indies and Gulf of Mexico, made the following report, in part:

That they have made the investigation which the importance of the subject demands, and have kept in view the general object of protecting the persons and property of the citizens of the United States, and of guarding the laws of the United States from violation, upon terms the least embarrassing to the public finances.

The extent, however, to which the system of plunder upon the ocean is carried on in the West India seas and Gulf of Mexico is truly alarming, and calls imperiously for the prompt and efficient interposition of the General Government. Some fresh instance of the atrocity with which the pirates infesting those seas carry on their depredations, accompanied, too, by the indiscriminate massacre of the defenceless and unoffending, is brought by almost every mail, so that the intercourse between the northern and southern sections of the Union by sea is almost cut off.

The committee are induced to believe that this system of piracy is now spreading itself to a vast extent, attracting to it the idle, vicious, and desperate of all nations, and more particularly those who have heretofore been engaged in the slave trade, from which the vigilance of the American cruisers has driven them; and that, if they are not winked at by the authorities in the island of Cuba, they are in no respect restrained by their interference.

The committee are also of opinion that, extended as the American coast has now become, the danger of smuggling has considerably increased, and that both these considerations recommend the employment of an ample naval force, which, by scouring those seas, shall have the effect of driving the present freebooters from the ocean, and of preventing others from resorting to similar practices. Depredations of this description can be effectually broken up only by keeping up such a force as will render the hazard of engaging in them greater than the emolument to be derived from success.

Under this view of the subject, the committee have inquired into the situation of the vessels now belonging to the navy of the United States, to ascertain what portion of them may be advantageously employed for the purposes embraced in the above resolutions.

That of those actually employed they find that the ship Franklin of seventy-four guns is in the Pacific ocean for the protection of our commerce and whale trade in that quarter; and that the Constellation frigate of thirty-six guns is in the same ocean, but ordered to return to the United States upon the arrival of the Franklin; that the schooner Dolphin of twelve guns accompanies the Franklin as absolutely necessary upon so long a cruise.

That the frigate Constitution of forty-four guns, sloop of war Ontario of eighteen guns, and schooner Nonesuch of ten guns, are cruising in the Mediterranean to keep the Barbary Powers in awe and protect our commerce in that sea; and it is believed that a less force would be inadequate for these objects.

That the sloop of war Hornet of eighteen guns, the brigs Enterprise and Spark of twelve guns each, and the schooners Porpoise, Grampus, Shark, and Alligator, of twelve guns each, are already cruising in the West India seas and Gulf of Mexico for the protection of trade, the suppression of piracy, and traffic in slaves; and that two gunboats, Nos. 158 and 168, are also cruising along the coasts of Georgia and Florida for the same purposes.

That the frigate Macedonian is now equipping at Boston, and will soon sail on a cruise for the same object; and that it will be necessary to keep at least one vessel of war, either a corvette or schooner, on the coast of Africa, as the most efficient means for the suppression of the slave trade.

The committee are of opinion that no part of the foregoing enumerated force could be withdrawn from the service in which it is employed without detriment to the public interest, and that the force now in the West India seas and Gulf of Mexico is inadequate for the objects specified in the resolutions above referred to.

That the rest of the force belonging to the navy, consisting of the Java of forty-four guns, and now unworthy of repairs, the Erie of eighteen guns, the Peacock of eighteen guns, Congress of thirty-six guns, Guerriere of forty-four guns, John Adams of twenty-four guns, United States of forty-four guns, and Cyane of twenty-four guns, are in ordinary at the different navy yards at Boston, New York, Washington, and Norfolk.

But the committee do not hesitate to pronounce sloops of war to be better adapted to the purposes contemplated by the resolutions than frigates or smaller vessels. They are superior to frigates, because, being in relation to the service equally efficient, and costing no more than half the sum, they will enable us to multiply the chances of success, by increasing the number of vessels, and doubling the efficiency for the same expense. They are superior to smaller vessels, because they are decidedly of a greater force than any of the piratical cruisers, or even the vessels employed in the slave trade, many of which are now, or soon would be, more than a match for schooners. The number of men on board sloops of war would also give these vessels the advantage, by enabling them to man their prizes more securely; to man and send their boats in force into waters too shallow for schooners, where the pirates seek shelter; and for many other objects necessarily incident to such a service. Nor do the committee suppose that the consideration of promoting and preserving a proper discipline among the officers of the navy is altogether to be overlooked in deciding upon the species of force to be employed in a particular service.

The committee are of opinion, therefore, that, to afford immediate and effectual protection to our commerce in the West India seas and the Gulf of Mexico, the most expeditious and advisable course, in the first instance, would be to fit out the corvettes Cyane and John Adams, and the sloops of war Peacock and Erie, which can be accomplished within a short time, and with little expense; that the Erie can be fitted for the sea in the course of five months, the Peacock within two months, the John Adams within six weeks, and the Cyane within five weeks; and that the Constellation frigate, should it be thought necessary, may be directed, on her return from the Pacific, to cruise in the West India seas, though it is believed it would be more expensive than to build additional sloops of war for that purpose.

The four first named vessels are now undergoing repairs, and the amount necessary for this purpose is already embraced in the estimate for the present year; so that, if they should now be directed to be put in service, it will be necessary to increase the estimates for the service of the current year not more than one hundred and twenty thousand dollars. And the committee are authorized to state that this appropriation will not materially vary the state of the Treasury, as disclosed by the Secretary's report, because, since the date of that report, there has been transferred to the surplus fund an amount of unexpended balances of appropriations for the naval service sufficient to meet the increased expenditure. But the committee cannot suppose that, where the safety of the commerce and citizens of the United States calls imperiously for the exertion of the national force, so small an expenditure can be a matter of any moment. If the protection be necessary, it must be yielded; and the only consideration connected with the cost should be, that the money necessary to make it effectual should not be wastefully expended.

The committee further report that, in their opinion, it would be inexpedient for the United States to employ, arm, and equip private vessels for this purpose. If the force already indicated be insufficient for the purpose, the committee would prefer recommending the building of additional sloops of war, rather than to purchase private vessels; which are always of inferior composition and of unsuitable construction, and requiring repairs, and an unprofitable expense, to alter and make them at all fit for public vessels.

The committee are also of opinion that it would be inexpedient "to authorize the destruction of persons and vessels found at sea, or in uninhabited places, making war upon the commerce of the United States without any regular commission;" and that it would be inconsistent with public law or general usage to give any authority to destroy pirates and piratical vessels found at sea or in uninhabited places."

The committee are of opinion that it would be dangerous, and productive of great evil, to vest in the commanders of our public vessels an authority to treat as pirates, and punish without trial, even such persons as above described. It is not necessary for the accomplishment of the object in view that such an authority should be given, and it is essentially due to the rights of all, and the principles of "public law and general usage," that the consequences and punishment of piracy should follow only a legal adjudication of the fact.

On the whole, the committee are of opinion that the employment of a sufficient number of vessels in the West India seas and the Gulf of Mexico, authorized to make captures under the existing laws and regulations, if the officers are properly industrious and enterprising, would afford all the protection required; and the committee therefore recommend the adoption of the following resolution:

*Resolved*, That it is expedient forthwith to fit out and put in service the corvettes Cyane and John Adams, and the sloops of war Peacock and Erie, for the protection of commerce and the suppression of piracy in the West India seas and the Gulf of Mexico, and also to employ the frigate Constellation, should the President of the United States deem the employment of a frigate necessary for the purposes aforesaid.

17th CONGRESS.]

No. 208.

[1st Session.]

## NAVAL STORES AND MUNITIONS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 4, 1822.

Mr. McLANE, from the Committee on Naval Affairs, to whom was referred the subject of naval stores and munitions of war appertaining to the Naval Department, by a resolution of the House of Representatives of the 10th of December last, reported:

That they have instituted an inquiry into the state and condition of the navy ordnance and ordnance stores, and herewith submit a schedule, marked A, embracing a full statement thereof.

The whole of the ordnance embraced in this paper is reported to be in good condition, excepting only such as is noted to be otherwise; but it is represented to the committee that but few if any of these guns, excepting those procured under the act for the gradual increase of the navy, are of the most approved kind for ships of war, and many of them would be rejected for sea service by any experienced officer.

## A.

*Military stores at the United States' navy yard at Gosport, Virginia, procured under the appropriation for the "gradual increase."*

<i>Iron cannon.</i>	
10	32 pounds.
<i>Carronades.</i>	
10	42 "

*Military stores at the United States' navy yard, Philadelphia, procured under the appropriation for the "gradual increase."*

<i>Iron cannon.</i>	
2	32 pounds.
1	18 "
<i>Carronades.</i>	
11	42 "

*Sundries.*

1	gunner's handspike.
52	truck wheels.
2	rammers.
3	worms and ladles.
1	gun searcher.
3	gun scrapers.
10	sponges and rammers.
26	carronade beds.
10½	yards sponge cloth.
28	elevating screws and caps.
3	copper measures.
48	priming wires and boring bits.
11	gun carriages.

*Military stores at Washington, procured under the appropriation for the "gradual increase."*

<i>Cannon.</i>	
6	42 pounds.
109	32 "

*Carronades.*

64	42 pounds.
1	32 "
1	24 "
1	24 "
9	32 and 12.

*Round shot.*

3,388	42 pound.
8,613	32 "

*Grape shot.*

9,923	42 "
17,032	32 "

*Military stores at New York, procured under the appropriation for the "gradual increase."*

*Cannon.*

10	42 pounds.
98	32 "
37	42 "

*Round shot.*

13,144	32 pound.
8,498	42 "

*Grape.*

34,385	42 "
51,964	32 "

*Stools.*

12 tons 12 cwt. 1 qr. 5 lbs.	42 pounds.
9 tons 5 cwt. 2 qrs. 1 lb.	32 "
44 carronade beds—weight 4 tons 1 cwt. 10 lbs.	

*Military stores at the United States' navy yard, Gosport, Virginia, procured under former appropriations, and applicable to general purposes, fit for service.*

*Iron cannon.*

8	32 pounds.
6	24 "
14	18 "



*Carronades.*

2	.	.	32 pounds.
2 gunades,	.	.	8 "
8 gunades,	.	.	6 "
2 ten inch mortars.	.	.	
2 eprouvettes.	.	.	

*Round shot.*

425	.	.	42 pound.
92	.	.	32 "
7,853	.	.	24 "
1,023	.	.	18 "
430	.	.	12 "
315	.	.	9 "
379	.	.	6 "

*Double shot.*

800	.	.	18 "
300	.	.	12 "
378 shells.	.	.	

*Canister shot.*

172	.	.	42 "
75	.	.	32 "
281	.	.	18 "

*Grape shot.*

108 stands,	.	.	42 "
967 "	.	.	32 "
638 "	.	.	24 "
666 "	.	.	18 "
200 "	.	.	12 "
31 "	.	.	9 "

*Powder.*

296 barrels cannon powder.	
7 barrels priming powder.	
20 half barrels priming powder.	
9,020 musket cartridges.	
2,276 pistol cartridges.	
1,469 pounds crude sulphur.	

*Small arms.*

324 muskets.	
349 bayonets.	
10 pistol locks.	
423 cutlasses.	
285 boarding pikes.	
220 boarding axes.	
3,310 flints, assorted.	
40 pistols.	

*Cylinders.*

276	.	.	32 pounds,	} long guns.
632	.	.	24 "	
565	.	.	18 "	
509	.	.	32 "	} carronades
244	.	.	24 "	
184	.	.	12 "	
227	.	.	9 "	
107	.	.	12 pound langrage shot.	
88	.	.	6 pound	

1,535 spare stools.

4,702 lead balls.

27 tons 12 cwt. 1 qr. 22 lbs. loose grape shot.

8 16 3 5 canister shot.

54 false fires.

106 port fires.

38 rockets.

*Military stores at the United States' navy yard, Portsmouth, N. H., fit for service, procured under former appropriations, and applicable to general purposes.*

*Iron cannon.*

5	.	.	32 pounds.
5	.	.	24 "
2	.	.	18 "
1	.	.	9 "
2	.	.	6 "
8	.	.	4 "
2 carronades,	.	.	18 "
3 "	.	.	9 "
5 "	.	.	6 "

*Round shot.*

2,120	.	.	24 pound.
2,321	.	.	18 "
128	.	.	12 "
81	.	.	9 "
38	.	.	6 "
29 double shot,	.	.	18 "
100	.	.	

*Canister shot.*

103	.	.	32 pound.
78	.	.	24 "
66	.	.	18 "
8,708 lbs. loose.	.	.	

*Grape shot.*

88 stands,	.	.	32 "
453 "	.	.	24 "
262 stools,	.	.	18 "
119 stool bottoms.	.	.	
27 carronade beds.	.	.	

*Powder.*

151 barrels cannon powder.	
85 half barrels cannon powder.	
12 barrels priming powder.	
13 half barrels priming powder.	

*Small arms.*

26 muskets.	
61 pistols.	
40 cutlasses.	
40 boarding pikes.	

*Sundries.*

168 cartridge boxes.	
6 tube boxes.	
24 shot boxes.	
1,983 lbs. lead balls.	
14,524 lead balls.	
2 gun carriages.	
20 false fires.	
3 hot shot furnaces.	
23 powder horns.	
20 blue lights.	
49 lanterns.	
4 copper measures.	
54 quires cartridge paper.	
129 lbs. match rope.	
57 sponge and rammer heads.	
193 sponges and rammers.	
13 false fire stocks.	
13 blue light fire stocks.	
36 match stocks.	
69 sheep skins.	
1 gun-searcher.	
13 gun-scrappers.	

*Military stores fit for service at the United States' navy yard, Philadelphia, procured under former appropriations, and applicable to "general purposes."*

*Iron cannon.*

16	.	.	32 pounds
5	.	.	24 "
40	.	.	18 "
24	.	.	12 "
7	.	.	9 "
3	.	.	6 "

*Carronades.*

30	.	.	42 "
1	.	.	32 "
1	.	.	24 "
2 gunades.	.	.	
1 eprouvette.	.	.	

*Round shot.*

746	.	.	42 pound.
674	.	.	32 "
792	.	.	24 "
1,612	.	.	18 "
124	.	.	12 "
1,109	.	.	9 "
56	.	.	6 "

*Canister shot.*

241	.	.	4 pound.
11 tons 13 cwt. 1 qr. 19 lbs. loose grape.	.	.	
288 shells.	.	.	

*Powder.*

213 lbs. cannon powder.	
24 lbs. priming powder.	

*Materials.*

19,863 lbs. of crude sulphur.	
175,992 lbs. of refined nitre.	

*Small arms, &c.*

270 muskets.
114 pistols.
370 cutlasses.
269 powder horns.
37 sponges and rammers.
97 worms and ladles, assorted.

*Military stores at the United States' navy yard, New York, fit for service, and applicable to general purposes.*

*Iron cannon.*

46 . . . . .	32 pounds.
43 . . . . .	18 "
1 . . . . .	12 "
58 . . . . .	9 "
10 . . . . .	6 "
23 . . . . .	4 "
1 medium, . . . . .	32 "
1 medium, . . . . .	12 "

*Carronades.*

9 . . . . .	32 "
20 . . . . .	24 "
6 . . . . .	18 "
4 gunades, . . . . .	18 "
7 gunades, . . . . .	12 "
2 gunades, . . . . .	9 "
3 gunades, . . . . .	4 "
3 swivels. . . . .	
2 mortars. . . . .	

*Grape shot, loose.*

26,360 . . . . .	42 "
21,410 . . . . .	32 "
38,700 . . . . .	24 "
36,100 . . . . .	18 "
14,900 . . . . .	12 "

53,486 grape shot for canister.

154 hand grenades.

*Round shot.*

4,709 . . . . .	42 "	} quilted grape shot.
300 . . . . .	32 "	
2,200 . . . . .	24 "	
2,647 . . . . .	18 "	
706 . . . . .	9 "	
1,170 . . . . .	6 "	} can'r shot.
2,170 assorted double shot.		
1,084 shells.		
898 . . . . .	42 pounds,	
684 . . . . .	32 "	
1,080 . . . . .	24 "	
125 . . . . .	12 "	
125 . . . . .	9 "	
24 . . . . .	4 "	
181 stands, . . . . .	42 "	
446 " . . . . .	32 "	
81 " . . . . .	24 "	
383 " . . . . .	18 "	
60 " . . . . .	12 "	
53 " . . . . .	9 "	
26 " . . . . .	6 "	
50 " . . . . .	4 "	

7,937 stools, assorted.

*Powder.*

805 barrels cannon powder.
45 half barrels cannon powder.
452 quarter casks cannon powder.
12 cylinders full of powder.

*Materials.*

158,732 lbs. sulphur.
50,273 lbs. refined nitre.

*Small arms.*

26 muskets.
32 cutlasses.
18,160 flints, assorted.

*Sundries.*

3 chests mortar apparatus.
144 iron bands.
33 iron bands for gun trucks.
24 filling boxes.
5,427 lbs. lead balls.
2,016 lbs. buck shot.
45 bands for gun carriages.
1,614 cartridges.
510 cylinders.

## 11 grapnels.

1 barrel blue lights.
2 boxes blue lights.
200 boxes blue lights and false fire cases.
218 lanterns.
4 loggerheads.
30 gun mallets.
48 quires cartridge paper.
26 pins, lynch.
5,950 quills.
1,721 lbs. rope for matches.
31 elevating screws.
187 gun carriage trucks.
369 priming wires and gun bitts.
124 worms and ladles.

*Military stores at Washington, fit for service, and applicable for general purposes.*

*Iron cannon.*

44 . . . . .	32 pounds.
20 . . . . .	18 "
25 . . . . .	12 "
12 . . . . .	9 "
12 . . . . .	6 "
2 . . . . .	4 "

*Carronades.*

3 . . . . .	32 "
8 . . . . .	12 "

*Brass cannon.*

10 different calibers, from 1½ to 6 pound.
2 howitzers.
2 gunades.
15 eprouvettes.
72 repeating swivels.

*Round shot.*

1 . . . . .	32 pounder.
57 . . . . .	24 "
2,523 . . . . .	12 "
8,416 . . . . .	9 "
3,756 . . . . .	6 "
259 . . . . .	4 "
24 balls for eprouvettes.	

*Double shot.*

92 . . . . .	42 "
1,935 . . . . .	24 "
915 . . . . .	18 "
2,863 . . . . .	12 "
273 . . . . .	9 "
1,052 . . . . .	6 "

*Powder.*

258 barrels cannon powder.
65½ barrels priming powder.

*Small arms, &c.*

206 repeating muskets.
1 rifle.
1,066 muskets with bayonets.
569 pistols.
1,173 cutlasses.
83 boarding pikes.
597 boarding axes.
6 boarding caps.
50 cartridge boxes and belts, pistol.
196 cartridge boxes and belts, musket.
31 powder horns.

*Sundries.*

154 lanterns.
9 cannon locks.
53 musket locks.
12 locks, gun.
1 ream cartridge paper.

*Military stores at the United States' navy yard Charles-town, Massachusetts, fit for service, and applicable to general purposes.*

*Cannon.*

71 . . . . .	32 pounds.
19 . . . . .	24 "
8 . . . . .	18 "
7 . . . . .	12 "
7 . . . . .	9 "
1 . . . . .	6 "



<i>Carronades.</i>		
2	.	42 pounds.
33	.	32 "
5	.	24 "
1	.	9 "
12 gunades,	.	24 "
<i>Round shot.</i>		
3,212	.	42 pounds.
11,473	.	32 "
10,120	.	24 "
2,356	.	18 "
1,342	.	12 "
3,168	.	9 "
977	.	6 "
100 starboard and larboard shot.		
50 patent hollow.		
<i>Double shot.</i>		
100	.	32 pounds.
126	.	24 "
101	.	18 "
391	.	12 "
177	.	9 "
145	.	6 "
98	.	4 "
<i>Canister shot.</i>		
142	.	42 pounds.
500	.	32 "
108	.	24 "
456	.	18 "
32 tons 10 cwt. loose.		
<i>Grape shot.</i>		
18 stands,	.	42 pounds.
2	.	12 "
22	.	9 "
122 tons 10 cwt. 2 qr. loose.		
69 13 inch shells,		
399 8	.	
393 5	.	
<i>Grape stools.</i>		
470	.	42 pounds.
1,785	.	32 "
7,175	.	24 "
3,227	.	18 "
90	.	12 "
50	.	9 "
<i>Powder.</i>		
806½ barrels cannon powder.		
37½ barrels priming powder.		
<i>Materials.</i>		
3,307 pounds sulphur.		
38,154 pounds crude nitre.		
<i>Small arms.</i>		
1 rifle.		
25 boarding axes.		
78,381 flints, assorted.		
<i>Sundries.</i>		
8 cartouch boxes.		
42 passing boxes.		
1,668 pounds lead balls.		
97 brackets for carronades.		
7,831 cylinders.		
54 gun carriages.		
1 furnace hot shot.		
12 powder horns.		
<i>Iron cannon.</i>		
2	.	32 pounds.
18	.	24 "
6	.	18 "
10	.	12 "
11	.	9 "
12	.	6 "
2	.	3 "
3	.	2 "
1	.	1 "

*Military stores at the United States' navy yard, New Orleans, fit for service, and applicable to general purposes.*

<i>Carronades.</i>		
1	.	24 pounds.
5	.	18 "
7	.	12 "
3	.	9 "
2 brass	.	4 "
2 13 inch mortars.		
4 brass howitzers.		
<i>Round shot.</i>		
6,711	.	32 "
15,476	.	24 "
4,495	.	18 "
1,557	.	12 "
2,912	.	9 "
1,376	.	6 "
777	.	4 "
<i>Shells.</i>		
23	.	13 inch.
41	.	8 "
100	.	6 "
80	.	5 "
<i>Double shot.</i>		
275	.	32 pounds.
350	.	24 "
35	.	18 "
22	.	12 "
450	.	9 "
50	.	6 "
<i>Canister shot.</i>		
30	.	12 "
23	.	9 "
13,720 pounds loose.		
<i>Grape shot.</i>		
75 stands	.	32 "
408	.	24 "
190	.	18 "
147	.	12 "
253	.	9 "
89	.	6 "
<i>Powder.</i>		
310½ barrels cannon powder.		
34 half barrels cannon powder.		
17 quarter casks priming.		
14,968 musket and pistol cartridges.		
<i>Small arms.</i>		
98 battle axes.		
250 bayonets.		
7 blunderbusses.		
157 cutlasses.		
389 muskets.		
456 pikes.		
8 pistols.		
85 musket barrels.		
37 pistol barrels.		
<i>Grape stools.</i>		
225	.	32 pounds.
2	.	24 "
14	.	12 "
131	.	9 "
125	.	6 "
<i>Sundries.</i>		
30 locks.		
5 sky-rockets.		
60 priming tubes.		
1 gun breeching.		
18 rings, with straps for ditto.		
23 checks for carronades.		
4 gun carriages.		
34 blue fires.		
24 false fires.		
34 port fires.		
13 loggerheads.		
30 rings, with straps for ditto.		
21 sponges and rammers.		
4 elevating screws.		
15 gun spindles.		
19 gun scrapers.		
2 gun-carriage trucks.		
3 pair tongs for hot shot.		
14 worms and ladles, assorted.		

*Military stores at the United States' naval station, Erie, Pennsylvania, fit for service, and applicable to general purposes.*

<i>Iron cannon.</i>		
3	.	32 pounds.
1	.	24 "
2	.	18 "
8	.	12 "
15	.	9 "
4	.	6 "
<i>Carronades.</i>		
38	.	32 "
17	.	24 "
9	.	12 "
7 howitzers.	.	
4 swivels.	.	
<i>Round shot.</i>		
2,918	.	32 pounds.
1,033	.	24 "
320	.	18 "
919	.	12 "
1,760	.	9 "
626	.	6 "
<i>Double shot.</i>		
235	.	32 "
229	.	24 "
180	.	18 "
150	.	12 "
<i>Canister shot.</i>		
901	.	32 "
157	.	12 "
12	.	4 "
606 loose.	.	
<i>Grape shot.</i>		
538 stands.	.	32 "
30	.	24 "
8	.	18 "
20	.	9 "
12,049 loose.	.	
435 shells.	.	
24 grenades.	.	
71 stool and canister bottoms.	.	

*Powder.*

5,439 pounds cannon powder.  
861 pounds priming powder.

*Materials.*

245 pounds sulphur.

*Small arms.*

110 boarding pikes.  
122 bayonets.  
111 battle axes.  
1 cartridge box.  
140 muskets.  
476 cutlasses.

*Sundries.*

100 passing boxes.  
25,044 lead balls.  
104 naval and fighting bolts.  
80 cartridges for swivel.  
218 cartridges for cannon.  
4,320 cartridges, blank, musket.  
18 gun carriages.  
65 false fires.  
19 port-fires.  
43 powder horns.  
21 locks.  
3 bullet moulds.  
2 reams cartridge paper.  
194 quires cartridge paper.  
339 pounds match rope.  
66 shackles, hands and feet.  
139 priming wires.  
120 worms and ladles, assorted.  
10 gun barrels.

*Military stores at the United States' naval station at Sackett's Harbor, Ontario, fit for service.*

*Iron cannon.*

182	-	32 pounds.
73	-	24 "
24	-	18 "
17	-	12 "
2	-	9 "
7	-	6 "

*Carronades.*

1	-	68 pounds.
11	-	42 "
52	-	32 "
18	-	24 "
12	-	18 "

8 howitzers.

*Round shot.*

5,248	-	42 "
8,400	-	32 "
16,340	-	40 "
6,060	-	18 "
3,207	-	12 "
1,020	-	9 "
1,050	-	6 "
432	-	4 "

*Double shot.*

432	-	32 "
123	-	24 "
104	-	18 "
97	-	9 "

*Canister shot.*

340	-	42 "
760	-	32 "
1,213	-	24 "
34	-	18 "
48	-	9 "

*Grape shot.*

2,015	-	42 "
4,227	-	32 "
1,661	-	24 "
333	-	18 "

100 tons grape, loose.

*Small arms.*

31 muskets.  
79 pistols.  
249 cutlasses.  
804 boarding pikes.  
6 boarding axes.

*Sundries.*

166 cartouch boxes.  
98 passing boxes.  
163 locks.  
142 powder horns.  
40 hand shackles.  
40 feet shackles.  
219 boarding belts.  
20 carronade beds.  
81 bayonets.  
60 gun breechings.  
180 carriage trucks.  
19,920 flints.  
91 monkey tails.  
12 powder measures.  
149 sponges.  
39 carronade screws.  
1 torpedo.  
93 match tubs.  
2 musket scrapers.  
2 gun scrapers.  
63 rocket staffs.  
53 pike staffs.  
395 match staffs.  
1,501 lbs. buck shot.

*Military stores at Whitehall, Lake Champlain, fit for service, and applicable to general purposes.*

*Iron cannon.*

41	-	24 pounds.
17	-	18 "
33	-	12 "
17	-	9 "
10	-	6 "

*Carronades.*

6	-	42 "
30	-	32 "
6	-	24 "
26	-	18 "
8	-	12 "

15 swivels.

*Round shot.*

88	-	42 "
2,843	-	32 "



3,667	-	-	24 pounds.
1,935	-	-	18 "
2,419	-	-	12 "
300	-	-	9 "
1,140	-	-	6 "
1,851	-	-	4 "

*Double shot.*

130	-	-	9 "
-----	---	---	-----

*Canister shot.*

80	-	-	42 "
723	-	-	32 "
15	-	-	12 "

*Grape shot.*

112 stands	-	-	42 "
587	-	-	32 "
360	-	-	18 "
3 tons loose.	-	-	

*Powder.*

23,337 lbs. cannon powder.  
321½ lbs. priming powder.

*Small arms.*

687 muskets and bayonets.  
80 pistols.  
497 cutlasses.  
122 boarding axes.  
473 boarding pikes.  
11 spears.

*Sundries.*

477 musket cartridge boxes and belts.  
116 passing boxes.  
48 swivel cartridges.  
9,000 blank cartridges for muskets.  
221 port fires.  
124 powder horns.  
4 lanterns.  
124 locks.  
238 sponges and rammers.  
12 match tubs.  
1,167 quill tubes.  
600 lead tubes.  
93 priming wires.  
124 worms and ladles, assorted.  
1,870 wads.  
86 lead aprons.  
1 complete set of gun-slides and carriages.  
90 yards flannel for cylinders.  
15 loggerheads.  
15 lanterns, signal.  
328 lbs. lead balls.  
40 monkey tails.

*Military stores at Baltimore, fit for service, and applicable to general purposes.*

30,621 lbs. sulphur.  
28,051 lbs. crude saltpetre.

*Military stores at the United States' naval station at Charleston, South Carolina, fit for service, and applicable to general purposes.**Iron cannon.*

2	-	-	18 pounds.
7	-	-	9 "
19	-	-	6 "
1 carronade	-	-	12 pounder.
4 mediums.	-	-	
3 gunades.	-	-	

*Round shot.*

2,918	-	-	32 pounds.
3,652	-	-	24 "
1,574	-	-	18 "
1,818	-	-	12 "
1,710	-	-	9 "
1,438	-	-	6 "

*Double shot.*

1,130	-	-	32 "
140	-	-	9 "
35	-	-	6 "
217 langrage shot.	-	-	

*Canister shot.*

217	-	-	18 "
20 star shot.	-	-	
317 carronade beds.	-	-	
17,492 lbs. loose grape shot.	-	-	

*Powder.*

905 lbs. cannon powder.  
2,236 lbs. priming powder.  
3,569 cartridges, filled.

*Small arms.*

343 boarding pikes.  
144 boarding axes.  
1 cohorn.

*Sundries.*

69 passing boxes.  
37 powder horns.  
13 cannon locks.  
13 loggerheads.  
165 shackles.  
11 gun-carriage trucks.  
9 worms and ladles.

*At Fort Wayne, in the city of Savannah.**Cannon.*

5 long - 32 pounds.

*Carronades.*

26 of different calibers.

} These guns  
are very  
rough and  
rusty.

*At Fort Augusta, near Savannah.**Cannon.*

2 - 32 pounds, on carriages.  
1 - 32 " not on carriages.

3 These guns were loaned to the War Department during the late war.

*Military stores at Pittsburg, belonging to the navy, fit for service, and applicable to general purposes.*

21	-	42 pounds.	} Carronades, and beds for carronades.
42	-	32 "	
20	-	24 "	
20	-	18 "	
60 tons grape shot and stools.			

*At Newport, Rhode Island, fit for service, and applicable to general purposes.**Powder.*

2 quarter casks musket.  
15 whole casks cannon.  
2 ullage casks cannon.  
2 ullage casks musket.

*Grape shot.*

651 stands	-	-	24 pounds.
425	-	-	32 "

*Canister shot.*

56	-	-	32 "
51	-	-	24 "

*Round shot.*

170	-	-	32 "
145	-	-	24 "

*Double shot.*

10	-	-	6 "
2	-	-	9 "
3	-	-	24 "

1 cask ullage buck shot.  
1 box grape shot.

*Sundries.*

19 gun carriages.  
12 handspikes.  
12 sponges and rammers.  
13 passing boxes.  
411 wads.  
288 cylinders.  
26 match staffs.  
4 breechings for guns.  
12 loggerheads.  
8 powder horns.  
9 wooden cartridge boxes.  
2 hot shot furnaces.  
5 new powder casks.  
10 cannon locks.  
187 lbs. musket balls.  
4 stands six pound canister.

*Return of ordnance and ordnance stores, unfit for service, in the United States' navy yard, Gosport, Virginia.*

Iron cannon.			} Unfit for service.
2	-	32 pounds.	
2	-	18 "	
6	-	12 "	
14	-	9 "	
8	-	6 "	

Carronades.			} Unfit for service.
3	-	32 pounds.	
15	-	12 "	
1	-	gunade,	
1	-	swivel,	
2	-	howitzers,	

- Sundries.*
- 152 barrels cannon powder, under proof.
  - 1 half barrel cannon powder, under proof.
  - 7 barrels priming powder, under proof.
  - 6 half barrels priming powder, under proof.
  - 18 barrels, cannon powder, damaged.
  - 6 barrels powder dust.
  - 230 spare stools, for grape.
  - 231 cartridge boxes and belts, old.
  - 10 powder horns.
  - 50 priming wires.
  - 1,194 cylinders, moth eaten.
  - 238 worms and ladles, old.
  - 33 iron cannon locks, worn out.
  - 42 sponges and rammers.
  - 130 spare stands, for 42 pounds, broken.

*Defective and condemned ordnance, and ordnance stores, at the United States' navy yard, Portsmouth, New Hampshire.*

- 10 long 18 pounds, trunnions broke.

Shot, canister.		
13	-	32 pounds, requiring repairs.
144	-	24 " old and rusty.
91	-	18 " requiring repairs.

Shot, grape.		
74 stands	-	32 pounds, defective.
47 stands	-	24 " defective.
46 stands	-	18 " defective.

- Sundries.*
- 11 boxes passing, old.
  - 21 gun carriages, unfit for service.
  - 10 gun breechings, unfit for service.
  - 65 ladles and worms, old.
  - 72 canvass boarding belts, old.

*Defective and condemned ordnance at the United States' navy yard, Philadelphia.*

Iron cannon.		
2	-	32 pounds.
2	-	18 "
36	-	12 "
124	-	9 "
13	-	6 "
74	-	4 "

Canister shot.		
6	-	9 "
61	-	4 "
255 grape shot and stands.		

- Powder.*
- 179 lbs. cannon powder, old.
  - 1½ barrels damaged.

- Small arms, &c.*
- 1 pair damaged pistols.
  - 2 old blunderbusses.
  - 1 old musketoon.
  - 29 old boarding pikes.
  - 441 passing boxes.
  - 1000 cylinders.
  - 2 shot gauges.
  - 181 brushes and prickers.
  - 82 musket worms.
  - 46 bayonets.
  - 37 arm chests.

*Defective ordnance and ordnance stores, at the United States' navy yard, New York.*

Carronades.		
4	-	32 pounds, condemned.
2	-	18 "
1	-	12 "
3	-	long guns, 6, 9, & 32 "
1	-	mortar bed.
58	-	carronade beds.
88	-	skids.
120	-	carriages.
1,768 round shot, assorted.		

- Powder, &c.*
- 76 barrels cannon, under proof.
  - 571 cartouch boxes, requiring repairs.
  - 136 passing boxes, condemned.
  - 422 powder horns, requiring repairs.
  - 151 shackles, feet and hand, requiring repairs.
  - 57 pistol cartridge boxes, requiring repairs.
  - 74. cartouch and tube boxes for muskets and pistols, requiring repairs.
  - 60 cartridge boxes and belts, requiring repairs.
  - 23 tube boxes, requiring repairs.
  - 177 lead aprons, requiring repairs.
  - 1 set of boarding nettings, requiring repairs.
  - 25 boarding axes,
  - 78 " caps,
  - 177 bolts, naval and fighting,
  - 5 shot boxes,
  - 41 bolts, for gun carriages,
  - 225 scabbards and belts,
  - 94 screws, elevating
  - 26 " " female,
  - 63 lanterns,
  - 20 shot racks,

*Defective ordnance and ordnance stores, at the United States' navy yard, Washington.*

1,911	-	42 pounder,	} Round shot, condemned.
1,411	-	32 "	
2,167	-	24 "	
1,659	-	18 "	
18,734	-	12 "	
14,451	-	9 "	} Double shot, condemned.
9,153	-	6 "	
5,852	-	4 "	
1,358	-	24 pounder,	
3,726	-	18 "	
3,073	-	12 "	} Double shot, condemned.
2,588	-	9 "	
1,400	-	6 "	

- Small arms.*
- 1,632 muskets, requiring repairs.
  - 222 " unfit for service.
  - 138 " barrels,
  - 12 blunderbusses, requiring repairs.
  - 40 " unfit for service.
  - 13 repeating guns, requiring repairs.
  - 2 patent " "
  - 765 pistols,
  - 443 " unfit for service.
  - 992 bayonets,
  - 321 " requiring repairs.
  - 1,144 cutlasses,
  - 1,660 " unfit for service.
  - 51 battle axes, requiring repairs.
  - 320 cannon locks,
  - 74 musket locks,
  - 40 pistol " "

*Defective ordnance and ordnance stores, at the United States' navy yard, New Orleans.*

- Small arms.*
- 11 blunderbusses, bad.
  - 192 muskets,
  - 104 pistols,
  - 53 musket barrels,
  - 4 blunderbuss barrels, bad.

*Defective and condemned ordnance and ordnance stores, at the United States' naval station, Erie, Penn.*

- Iron cannon.*
- 7 12 pounds, trunnions, &c. broke.
  - 7 6 " unfit for service.
  - 4 swivels, trunnions broken.



2 carronades, 32 pounders, naval piece and pomilion broke.  
3 hand grenades, condemned.  
10,000 musket cartridges, damaged.

*Powder.*

95 pounds siftings.

*Small arms.*

29 muskets, unfit for service.  
22 pistols, requiring repairs.  
1 blunderbuss, defective.  
3 rifles, damaged.

*Sundries.*

340 cartouch boxes, requiring repairs.  
29 lead aprons, old.  
30 cannisters without bottoms, condemned.  
41 gun carriages, broken.

*Defective and condemned military stores at Whitehall, Lake Champlain.**Sundries.*

800 pounds match rope, bad.  
22 sheep skins, "  
12 match tubs, "  
1 set gun breeching, "  
500 flannel cylinders, " moth eaten.  
17 lanterns, "

*Defective and condemned ordnance stores at Charleston, South Carolina.**Shot, canister.*

101	.	32 pounders unfit for service.
160	.	14 "
180	.	18 "
190	.	12 "
90	.	9 "
130	.	6 "
4	.	4 "

*Grape.*

271 stands, assorted, requiring quilting.  
124 " 9 pounder,

*Recapitulation of ordnance and ordnance stores, procured under the appropriation for the "gradual increase."**Iron cannon.*

16	.	42 pounders.
219	.	32 "
1	.	18 "

*Carronades.*

122	.	42 "
1	.	32 "
1	.	24 "
1	.	24 "
1	.	gunade,
9	.	howitzers.

*Round shot.*

11,886	.	42 "
21,767	.	32 "

*Grape shot.*

44,308 stands,	.	42 "
68,986	.	32 "

*Stools.*

tons.	cwt.	qr.	lbs.	
12	12	1	5	42 "
9	5	2	1	32 "

*Sundries.*

1 gunner's handspike.  
52 truck wheels.  
2 rammers.  
1 gun searcher.  
3 gun scrapers.  
10 sponges and rammers.  
70 carronade beds.  
10½ yards sponge cloth.  
28 elevating screws and caps.  
3 copper measures.  
29 priming wires.  
19 boring bits.  
11 gun carriages.

*Recapitulation of ordnance and ordnance stores, procured under former appropriations, fit for service, and applicable to general purposes.**Iron cannon.*

385	.	32 pounders.
165	.	24 "
178	.	18 "
125	.	12 "
137	.	9 "
80	.	6 "
33	.	4 "
2	.	3 "
3	.	2 "
1	.	1 "

*Carronades.*

1	.	68 "
170	.	42 "
210	.	32 "
88	.	24 "
71	.	18 "
33	.	12 "
7	.	9 "
5	.	6 "
2 brass	.	4 "

26 of different calibres.  
10 brass cannon from 1½ to 6 pounders.  
21 howitzers.  
6 mediums.  
42 gunades.  
5 mortars.  
18 eprouvettes.  
22 swivels.  
72 repeating swivels.

*Round shot.*

1,151	.	42 pounder.
36,200	.	32 "
63,456	.	24 "
18,350	.	18 "
13,367	.	12 "
21,497	.	9 "
12,331	.	6 "
3,319	.	4 "

153 starboard and larboard and patent hollow shot.  
24 eprouvette balls.

*Double shot.*

92	.	42 pounder.
2,172	.	32 "
3,766	.	24 "
2,164	.	18 "
3,726	.	12 "
3,718	.	9 "
1,252	.	6 "
98	.	4 "

2,170 assorted.  
107 langrage shot, 12 "  
88 " 6 "  
217 assorted.

*Canister shot.*

734	.	42 "
3,564	.	32 "
1,531	.	24 "
1,477	.	18 "
252	.	12 "
124	.	9 "
26	.	6 "
303	.	4 "

53,092 loose.  
114,919 pounds, loose.

*Grape shot, stands of.*

3,151	.	42 "
7,581	.	32 "
5,281	.	24 "
1,198	.	18 "
474	.	12 "
451	.	9 "
89	.	6 "
24	.	4 "

1 box of grape shot.  
20 star shot.  
324 tons 16 cwt. 1 qr. 13 lbs. loose grape.  
1,762 pounds loose grape.  
149,519 number, loose grape.  
3,290 shells, assorted.  
192 grenades.

- 23,028 stools assorted.  
190 stool and canister bottoms.  
321 stands, grape and canister.  
133 carronade beds.

*Powder materials.*

- 21,332 pounds of crude sulphur.  
28,051 pounds saltpetre.  
226,265 pounds of refined nitre.  
192,905 pounds of sulphur.  
38,154 pounds of crude nitre.

*Powder.*

- 2,641  $\frac{2}{3}$  barrels cannon powder.  
79 half barrels cannon powder.  
473 quarter casks cannon powder.  
29,979  $\frac{1}{2}$  pounds cannon powder.  
2 ullage casks.

*Priming powder.*

- 122 barrels.  
20 half barrels.  
3,856  $\frac{1}{2}$  pounds.  
2 ullage casks, musket.  
12 cylinders filled.  
18,537 cartridges filled.

*Small arms.*

- 11 spears.  
206 muskets, repeaters.  
7 blunderbusses.  
2 rifles.  
1,753 muskets, with bayonets.  
1,206 muskets, without bayonets.  
721 bayonets.  
951 pistols.  
3,417 cutlasses.  
2,594 boarding pikes.  
1,323 boarding axes.  
6 boarding caps.  
1 cohorn.  
104,851 flints, assorted.

*Sundries.*

- 86 lead aprons.  
3 chests apparatus for mortars.  
144 bands, iron.  
33 bands for gun carriage trucks.  
58 cartridge boxes and belts, pistol.  
851 cartridge boxes and belts, muskets.  
24 boxes filling.  
6 boxes tube.  
24 shot boxes.  
340 boxes, passing.  
8,993 pounds of lead balls.  
44,270 number of lead balls.  
2,016 pounds of buck shot.  
1 ullage cask of buck shot.  
45 bands, gun carriage.  
5 gun breechings.  
18 rings for gun breechings.  
132 musket and pistol barrels.  
97 brackets, for carronades.  
104 bolts, naval and fighting.  
128 swivel cartridges.  
218 cannon cartridges.  
14,834 musket cartridges.  
9,020 musket cartridges, filled with balls.  
2,276 pistol cartridges, filled with balls.  
23 carronade checks.  
5 casks, for powder.  
11,256 cylinders.  
97 gun carriages.  
90 yards of flannel, for cylinders.  
34 blue fires.  
163 false fires.  
480 port fires.  
6 hot shot furnaces.  
11 grapnels.  
617 powder horns.  
1 complete set of slides and carriages, for guns at Whitehall.  
1 barrel of blue lights.  
20 in number, blue lights.  
2 boxes blue lights.  
200 boxes blue lights and false fire cases.  
470 lanterns, assorted.  
175 locks, good.  
122 locks, cannon.  
53 locks, musket.  
120 locks, gun n.

- 57 loggerheads.  
30 rings, with straps, for loggerheads.  
4 copper measures,  
30 gun mallets.  
3 moulds, bullets.  
3 reams cartridge paper.  
33  $\frac{1}{2}$  quires cartridge paper.  
26 litch pins.  
2,189 pounds match rope.  
43 rockets.  
57 sponge and rammer heads.  
481 sponges and rammer heads, assorted.  
13 stocks false fire.  
13 stocks blue lights.  
62 stocks match.  
650 stocks pistol.  
518 stocks gun.  
150 stocks lint.  
91 screws, elevating.  
15 spindles, gun.  
69 sheep skins.  
1 gun searcher.  
32 scrapers.  
231 shackles, feet and hand.  
60 tubes, priming.  
16 tubes, match.  
200 gun trucks, for carriages.  
3 tongs, hot shot.  
40 monkey tails.  
1,767 tubes, priming.  
601 priming wires.  
495 worms and ladders.  
2,281 wads, assorted.

*Recapitulation of defective and condemned ordnance, and ordnance stores.*

*Iron cannon.*

- |     |    |                                  |
|-----|----|----------------------------------|
| 5   | 32 | pounders, rust eaten, defective. |
| 4   | 32 | " condemned.                     |
| 2   | 18 | " rusty.                         |
| 10  | 18 | " trunnions broke.               |
| 2   | 18 | " defective.                     |
| 2   | 18 | " condemned.                     |
| 49  | 12 | " defective.                     |
| 1   | 12 | " condemned.                     |
| 130 | 9  | " defective.                     |
| 22  | 6  | " defective.                     |
| 7   | 6  | " unfit for service.             |
| 74  | 4  | " defective.                     |

*Carronades.*

- |    |                |                      |
|----|----------------|----------------------|
| 5  | 32             | pounders, defective. |
| 15 | 12             | pounders, "          |
| 5  | swivels,       | "                    |
| 1  | gunade,        | "                    |
| 2  | howitzers,     | "                    |
| 3  | hand grenades, | condemned.           |

*Round shot.*

- |        |           |                      |
|--------|-----------|----------------------|
| 1,911  | 42        | pounders, condemned. |
| 1,411  | 32        | " "                  |
| 2,167  | 24        | " "                  |
| 1,659  | 18        | " "                  |
| 18,734 | 12        | " "                  |
| 14,451 | 9         | " "                  |
| 9,153  | 6         | " "                  |
| 5,852  | 4         | " "                  |
| 1,768  | assorted, | "                    |

*Double shot.*

- |       |    |                      |
|-------|----|----------------------|
| 1,385 | 24 | pounders, condemned. |
| 3,726 | 18 | " "                  |
| 3,071 | 12 | " "                  |
| 2,588 | 9  | " "                  |
| 1,400 | 6  | " "                  |

*Canister shot.*

- |     |    |                      |
|-----|----|----------------------|
| 13  | 32 | pounders, defective. |
| 101 | 32 | " unfit for service. |
| 304 | 24 | " "                  |
| 182 | 18 | " "                  |
| 91  | 18 | " defective.         |
| 190 | 12 | " unfit for service. |
| 96  | 9  | " "                  |
| 130 | 6  | " "                  |
| 65  | 4  | " "                  |

*Grape shot, stands.*

- 255 assorted, defective.  
271 requiring quilting.





rooms, fuel, candles, &c.; but when placed on shore, at naval stations, they have not such accommodations. At the navy yards, in which houses have been built for the officers, no allowance of house-rent is made; but when no houses are attached to the navy yards, house rent has been allowed, in proportion to the rents, for suitable accommodations at those places.

The allowances now made are regulated by a table, making them all equal, or as nearly so as practicable. While ships are receiving repairs, and the officers cannot be accommodated on board, it has uniformly been the practice to allow each officer two dollars per week as chamber money.

I enclose, herewith, a copy of a letter, from the Fourth Auditor of the Treasury, upon the subject of allowances to officers in command of navy yards and stations.

The allowances have, in most instances, been made by the Auditor in the settlement of accounts, without any reference to this Department, he considering himself authorized so to do by the usage of the service from the commencement of the naval establishment with the approbation and sanction of the Secretary of the Navy.

I have the honor to be, with the highest respect, sir, your most obedient servant,

SMITH THOMPSON.

To the PRESIDENT OF THE UNITED STATES.

SIR:

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *March 1, 1822.*

The allowance of double rations and emoluments, to the officers in command of the navy yards and stations, have been admitted to their credit, since I have been at the head of this office, from the usage which I found in practice when I first entered into this duty.

I have the honor to be, with great respect, sir, your obedient servant.

CONSTANT FREEMAN, *4th Auditor.*

The Hon. SMITH THOMPSON, *Secretary of the Navy.*

A.

*Exhibit showing the number and location of the navy yards and naval stations in the United States; the number and grade of officers attached to each; their pay and emoluments, or extra compensation.*

	Pay per month.	Rations per day.	House rent per annum.	Cords of wood per annum, to be paid in kind.	For candles per ann.	SERVANTS.	
	Dollars.	No.	Dollars.	No.	Dollars.	No.	Pay per month.
<i>Navy yard, near Portsmouth, N. H.</i>							
1 Captain commandant,	100	16	-	28	65	3	8
1 Master commandant,	60	5	300	20	40	2	8
1 Purser,	40	2	200	12	20	1	8
1 Surgeon,	50	2	200	20	20	1	8
1 Surgeon's mate,	30	2	145	14	16	1	6
1 Sailing-master,	40	2	-	12	20	1	8
1 Boatswain,	20	2	90	9	12	1	6
1 Gunner,	20	2	90	9	12	1	6
<i>Navy yard, Charlestown, Mass.</i>							
1 Captain commandant,	100	16	-	28	65	3	8
1 Master commandant,	60	5	300	20	40	2	8
1 Lieutenant,	40	3	200	20	20	1	8
1 Purser,	40	2	200	12	20	1	8
1 Surgeon,	50	2	200	20	20	1	8
1 Surgeon's mate,	30	2	145	14	16	1	6
1 Sailing-master,	40	2	200	12	20	1	8
1 Boatswain,	20	2	90	9	12	1	6
1 Gunner,	20	2	90	9	12	1	6
1 Carpenter,	20	2	90	9	12	1	6
<i>Navy yard, Brooklyn, N. Y.</i>							
1 Captain commandant,	100	16	-	28	65	3	8
1 Master commandant,	60	5	300	20	40	2	8
1 Lieutenant,	40	3	200	20	20	1	8
1 Surgeon,	50	2	200	20	20	1	8
1 Surgeon's mate,	30	2	145	16	14	1	6
1 Purser,	40	2	200	12	20	1	8
1 Chaplain,	40	2	250	-	-	-	-
1 Sailing-master,	40	2	200	12	20	1	8
1 Boatswain,	20	2	90	9	12	1	6
1 Gunner,	20	2	90	9	12	1	6
1 Carpenter,	20	2	90	9	12	1	6
1 Hospital surgeon,*	-	-	-	-	-	-	-
1 Assistant surgeon,	50	2	-	-	-	-	-
<i>Navy yard, Philadelphia.</i>							
1 Captain commandant,	100	16	600	28	65	3	8
1 Master commandant,	60	5	300	20	40	2	8
1 Lieutenant,	40	3	200	20	20	1	8
1 Surgeon,	50	2	200	20	20	1	8
1 Surgeon's mate,	30	2	145	14	16	1	6
1 Purser,	40	2	200	12	20	1	8
1 School-master,	25	2	no allow-	ance.	-	-	-
1 Sailing-master,	40	2	200	12	20	1	8
1 Boatswain,	20	2	90	9	12	1	6
1 Gunner,	20	2	90	9	12	1	6
1 Carpenter,	20	2	90	9	12	1	6

\* Pay, &c. same as are allowed to officers of the same class in the army.



## EXHIBIT A—Continued.

	Pay per month.	Rations per day.	House rent per annum.	Cords of wood per annum, to be paid in kind.	For candles per ann.	SERVANTS.	
	Dollars.	No.	Dollars.	No.	Dollars.	No.	Pay per month.
<i>Navy yard, Washington City.</i>							
1 Captain commandant, - - -	100	16	-	28	65	3	8
1 Master commandant, - - -	60	5	-	20	40	2	8
1 Lieutenant, - - -	40	3	no allow-	ances.			
1 Surgeon,* - - -							
1 Surgeon's mate,* - - -							
1 Purser, - - -	40	2	200				
1 Sailing-master, - - -	40	2	150	12	20	1	8
1 Boatswain, - - -	20	2	90	9	12	1	6
1 Gunner, - - -	20	2	90	9	12	1	6
1 Carpenter, - - -	20	2	90	9	12	1	6
<i>Navy yard, Gosport, Virginia.</i>							
1 Captain commandant, - - -	100	16	-	28	65	3	8
1 Lieutenant, - - -	40	3	200	20	20	1	8
1 Surgeon, - - -	50	2	200	20	20	1	8
1 Surgeon's mate, - - -	30	2	145	14	16	1	6
1 Purser, - - -	40	2	200	12	20	1	8
1 Sailing-master, - - -	40	2	200	12	20	1	8
1 Boatswain, - - -	20	2	90	9	12	1	6
1 Gunner, - - -	20	2	90	9	12	1	6
1 Carpenter, - - -	20	2	90	9	12	1	6
<i>Navy yard, New Orleans.†</i>							
1 Captain commandant, - - -	100	16	1,500	28	65	3	8
1 Master commandant, - - -	60	5	300	20	40	2	8
1 Lieutenant, - - -	40	3	240	20	20	1	8
1 Surgeon, - - -	50	2	240	20	20	1	8
1 Surgeon's mate, - - -	30	2	240	14	16	1	6
1 Purser, - - -	40	2	800	12	20	1	8
1 Sailing-master, - - -	40	2	240	12	20	1	8
1 Boatswain, - - -	20	2	96	9	12	1	6
1 Gunner, - - -	20	2	96	9	12	1	6
1 Carpenter, - - -	20	2	200	9	12	1	6

## STATIONS.

	Pay per month.	Rations per day.	House rent per annum.	Remarks.
	Dollars.	No.	Dollars.	
<i>Sackett's Harbor.</i>				
1 Captain, - - -	100	16	400	Schooner Lady of the Lake.
1 Lieutenant commandant, - - -	50	4	-	
1 Lieutenant, - - -	40	3	-	
1 Purser, - - -	40	2	-	In charge of ships laid up.
1 Surgeon, - - -	50	2	-	
3 Sailing-masters, - - - each, -	40	2	-	
1 Boatswain, - - -	20	2	-	
1 Gunner, - - -	20	2	-	
1 Carpenter, - - -	20	2	-	
<i>Erie, Pennsylvania.</i>				
1 Master commandant, - - -	60	10	300	No allowances.
1 Lieutenant, - - -	40	3	-	
1 Purser, - - -	40	2	104 }	Chamber money.
1 Surgeon, - - -	50	2	104 }	
1 Sailing-master, - - -	40	2	-	No allowances.
1 Boatswain, - - -	20	2	-	No allowances.
1 Carpenter, - - -	20	2	-	No allowances.
<i>Whitehall, Lake Champlain.</i>				
1 Captain, - - -	100	16	300	No allowances.
1 Lieutenant, - - -	40	3	-	
1 Surgeon, - - -	50	2	104 }	Chamber money.
1 Sailing-master, - - -	40	2	-	
				No allowances.

\* Pay, &amp;c. same as are allowed to officers of the same class in the army.

† The allowances at New Orleans have not been fixed, but are under consideration, and will be in proportion to the rate of house rent, &amp;c. at that expensive place.

## EXHIBIT A—Continued.

	Pay per month.	Rations per day.	House rent per annum.	Remarks.
	Dollars.	No.	Dollars.	
<i>Portsmouth, New Hampshire.</i>				
1 Lieutenant,	40	3	-	No allowances.
<i>Boston.</i>				
1 Captain,	100	16	-	Commanding Independence 74.
1 Captain,	100	8	-	Commanding Java 44.
1 Master commandant,	60	5	-	Recruiting rendezvous.
2 Lieutenants,	40	3	-	Attached to the Columbus 74.
5 Lieutenants,	40	3	-	Do. to the Independence 74.
1 Lieutenant,	40	3	-	Do. to the Java 44.
1 Surgeon,	50	2	-	Attending recruit. rendezvous.
1 Surgeon,	50	2	-	Columbus 74.
1 Surgeon's mate,	30	2	-	Independence 74.
1 Sailing-master,	40	2	-	Independence.
1 Sailing-master,	40	2	-	Java.
1 Sailing-master,	40	2	-	Columbus 74.
1 Purser,	40	2	-	Independence.
<i>Newport, Rhode Island.</i>				
1 Captain,	100	16	300	Pay and rations. No allowance.
1 Purser,	40	2	-	Ditto.
1 Surgeon,	50	2	-	Ditto.
1 Sailing-master,	40	2	-	Ditto.
2 Lieutenants,	40	3	-	Ditto.
<i>New York.</i>				
1 Captain,	100	8	-	Recruiting rendezvous.
1 Captain,	100	8	-	Ship Cyane.
1 Captain,	100	8	-	Steam frigate Fulton.
1 Captain,	100	8	-	Ohio 74.
1 Master commandant,	60	5	-	Washington 74.
3 Masters commandant,	60	5	-	1 sick, 1 just returned home, and one employed occasionally.
2 Lieutenants,	40	3	-	Ohio 74.
5 Lieutenants,	40	3	-	Washington 74.
4 Lieutenants,	40	3	-	Cyane.
3 Lieutenants,	40	3	-	Erie, sloop of war.
2 Lieutenants,	40	3	-	Steam frigate.
5 Lieutenants,	40	3	-	Occasional duty.
1 Purser,	40	2	-	Steam frigate.
1 Purser,	40	2	-	Washington.
1 Purser,	40	2	-	Erie, sloop of war.
1 Purser,	40	2	-	Cyane.
1 Purser,	40	2	-	Receiving vessel.
1 Surgeon,	50	2	-	Washington 74.
1 Surgeon,	50	2	-	Steam frigate.
1 Surgeon,	50	2	-	Cyane.
1 Surgeon's mate,	30	2	-	Washington 74.
1 Sailing-master,	40	2	-	Washington 74.
2 Sailing-masters,	40	2	-	Steam frigate.
4 Sailing-masters,	40	2	-	
<i>Philadelphia.</i>				
1 Master commandant,	60	5	-	Recruiting rendezvous.
1 Master commandant,	60	5	-	North Carolina 74.
1 Master commandant,	60	5	-	No allowance.
1 Lieutenant commandant,	50	4	-	Schooner Corporation.
8 Lieutenants,	40	3	-	No allowance.
5 Surgeons,	50	2	-	No allowance.
1 Surgeon's mate,	30	2	-	Recruiting rendezvous.
2 Surgeons' mates,	30	2	-	No allowance.
1 Sailing-master,	40	2	-	Recruiting rendezvous.
4 Sailing-masters,	40	2	-	
<i>Baltimore.</i>				
1 Captain,	100	16	300	Recruiting rendezvous.
1 Master commandant,	60	5	-	No allowance.
3 Masters commandant,	60	5	-	Schooner Asp.
1 Lieutenant commandant,	50	4	-	Recruiting rendezvous.
1 Lieutenant,	40	3	-	No allowance.
5 Lieutenants,	40	2	-	Recruiting rendezvous.
1 Surgeon,	50	2	-	One at hospital.
2 Surgeons,	50	2	-	Recruiting rendezvous.
1 Surgeon's mate,	30	2	-	Recruiting rendezvous.
1 Purser,	40	2	-	
1 Sailing-master,	40	2	-	Schooner Asp.
1 Sailing-master,	40	2	-	In charge of naval stores.
<i>Norfolk.</i>				
1 Captain,	100	16	300	2 servants at \$10.



## EXHIBIT A—Continued.

				Pay per month.	Rations per day.	House rent per annum.	Remarks.
				Dollars.	No.	Dollars.	
<i>Norfolk.</i>							
1 Captain,	-	-	-	100	8	-	On survey of the coast.
1 Captain,	-	-	-	100	8	-	Frigate Congress.
1 Captain,	-	-	-	100	8	-	Frigate United States.
1 Master commandant,	-	-	-	60	5	-	John Adams.
1 Master commandant,	-	-	-	60	5	-	Recruiting rendezvous.
1 Master commandant,	-	-	-	60	5	-	Guerriere.
1 Lieutenant,	-	-	-	40	3	-	Recruiting rendezvous.
7 Lieutenants,	-	-	-	40	3	-	On occasional duty.
5 Lieutenants,	-	-	-	40	3	-	Frigate Guerriere.
3 Lieutenants,	-	-	-	40	3	-	Frigate United States.
1 Lieutenant,	-	-	-	40	3	-	Frigate Congress.
1 Lieutenant,	-	-	-	40	3	-	Frigate John Adams.
1 Surgeon,	-	-	-	50	2	-	Recruiting rendezvous.
1 Surgeon's mate,	-	-	-	30	2	-	
1 Purser,	-	-	-	40	2	-	United States frigate.
1 Purser,	-	-	-	40	2	-	Guerriere.
1 Purser,	-	-	-	40	2	-	John Adams.
1 Sailing-master,	-	-	-	40	2	-	John Adams.
1 Sailing-master,	-	-	-	40	2	-	Alert, receiving vessel.
<i>Washington.</i>							
2 Masters commandant,	-	-	-	60	5	-	No allowances.
7 Lieutenants,	-	-	-	40	3	-	No allowances.
1 Surgeon,	-	-	-	50	2	-	No allowances.
1 Surgeon,	-	-	-	50	2	-	No allowances.
1 Surgeon's mate,	-	-	-	30	2	-	No allowances.
1 Sailing-master,	-	-	-	40	2	-	Gunboat.
<i>Charleston, South Carolina.</i>							
1 Captain,	-	-	-	100	16	300	
3 Lieutenants,	-	-	-	40	3	-	No allowances.
1 Surgeon,	-	-	-	50	2	250	
1 Purser,	-	-	-	40	2	250	
<i>New Orleans.</i>							
4 Lieutenants,	-	-	-	40	3	-	No allowances.
1 Surgeon,	-	-	-	50	2	-	No allowances.
2 Sailing-masters,	-	-	-	40	2	-	No allowances.

## Number of officers on furlough, March 1st, 1822.

Masters commandant,	-	-	-	-	2
Lieutenants,	-	-	-	-	5
Surgeons,	-	-	-	-	2
Surgeon's mates,	-	-	-	-	3
Purser,	-	-	-	-	1
Midshipmen,	-	-	-	-	44
Sailing-masters,	-	-	-	-	6
Total,	-	-	-	-	63

17th Congress.]

No. 210.

[1st Session.

## ESTIMATE OF THE EXPENSE OF EMPLOYING THE MACEDONIAN, AND REPAIRING THE CONSTELLATION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES BY THE CHAIRMAN OF THE COMMITTEE OF WAYS AND MEANS, MARCH 6, 1822.

SIR:

NAVY DEPARTMENT, March 6, 1822.

I herewith enclose to you a statement from the Commissioners of the Navy, to whom was referred your inquiry of the 4th instant, and which will show the estimate of expense for one frigate for a year in active service, in addition to the annual estimates for the navy.

I am, very respectfully, sir, your obedient servant,

SMITH THOMPSON.

Hon. S. SMITH, Chairman Com. Ways and Means, H. R.

SIR:

NAVY COMMISSIONERS' OFFICE, *March 5, 1822.*

The Board of Navy Commissioners have had the honor of receiving the letter of the honorable Mr. Smith, of the 4th instant, which you were pleased to refer to them.

The vessels named in the report of the naval committee, to which Mr. Smith has referred, are all embraced in the general estimates for the year 1822: so that their employment will involve no additional expense, unless the Constellation should return to the United States, and then be fitted out for the proposed service. In that event, as she has been on a long cruise in distant seas, and must necessarily be bare of stores, and will probably require some repairs, it would require probably the sum of twenty thousand dollars to fit her again for service.

The Board beg leave to observe that the employment of the Macedonian has not been provided for in the general estimates; the paper A, herewith submitted, gives a view of the expense of employing her for one year.

Estimating the expense of fitting out the Constellation, on her return, at \$20,000, and the expense of employing the Macedonian at \$95,958 92, and adding these sums to the general estimate for the year 1822, the items in the general estimate of pay and subsistence, provisions, repairs, and hospital stores, will be increased, as follows:

### *Pay and Subsistence.*

Amount of general estimate, -	-	-	-	-	-	\$915,194 12
Expense of Macedonian, -	-	-	-	-	-	46,272 67
						<u>\$961,466 79</u>

### Provisions.

Amount of general estimate, -	-	-	-	-	-	\$366,186 25
Expense of Macedonian, -	-	-	-	-	-	30,386 25
						<u>\$396,572 50</u>

## Repairs.

Amount of general estimate, -	-	-	-	-	\$375,000 00
Expense of fitting out the Constellation,	-	-	-	-	20,000 00
Expense of Macedonian,	-	-	-	-	17,500 00
					<u>\$412,500 00</u>

*Hospital Stores.*

Amount of general estimate, -	-	-	-	-	-	\$32,000 00
Expense of Macedonian, -	-	-	-	-	-	1,800 00
						<u>\$33,800 00</u>

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Honorable SMITH THOMPSON, *Secretary of the Navy.*

A.

*Estimate of the expense of employing the frigate Macedonian for one year.*

1	master's mate,
1	boatswain,
1	gunner,
1	sailmaker,
1	carpenter,
1	captain's clerk, at \$25 per month,
2	boatswain's mates,
2	gunner's mates,
2	carpenter's mates,
1	sailmaker's mate,
8	quartergunners,
6	quartermasters,
3	yeomen,
1	coxswain,
1	steward,
1	cooper,
1	armorer,
1	master-at-arms,
2	ship's corporals,
1	cook,
130	able seamen, at \$12 per month,
140	ordinary do.
25	boys,
333	
<hr/>	
	Pay,
	Provisions for 333 men for 365 days, at one ration per day, are
	Repairs in service,
	Hospital stores, medicines, &c.
	<hr/>
	\$95,958 92



## CONSTRUCTION OF SMALL VESSELS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 29, 1822.

Mr. McLANE, from the Committee on Naval Affairs, to whom was referred the resolution of the House of Representatives of the 4th instant, instructing them to inquire into the expediency of modifying the act entitled "An act for the gradual increase of the navy of the United States," so as to require a part of the annual appropriation to be expended in the construction of vessels of an inferior force to those now authorized by said law to be built, reported:

That, by the act above referred to, passed the 29th April, 1816, the sum of one million of dollars per annum was appropriated for the gradual increase of the navy of the United States; and the President of the United States was authorized to cause to be built nine ships to rate not less than seventy-four guns each, and twelve ships to rate not less than forty-four guns each, including one seventy-four and three forty-four gun ships authorized by a previous law; the President was also authorized to procure steam engines, and all the imperishable materials necessary for building and equipping three steam batteries; and, by the fourth section of the act, it was provided that the moneys appropriated by this act shall not be transferred to any other object of expenditure. By the act of 3d March, 1821, instead of the appropriation contained in the original act, the sum of five hundred thousand dollars per annum for six years was appropriated, to carry into effect the purposes of the said act; and that the whole of this sum will be required to complete the objects contemplated by these acts.

That, pursuant to the instructions and objects of these laws, there has been built and equipped one ship of the line, viz: the Columbus; and that there have been built and launched three ships of the line, viz: the Ohio, the North Carolina, and the Delaware; and one frigate, at Washington, the Potomac. That there is now on the stocks, built and ready to launch, one ship of the line at Boston; and that there are now on the stocks, nearly finished, one ship of the line at Portsmouth, N. H., one frigate at Philadelphia, and one frigate at New York; and that there is on the stocks, about half finished, one ship of the line at Gosport, Virginia; that preparations have for some time past been making for putting on the stocks one ship of the line at Boston, one frigate at New York, one frigate at Portsmouth, N. H., and one frigate at Washington; and that the frames and nearly all the other timber and other materials have been provided for building one ship of the line at Philadelphia, one frigate at Washington, one frigate at Boston, and one frigate at Norfolk; that the live oak frames and nearly all the other timber, and two steam engines, have been provided for two steam batteries at New York and one steam battery at Washington.

The committee further report, that the articles on hand, and those contracted for, could not be advantageously applied to the building of vessels of a smaller class than those for which they were provided and designed. "The frames of our ships of the line are all got to moulds; each particular piece has its appropriate place in the frame," and the labor of reducing them to a size suitable for smaller vessels would be nearly, if not quite, equal to the expense of a new frame. The copper provided, too, is generally heavier than is used for sloops of war.

In the opinion of the committee, (the frames being cut to moulds, which, being the cheaper and better plan, the Commissioners of the Navy, with a due regard to the before-recited acts, were authorized to direct,) there would be great risk of losing them entirely, by their warping out of place, if they are not put together.

The committee are of opinion, also, that the fund appropriated for the gradual increase of the navy cannot be diverted to other objects consistently with good faith or the real interests of the nation.

The policy was adopted upon great consideration, and with a view to the defence of our seacoast, and in a well-founded conviction that it was wise and prudent gradually to increase our naval force in time of peace, and to render it efficient in the exigencies to which the country must be always more or less exposed. It is believed that the best defence for this country, and that on which it must principally rely, not only for the protection of our commerce, but to prevent the actual invasion of the soil, is the naval force. The act for the gradual increase of the navy was founded on this presumption, and designed by gradual means, in a manner least oppressive to the country, to lay the foundation of an efficient naval power, and to prepare, in time of peace, that description of force which could not be easily raised up in time of war, but which would be indispensable in such a crisis. It requires much time and great care to prepare the materials and construct the vessels of that class provided for in the acts, and the experience of the late war had fully demonstrated the necessity of such a force, by teaching us the facility with which the enemy could blockade a large portion of our coast with a single ship of the line.

The committee are of opinion that it would be unwise to change this system, founded upon so many important considerations, without some urgent necessity; and, in their opinion, none such exists. On the contrary, there seems to be even stronger reasons for adhering to the policy and cherishing the growth of our naval power, now that foreign nations are modelling their naval architecture after our improvements, and at a moment when our foreign relations are about to be extended upon a scale which should at least admonish us against any diminution of, or an indifference to, the means of national defence.

The committee are aware of the importance of sloops of war as a class of naval force indispensable both in time of peace and war; but they are a class which may be provided in a shorter time, and with considerable advantage even after the exigency has arisen; and though they would be useful in time of peace for many services, and especially for the discipline of our officers, and the more effectual suppression of the piratical marauders upon our commerce, the committee believe it would be unwise to break in upon the fund for the gradual increase of the navy, even for such objects; and they therefore recommend the adoption of the following resolution:

*Resolved*, That it is inexpedient to modify the act entitled "An act for the gradual increase of the navy of the United States," so as to require a part of the annual appropriation to be expended in the construction of vessels of an inferior force to those now authorized by the said law to be built.

## CONDITION OF THE NAVY, AND ITS OPERATIONS.

COMMUNICATED TO CONGRESS, DECEMBER 3, 1822.

SIR:

NAVY DEPARTMENT, November 30, 1822.

In compliance with your request, I have the honor to transmit to you herewith sundry papers, numbered 1 to 5, inclusively, which contain the information desired.

No. 1. List of piratical vessels, &c. captured by vessels of the navy of the United States.

- No. 2. List of vessels of the navy of the United States, in actual service.  
 No. 3. List of vessels of the navy of the United States, in ordinary.  
 No. 4. List of vessels built and building, under the act for the "gradual increase of the navy;" and, also, a general view of improvements at the several building yards.  
 No. 5. Copies of correspondence between the commanders of our cruising vessels and the Spanish authorities. All which is respectfully submitted.

SMITH THOMPSON.

The PRESIDENT OF THE UNITED STATES.

## No. 1.

*Statement of captures of piratical vessels and boats made by vessels of the United States' navy in the West Indies.*

Four piratical schooners, of about forty tons each, and one sloop of twenty-five tons, in all carrying about one hundred men, captured by Lieutenant Commandant L. Kearney, in the United States' brig Enterprise, at Cape Antonio, island of Cuba, October 16th, 1821, in the act of robbing the American ship Lucies, American brig Aristides, and English brig Larch; burnt two of the piratical schooners; the other two, and the sloop, were sent into Charleston, South Carolina, and condemned.

Schooner Moscow, captured by Captain Robert Henley, in the sloop of war Hornet, October 29th, 1821, sent into Norfolk.

A boat laden with goods, captured by Lieutenant Commandant Ramage, off Cape Antonio, November 8th, 1821; took out the goods and destroyed the boat; crew escaped.

A schooner of about thirty-five tons, captured by Lieutenant Commandant Kearney, 21st December, 1821; crew, about twenty-five, escaped.

Six piratical vessels captured by Lieutenant Commandant Ramage, January 7th, 1822; burnt five of them, manned one, took three prisoners, and destroyed their depot, &c., on the coast of Cuba.

A large barge taken by gun vessel Revenge, 7th March, 1822; she was deserted by her crew, and evidently fitted for piratical purposes.

Three piratical launches and four barges, captured by Lieutenant Commandant Kearney, in the United States' brig Enterprise, at Cape Antonio, on the 8th March, 1822; destroyed.

Two piratical schooners captured by Lieutenants Commandants Perry and Gregory, in June, 1822; three pirates prisoners.

Spanish privateer Palmyra, alias Pancheta, captured by Lieutenant Commandant Gregory, August 16th, 1822; sent into Charleston, South Carolina.

Five piratical vessels captured by Captain S. Cassin, commanding United States' ship Peacock, on the 28th and 30th September, 1822; burnt two; found eighty-nine bags coffee concealed in the woods by the pirates: two of the vessels sent to New Orleans.

A Dutch sloop was recaptured from pirates by Captain John H. Elton, commanding United States' brig Spark, in January, 1822, and the prize crew, seven men, were sent into Charleston, South Carolina.

Portuguese ship Mariano Faliro, captured by Lieutenant Commandant R. F. Stockton, in the United States' schooner Alligator, sent into Boston.

## No. 2.

*List of vessels of the United States' navy, now in service.**In the Pacific Ocean.*

Ship Franklin,	-	-	-	-	-	74 guns.
Schooner Dolphin,	-	-	-	-	-	12 "

*In the Mediterranean.*

Frigate Constitution,	-	-	-	-	-	44 guns.
Sloop of war Ontario,	-	-	-	-	-	18 "
Schooner Nonesuch,	-	-	-	-	-	12 "

*On the coast of Africa.*

Corvette Cyane,	-	-	-	-	-	24 guns.
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*In the West Indies.*

Frigate Congress,	-	-	-	-	-	36 guns.
Corvette John Adams,	-	-	-	-	-	24 "
Sloop of war Peacock,	-	-	-	-	-	18 "
Brig Spark,	-	-	-	-	-	12 "
Schooner Alligator,	-	-	-	-	-	12 "
" Grampus,	-	-	-	-	-	12 "
" Shark,	-	-	-	-	-	12 "
" Porpoise,*	-	-	-	-	-	12 "
Gunboat No. 158,	-	-	-	-	-	1 "

Sloop of war Hornet, eighteen guns, preparing for a cruise in the West Indies, at Norfolk, Virginia.

Brig Enterprise repairing at New York, for a cruise in the West Indies.

## No. 3.

*List of vessels of the United States' navy in ordinary, exclusive of ships on the list of the Navy Commissioners; exclusive of list No. 4.*

Ship Independence,	-	-	-	-	-	74 guns.
Ship Washington,	-	-	-	-	-	74 "
Frigate United States,	-	-	-	-	-	44 "
" Guerriere,	-	-	-	-	-	44 "
" Java,	-	-	-	-	-	44 "
" Constellation,	-	-	-	-	-	36 "
" Macedonian,	-	-	-	-	-	36 "
Steam Frigate Fulton,	-	-	-	-	-	30 "
Sloop of war Erie,	-	-	-	-	-	18 "

\* And on survey coast Florida.



## No. 4.

*Vessels built and building under the law for the gradual increase of the navy; with a general view of improvements completed at the several building yards.*

Columbus, seventy-four, launched in ordinary at Boston, with a roof over her to protect her from the rain, sun, &c.  
Ohio, seventy-four, launched in ordinary at New York, with a roof over her to protect her from the rain, sun, &c.  
North Carolina, seventy-four, and Delaware, seventy-four, launched in ordinary at Norfolk, and now covering with roofs to protect them.

One seventy-four at Boston, nearly finished; house over her, and perfectly protected.

One seventy-four at Boston, frame raised; under a house, perfectly protected.

One seventy-four at Portsmouth, New Hampshire, nearly finished; under a house, perfectly protected.

One seventy-four at Norfolk, Virginia, about half finished; house over her, perfectly protected.

One seventy-four at Philadelphia, keel laid, frame nearly out, house now building over, and probably raised by this time.

Potomac, forty-four, launched and hauled up on the inclined plane at Washington, where she now lies, under a house, perfectly protected from the sun, rain, &c.

One forty-four at Washington, about half finished.

One forty-four at Philadelphia, nearly finished, house over her, perfectly protected.

One forty-four at New York, frame getting out, and nearly ready to raise.

One forty-four at Portsmouth, New Hampshire, in forwardness; house over her, perfectly protected.

The frames of the other frigates authorized to be built, excepting a few pieces yet to be delivered by the contractors, and nearly all the other materials excepting the iron, are procured and placed in situations where they will probably not sustain any immediate material injury.

Two steam battery frames are securely deposited under cover at Washington navy yard.

One steam battery frame is securely deposited under cover at New York.

Two steam-engines are put up, and in a state of preservation at New York.

The building yards are in as good a state as the means placed at the disposal of the Department would allow; but to erect the necessary warehouses, repair wharves, cover some of the vessels now building, and to erect suitable sheds over the timber, for its preservation, there will be required for the year 1823 the sum of \$150,000.

*General view of improvements completed at the several building yards in 1821 and 1822.*

At Norfolk, timber dock filled up, and house built over new ship of the line.

At Washington, inclined plane, with a house over it, large warehouse, sail loft, and rigging loft.

At Philadelphia, foundation of a new ship laid, house built over a frigate, and house now raising over a ship of the line.

At New York, foundation of a new ship laid, house built over a frigate; low ground filled up to an extent to afford sufficient room to work on.

At Boston, foundation of a new ship laid; a house built over a ship of the line; a blacksmith's shop erected; the timber dock piled and improved; cover placed over the frame of a forty-four; about two acres of ground levelled.

At Portsmouth, New Hampshire, foundation of a new frigate laid, and a house erected over it.

## No. 5.

*Copies and extracts of letters and reports, exhibiting a general view of the correspondence between the commanders of our cruising vessels in the West Indies and the Spanish authorities.*

SIR:

U. S. FRIGATE MACEDONIAN, HAVANA, May 6, 1822.

I have the honor to inform you that I arrived here on the 28th ultimo; my passage was somewhat protracted by chasing, out of my course, suspicious looking vessels among the islands, and by having two days under convoy an American schooner, that requested me to see her safe past Cape Antonio. On my arrival, I saluted the Captain General and the Admiral, receiving from each, in return, gun for gun, agreeably to previous arrangement. On the 29th I had an interview with the Captain General relative to the business with which I am charged by Mr. Adams, the Secretary of State. On the 30th I addressed a communication to him upon the subject of landing our boats and men upon the coast of Cuba when in pursuit of pirates. I enclose a copy of my communication, as also of the Captain General's answer; and you will perceive he declines acceding to the proposition I made to him. I think it preferable to pursue one object at a time with the Government here, and I shall therefore drop this subject for the present, renewing it when my correspondence in regard to the Florida documents is terminated. He certainly ought, and perhaps will consent to our landing upon those parts of the coast that are uninhabited, and where, though within his jurisdiction, he is utterly incapable of exercising any authority. There are many such places on the coasts of this island.

The measures adopted by the Captain General, and to which he refers in his letter to me, consist simply of a proclamation, in March last, establishing certain regulations with respect to the clearances of coasting vessels, launches, and other boats. These regulations, I understand, are not strictly enforced, and, even if they were, they are altogether insufficient for the suppression of piracy along the extensive coast of Cuba. As this proclamation has been published in the American newspapers, I do not think it necessary to send you a copy.

I regret to state that I have not met any of our cruisers either at this port or off Cape Antonio, nor have I been able to gain any information as to where they probably now are. It is some time since any of them were here. The British frigate Tribune is here, from Porto Bello, and is about to sail for England with specie.

I have the honor to be, &c.

JAMES BIDDLE.

Hon. SMITH THOMPSON, Secretary of the Navy.

*Captain Biddle to Governor Mahy.*

SIR:

U. S. FRIGATE MACEDONIAN, HAVANA, April 30, 1822.

I have the honor to represent, that the commercial relations between the United States and Cuba are already very considerable, and that they would unquestionably be more considerable if rendered more secure from unlawful depredations. As these relations, too, are mutually beneficial, it is important to both parties that they should be effectually protected. For this object, the Government of the United States, on its part, has employed an adequate naval force, which is placed under my direction and control. But as the depredations have been committed chiefly in open boats, immediately upon the coast and off the harbors, it is important that we should have your excellency's co-operation. I have therefore the honor to propose that your excellency should so far co-operate with me as to sanction the landing, upon the coast of Cuba, of our boats and men, when in pursuit of pirates. This measure would be promotive of our common benefit, is indispensable to the entire suppression of piracy, and is not intended in any manner to infringe upon the territorial rights of your excellency. It will operate against those only whose atrocious crimes render them obnoxious to every regular Government, and should place them without the protection of all law.

I have the honor to be, with great consideration and respect,

Your excellency's most obedient and very humble servant.

JAMES BIDDLE.

His Excellency DON NICHOLAS MAHY, Captain General and Governor of Cuba, Havana.

[TRANSLATION.]

Governor Mahy to Captain Biddle.

HAVANA, May 2, 1822.

I am too sensible of the importance of the commercial relations which exist, and may continue, between the ports of this island and those of the United States, which I am desirous of cultivating, not to have adopted measures to put a stop to depredations which might obstruct them along the extensive coasts of this island under my jurisdiction. I repeat, that such measures have been adopted, and have been made public, and, with the zealous co-operation with which you inform me you are charged, we shall doubtless effect shortly a happy extermination of those enemies who, under all colors, have laid waste and committed robberies, both upon the high seas and every coast, without respecting any flag.

With respect to the permission you solicit for landing upon this coast with troops and people in boats, for the purpose of pursuing those pirates, I cannot and must not consent to it. I repeat, that the necessary measures have been adopted to defend my territorial jurisdiction, and for the apprehension of every description of outlaws.

All which I communicate in answer to your official letter of yesterday.

God preserve you many years.

NICHOLAS MAHY,

Captain General of the Island of Cuba.

JAMES BIDDLE, Esq., commanding U. S. ship *Macedonian*.

*Extract from a report of Lieutenant Francis H. Gregory, commander of U. S. schooner Grampus, to Captain James Biddle, commanding the U. S. naval forces in the West Indies, relating to the capture of the Pancheta, dated*

U. S. SCHOONER GRAMPUS, ST. THOMAS, August 24, 1822.

I have the honor to acquaint you, for the information of the honorable Secretary of the Navy, that I arrived at St. Bartholomew on the 2d of August, and sailed again on the 7th, with convoy for St. Thomas. On the morning of the 9th, fell in with two Spanish cruisers off Tortola, who demanded permission, and claimed a right, to board the convoy, which being peremptorily refused, they hauled off. The same day I arrived at St. Thomas, and received from Captain John Souther, of the schooner Coquette, of Georgetown, D. C. the enclosed deposition, having been plundered by those vessels. On the 14th I left St. Thomas with two valuable vessels bound to Curaçoa, and on the evening of the 15th saw an hermaphrodite brig hovering upon our weather quarter, apparently a cruiser; continued my course without regarding her; at daylight made her ahead, and gave chase; at half-past nine, having gained considerably upon her, she hoisted English colors, changed them to Spanish at ten and fired a gun to windward, and at half-past ten hove to and set a white flag at the fore. On nearing her I perceived her to be the pirate that had fired upon and plundered the Coquette, and therefore considered it my duty to arrest her. At twenty minutes past eleven the Grampus was laid under her lee, within pistol shot, and her surrender demanded as a pirate, which she elected not to understand, and answered me to that import. While repeating the demand, he poured into us a full volley from his small arms and cannon, which was instantly returned, and continued three minutes and a half, when he struck his colors, a complete wreck, having one man killed and six wounded, and in a sinking condition. The boats were despatched instantly to their relief, and it was only owing to the great exertions of Lieutenant Voorhies that we was prevented from going down, having received three shot between wind and water, one of which injured the pumps. The Grampus received some trifling injury in her sails and rigging, but not a man hurt.

The captured vessel proved to be the notorious privateer Palmyra, formerly the Pancheta, from Porto Rico; carries one long brass 18 and eight 18 pound carronades, and a crew of eighty-eight men. They acknowledged the robbery of the Coquette, and the only excuse given by the officer, is, that they could not prevent those things happening now and then. Several of the plundered articles were found on board.

ST. THOMAS, August 10, 1822.

Personally appeared before us, Captain John Souther, commander and in part owner of the schooner Coquette, of Georgetown, D. C., who, being duly sworn upon the Holy Evangelists of Almighty God, depose and saith: That he is a native born citizen of the United States of America; and that, while on a voyage in said vessel to the West India islands, and on his passage from St. Bartholomew to St. Thomas, on the morning of the 9th of August, 1822, at 5 A. M. or thereabouts, he was fired at by a sail in chase, upon which the deponent saith he immediately hove to. Was boarded by an officer and boat's crew under Venezuelan colors; they immediately demanded his papers; after examining them they commenced searching the vessel, then went into my cabin and searched the berths, chests, &c. They took from the vessel stock, and clothing from the officers and men. The deponent further says, she was an hermaphrodite brig with a red streak, and one long gun midships, and several others, not knowing the exact number.

JOHN SOUTHER.

Attest: { J. ROHDE, Capt. R. Navy and harbor master.

{ FRANCIS H. GREGORY, Lieut. Com. U. S. Navy.

The foregoing deposition of Captain John Souther having been read before John Peabody, Jun., mate of the schooner Coquette, John Reynolds and Henry Sterling, seamen, and they, being duly sworn, declare the same to be true.

JOHN PEABODY, JUN.

JOHN REYNOLDS,

HENRY STERLING.

Attest: { J. ROHDE, Capt. R. Navy and harbor master.

{ FRANCIS H. GREGORY, Lieut. Com. U. S. Navy.

*Extract of a letter from Lieutenant Commandant Francis H. Gregory to the Secretary of the Navy.*

I have the honor to inform you that this vessel, accompanied by the Palmyra, alias Pancheta, was safely anchored in this port on the 12th, after a passage of fifteen days from St. Thomas. The Palmyra was captured on the 16th of August, to the southward of St. Croix, by the Grampus, after a short action, in which she was principal sufferer, as detailed in my reports to Captain James Biddle, commander of the United States' naval forces cruising in the West Indies, copies of which have, for your information, already been forwarded to the Department.

It was my wish and intention to have entered a more northern port, but light and adverse winds, and the great number of prisoners on board, obliged me to make the nearest port, and that as soon as possible. The prisoners, seventy-six in number, have been safely lodged in jail, committed for piracy. At least one-third of them are of the Sugar Key gang, who have come to Porto Rico for the purpose of covering their villany with Spanish commissions. All the original documents respecting this vessel have been placed in the hands of the United States' district attorney, and the vessel labelled. Several of her own crew have turned informants, and I expect a great scene of villany will be exposed.

I frequently saw gentlemen from Porto Rico while at St. Thomas, and was informed that several small privateers were fitted out there, which, if not looked after in time, will certainly commit some very serious depredations upon our commerce, as they are in reality nothing but pirates; most of their crews being from the establishments of Cuba, and to their thirst for plunder add a deadly desire of revenge whenever they fall in with a defenceless American.



*Extract of a letter from Lieutenant James Ramage, commander of the United States' schooner Porpoise, to the Secretary of the Navy, dated*

ST. THOMAS, July 9, 1822.

Having sailed from St. Bartholomew on the evening of the 6th instant, I fell in, the next morning, with two brigs of war, bearing the Mexican flag. I run down, with our colors flying, between them, and, when opposite to each, received a gun from the one to windward, which was instantly returned from this vessel. Shortly after, I received a similar salute from that to leeward, which was promptly replied to. Both vessels, on firing, hauled down the Mexican and hoisted the Spanish national colors. I then ranged alongside the brig to leeward, observing her crew in a state of extreme confusion; they opened an irregular and ill-directed fire of grape and musketry, but without any effect. I was in the act of giving orders to return our broadside, when hostilities ceased, and I directed Lieutenant Curtis to board the brig and examine her papers. They proved to be His Catholic Majesty's brigs Palmyra, of fourteen guns and one hundred and thirty men, and G. Boves, of eight guns and one hundred men, both from Cadiz. The enclosed is a literal copy of a letter addressed me by the senior commanding officer.

I now hasten to communicate the intelligence received by me at this place, which I believe to be entirely authentic, that several Spanish privateers, of considerable force, have lately been equipped from the island of Porto Rico, for the purpose of capturing all vessels sailing to or from the ports on the coast of Spanish America, in possession of the Patriot forces, under the plea that they are violating a system of blockade established by the Government of Spain. These privateers have already made several captures of American and other vessels which have been carried to remote ports in the island of Porto Rico, and will doubtless be condemned. The injury that will result to the commerce of our country, from this system of pretended blockade, will be very serious, if not timely checked by an adequate force in this quarter; and, as I have no means of communicating from hence with Captain Biddle, I consider it my duty to lay the present information before you.

M. RAMAGE, *U. S. Sc. Porpoise.*

S. N. B. G. BOVES, *At Sea, July 8, 1822.*

SIR: I am sorry you will be incommoded with me by firing you this morning, being the case that we thought you were Patriots, and we have comission from our Government to blockade all the men ports, and happened that must all the vessels from the men hoisted and fight with the American flag, we took you to be one of them. I hope, therefore, you will forgive the uncasionally affair.

I remain your sincere, &c.

PABLO LLUAGER.

To the CAPTAIN of the U. S. Sc. Porpoise.

UNITED STATES' SCHOONER PORPOISE, CURACOA, July 22, 1822.

SIR: I had the honor to address you on the 9th instant, from the island of St. Thomas, communicating the injuries committed on our commerce by Spanish vessels of war near to Porto Rico, in consequence of their pretended blockade of the coasts of Spanish America. I have now to inform you that the same causes have produced the same effects in this quarter, and that four American vessels have been condemned at Porto Cabello for a breach of blockade. The naval force of Spain, in these seas, consists of an old forty-four gun frigate, (one of the Russian contract,) a brig and schooner. These are employed in furnishing supplies to Porto Cabello from this island, and yet with such a force, and so employed, they uphold the monstrous principle of blockading a coast of more than twelve hundred miles in extent. It does not appear that any injury has been committed on our commerce by the vessels of the Colombian Republic.

I have the honor to be, &c.

JAMES RAMAGE.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

*Extract of a letter from Lieutenant James Ramage, commander of the United States' Schooner Porpoise, to Captain James Biddle, commanding the naval forces in the West Indies.*

Under the plea of a breach of blockade, the Spanish squadron in this direction capture all vessels bound to or from ports in possession of the Colombian Republic. The naval force of Spain now here consists of an old forty-four gun frigate, the Ligera, (one of the Russian contract,) an eighteen gun brig, the Hercule, and a schooner; the whole of which are employed supplying Porto Cabello with provisions from Curaçoa; yet, with such a force, and so employed, they uphold the monstrous principle of blockading a line of coast of more than twelve hundred miles in extent.

*Copy of a letter to Captain Laborde, commanding His Catholic Majesty's frigate Ligera.*

UNITED STATES' SCHOONER PORPOISE,  
HARBOR OF ST. ANN CURACOA, July 21, 1822.

SIR: I have received from the master of the American schooner Antelope a communication of which a copy is herewith transmitted you. From this statement it appears that a very serious injury has been done by you to the rights and property of citizens of the United States by the capture and subsequent condemnation of an American vessel and cargo pursuing a lawful commerce; but it is hoped that more just reasons will be exhibited on your part for the course pursued than those stated in the communication referred to.

I have received information that the American vessels, named underneath, have been carried into Porto Cabello, and there condemned under the pretext of a breach of blockade of the coast and harbors of the Spanish Main. In consequence thereof it becomes my duty to demand from you the release of all vessels and property so seized, and further to state that the United States cannot recognise such a system of blockade to the manifest injury of their commerce where the force of Spain is so evidently inadequate to its fulfilment.

I am, &c. &c.

JAMES RAMAGE.

To Capt. LABORDE,

Comd'g H. C. M. Frigate Ligera, Curaçoa.

American brig Calypso, of New York, American brig Rising States, of New York, American schooner Union, of Salem.

*Statement of Arthur Edgarton, mate of the brig General Andrew Jackson.*

Arthur Edgarton, mate of the brig General Andrew Jackson, taken by the privateer General Pereira, on the 22d July, as high as he can remember, the log book being taken from him—Captain Langdon and the cook were sent in the brig to Ponce, and the mate and men were taken on board the privateer, having been robbed of every article of clothing, except what they had at the time on their backs. The men had recently left the United States, and had each a new suit of good clothes; many of which can, at most hours, be seen at this place worn by the crew of the pri-

vateer in public. Except being robbed of clothing, knives, razors, &c., were well treated on board the privateer, where they remained about seventeen days; were then put into the Puntilla (prison) without food, until the afternoon of the third day. The keeper of the prison, observing the wants of these men, sent word to the captain of the privateer "that he must furnish them daily with food, or he would be punished;" which was complied with.

*Captain Spence to the Secretary of the Navy, transmitting correspondence with the Governor of Porto Rico, marked A to G, inclusive.*

SIR:

U. S. SHIP CYANE, ST. JOHN'S, PORTO RICO, September 3, 1892.

After a passage of twenty-five days from the Chesapeake, during which we experienced an alternation of calms and head winds, I anchored in this harbor. I found no small excitement existing, produced by the capture of the Pancheta. The presence of a ship of our force was perhaps seasonable; and possibly may have been the means of preventing unpleasant consequences to the Americans here. Before I could enter upon the business specially delegated, I was informed of the imprisonment of several citizens of the United States, taken from the brig General Jackson, captured and sent into Ponce. As no American ought to be restrained of his liberty, in any quarter of the world, one hour, without just cause, I addressed his Excellency Don Francisco Gonzales de Linares, demanding their release. My letter, marked A, is herewith transmitted. The men being liberated I felt myself at liberty to enter upon the execution of my instructions, and immediately addressed him upon the subject of the capture of American vessels by privateers out of the island of Porto Rico. A copy of my letter, marked B, is herewith enclosed. On the 27th ultimo I addressed to his excellency letter C, annexing memorandum No. 1, being a list of vessels sent into the different ports of the island for adjudication. On the 28th I received from his excellency a reply to my representations which is herewith transmitted, with other subsequent communications from him. I then addressed to him letter D, with copies of the accompanying documents, Nos. 2, 3, 4.

Some of the circumstances of the capture of the Pancheta being known, for the purpose of preventing the ill effects of distorted and prejudiced representations, and to allay the sensations of which his excellency speaks, I addressed to him, on that subject, letter marked E. Receiving several reiterative communications, of which I obtained but very imperfect translations, I replied with letter marked F, and came to the consummation of the duty confided to me in letter G; and I trust, in the declarations there made, I have neither gone beyond the letter nor spirit of my instructions, having been influenced, throughout the whole correspondence, by a strong desire to discharge a delicate trust with becoming graciousness; and, while making known the sentiments of the American people, and the determination of my Government, to conciliate, by a friendly style and manner, the good feelings of those in authority, all of whom are men of high standing, and justly estimable. I hope my remarks on the laws of blockade will be considered by yourself and the President pertinent and proper. I believe I conceived your views on that subject. It cannot, however, be expected that an officer who embarked at the age of eleven on an element where the accomplishments of a scholar are not required, should shine in a correspondence of a diplomatic cast; especially when depending wholly on his own feeble capacity. What I have written on this occasion has been with a heart glowing with American feelings, with an enthusiastic admiration of our laws, institutions, and great men; if, therefore, a little egotism should occasionally appear, I plead this in extenuation.

The hospitality of the port has been freely and fully extended to my ship, and the personal attentions of those in authority have been gratifying to me and my officers. To a system of privateering they are opposed; and the Governor will do all in his power to discourage its continuance. Indemnification for the past, I fear, we shall have to look for to the treasury of Spain.

I shall be active in attending to every thing in which the interest of our commerce is concerned; and shall endeavor to sustain the American character by a manner gentle, yet firm; taking on myself no responsibility; keeping constantly in eye the reciprocal rights of nations, and your instructions.

I have the honor to remain, sir, your obedient servant.

ROBERT TRAIL SPENCE.

The Hon. SMITH THOMPSON, *Secretary of the Navy, Washington.*

P. S. I shall leave these seas the last of October for Africa.

A.

UNITED STATES' SHIP CYANE, ST. JOHN'S,

PORTO RICO, August 26, 1892.

SIR:

Instructed to proceed to Porto Rico, to communicate with your excellency in relation to the infringement of American rights, by vessels fitted out of different ports of this island, I had scarcely anchored with this ship, ere I learned that several citizens of the United States (after experiencing the most brutal treatment from a gang of desperadoes belonging to an armed schooner now in, and said to be of, this place) have been imprisoned, and are at present in confinement.

These American citizens, I understand, were taken from the brig Andrew Jackson, while peaceably pursuing their vocation on the high seas, under the flag of the United States.

So gross a violation of the usages of all civilized nations is calculated to excite universal abhorrence, and the just indignation I am persuaded your excellency must feel on being informed of such an atrocious act renders it only necessary that it should come to the knowledge of your excellency, to cause the immediate release of said citizens, and the prompt and salutary punishment of those violators of the laws of nations and humanity.

With the most perfect consideration, &c.

ROBERT T. SPENCE.

His Excellency FRANCISCO GONZALES DE LINARES,  
*Governor of Porto Rico.*

B.

UNITED STATES' SHIP CYANE, ST. JOHN'S,

PORTO RICO, August 27, 1892.

SIR:

I am directed to call the attention of your excellency to the capture and detention, by privateers fitted out from this island, of several American merchant vessels, while pursuing a lawful commerce during a time when the United States enjoy profound peace with all nations.

Your excellency will readily perceive that, under such circumstances, the violation of American rights here complained of, calls for a speedy interposition of justice and authority. Justice, that a restitution of these captures may be made, and authority, to prevent a repetition of similar outrages.

I will, as soon as possible, transmit to your excellency the names of the vessels to which this complaint refers, with a statement of the circumstances attending their capture; confidently believing that your excellency will adopt, as early as possible, such measures as shall, in your wisdom, be deemed sufficient to arrest these depredations, which, in some cases, can be viewed in no other light than piratical.

The flag of the United States, floating in every ocean, guarantees protection to all who lawfully sail under it; the invasion of rights identified with this flag, it would neither be honorable, wise, nor expedient to permit; and that trade to which, as a neutral, the United States have claim uninterruptedly to pursue, cannot be molested.

The American commerce, second to none for magnitude, enterprise, and fair dealing, must, to insure a continuance of these constituent features, be preserved inviolate; and the protection necessary to effect this object, the



Government of the United States is determined to afford, whether in the seas of the Mediterranean, Pacific, or Caribbean, where outrages, tending to degrade the flag under which they are committed, are daily occurring; these, as far as they shall come under the cognizance of your excellency, I am persuaded will be restrained and prevented.

The amicable and friendly footing on which Spain and the United States are at this time, convinces me that nothing more than a proper representation of these facts is required to call the subject-matter to the *immediate attention* of your excellency.

Fully believing this, I have the honor to remain, &c.

ROBERT T. SPENCE.

His Excellency DON FRANCISCO GONZALES DE LINARES,  
*Governor of Porto Rico.*

C.

UNITED STATES' SHIP CYANE, ST. JOHN'S,  
PORTO RICO, August 28, 1822.

SIR:

Having informed your excellency that I have been instructed to proceed to this place, to communicate with your excellency on the subject of captures, made by privateers fitted out of this island, of American vessels, while pursuing, in time of peace, a lawful trade, I now have the honor to transmit a memorandum, embracing the names of these vessels, and the circumstances attending their seizure.

It appears that some of these vessels have been sent in, and, after a grievous detention, declared to be a "*bad prize*;" subject, however, to pay all the costs of suit, and one-third of the expenses of the privateer.

To one as profound in all matters of law and equity as your excellency, this must appear a strange proceeding; a proceeding calling with much emphasis for the interposition of your excellency's authority to remedy evils bearing a character calculated to diminish the high respect heretofore entertained by the world for the equitable decisions of Spanish courts.

A pretended violation of blockade, it appears, is the pretext for sending into the ports of this island vessels navigating the sea under the American flag. The whole, therefore, may be resolved into two descriptions of cases; the first comprising vessels seized and again released as "*bad prizes*," paying the whole of the costs of trial, and a portion of the expenses of the privateer.

The principles of equity applicable to such cases are too simple to require exposition. The innocent are not to pay the penalty of another's guilt or imprudence. If an American is interrupted in her voyage, captured, and vexatiously detained until a judicial investigation determines her to be a "*bad prize*," it seems to me self-evident that all costs of the suit should be paid by the captors, in whom the wrong is. Add to this that proper damages should be levied on the aggressor, that the sufferer may be fairly indemnified, and the "*privateersman*" be restrained in future by a fear of being, in all similar cases, called upon to make good the injury resulting from his wantonness. Without such a check, what is there to limit the mischief done by men of this order, who, stealing from their dens and lurking places, pollute the ocean with the blood of defenceless sailors, and gorge their cupidity with the spoils of plunder and ravage?

The good of every nation, and the honor of some, require that so foul a system should be made to cease, that every navigable sea may be rendered safe to the honest efforts of enterprise.

The second description of cases to which I wish to call the immediate attention of your excellency are those vessels sent in under a pretext of attempting to enter a blockaded port. The pacific policy uniformly pursued by the Government of the United States, the just and liberal principles by which it has been governed through all its various struggles, to treat all nations as friends, and especially to be on the most friendly footing with Spain, entitle the citizens of America to the privilege of navigating the seas without molestation on pretexts so flimsy as those of violating a "*blockade*" which has never existed *de facto*.

It is well understood that a blockade, to carry with it the penalty of forfeiture, must be conformable to the established opinions of those distinguished civilians who have fully and ably expounded this subject.

In the first place, it must be practicable; it must be defined within limits commensurate with the ability; a stationary force must intervene; the vessel entering must be warned off; these and other qualifications are essential to constitute a blockade, as now understood by the President of the United States and other great statesmen. If, then, such is the form and nature of a blockade; if the constant presence of a stationary squadron, adequate to the purpose of intercepting all vessels, is indispensable; how is it that a whole coast, without any definite limit, should be under the ban of interdiction, without any visible force; consequently, without the first requisite of a blockade?

While such pretexes for spoliation exist, and the commerce of the United States is thus devastated, the relations of love and friendship now existing between the two nations must be shaken, and a state of things produced such as I am persuaded your excellency will feel desirous to avert.

I trust I shall be excused these remarks, made to one by whom the principles of "*blockade*" are fully understood, and whose experience is such as to render the application of them in all cases just and proper.

It will readily occur to the wisdom and justice of your excellency, that injuries sustained by American citizens from illegal seizure and detention, carry with them a fair claim to indemnity; and that, where there has been a manifest partiality in the courts deciding on some of the cases presented for your consideration, the arm of authority should be extended to remedy, and to require more equitable decisions. In these cases it is *hoped* and *expected* that your excellency will direct a revival of the proceedings of subordinate tribunals, that such of the citizens of the United States as have suffered by them may be immediately made whole in their property, and *receive damages* for unjustifiable detention.

Your excellency, influenced by high and honorable motives, will doubtless see the propriety of ordering all American vessels now detained to be *forthwith released*, and the punishment of marauders who have tarnished the dignity of the Spanish character by acts of inhuman treatment to citizens of the United States; by the most flagrant outrages; by a prostration of all the usages of civilized society; thereby bringing the commercial world into a state truly to be deplored, tending to arm man against his brother man, and to make safety no where but in strength and habitual hostility.

Submitting this application to the early attention of your excellency, and calling upon your excellency immediately to interpose your authority to prevent a continuance of these causes of just complaint, and confidently believing that your love of justice, order, and humanity, will impel you promptly to meet the wishes of my Government on this subject,

I remain, with the most perfect consideration, your excellency's obedient servant,

ROBERT T. SPENCE.

His Excellency DON FRANCISCO GONZALES DE LINARES,  
*Governor of Porto Rico.*

*List of American vessels captured by Spanish privateers, and sent into the different ports of Porto Rico.*

Barque American, Emery, master, of Kennebunk. This vessel was sent into Cape Roxo by the Spanish felucha La Carmen, tried, and declared a *bad prize*, but sentenced to pay all costs of the trial, and one-third of the charges of the privateer for her detention; and was compelled, in consequence, to sell her cargo at a great sacrifice.

Brig Sam, of Portland, Crowell, master. This vessel was sent into Cape Roxo by the same privateer, and it is understood that she is still detained.

Brig Bliss, of Baltimore, Dungan, master. This vessel was sent into Cape Roxo by the same privateer, and, after a vexatious detention, was suffered to proceed, paying all the costs of trial, and one-third of the expenses of the privateer.

Brig Elizabeth, of Georgetown, West, master. This vessel was sent into Aguadella by the privateer General Pereira, for trading to a blockaded port.

Brig General Jackson, of New York, Langdon, master, captured and sent into Ponce by the schooner General Pereira, at which place she is now detained, and part of her crew, after very inhuman treatment, imprisoned at this place.

D.

UNITED STATES' SHIP CYANE, ST. JOHN'S,

PORTO RICO, August 29, 1822.

SIR:

I have the honor to acknowledge the receipt of your excellency's letter of the 27th instant, (a translation I have but this moment been able to obtain,) in which you refer me to a communication made to Mr. Lord, the commercial agent, in reply to an application made the day previous to my arrival, for the release of the crew of the brig Andrew Jackson. The sentiments and expressions of your excellency in relation to this outrage are duly appreciated. I felt persuaded that the harsh and illegal imprisonment of unoffending American citizens could not have come to the knowledge of your excellency; and there are other outrages of similar character not yet known, I am convinced, to the high authorities of Porto Rico.

I beg leave to enclose you a copy of a letter from the Government interpreter at Ponce, into which place the brig Andrew Jackson was taken. This is a representation from a Spanish functionary; and your excellency, I doubt not, will agree with me, that, if the facts there stated are true, there is no other application by which I could designate the perpetrators of such inhuman severity save that of "desperadoes," men restrained by none of the gentle obligations of humanity.

It is a fact, notoriously known, that the crew of the "Andrew Jackson," illegally and harshly confined at the time of my writing to you, had been previously robbed of every thing save the clothes they had on at the time of entering the prison; their jack-knives were even cut from their laniards! If to men who can thus act, who can divest a defenceless "American tar" of every thing, even to his wearing apparel, I could apply any other distinguishing name than that of "robber," I confess to your excellency I should have selected a milder epithet.

A glance at the history of the past displays, in the Spanish character, the principles and high sentiments of which you speak; the island before us bears full testimony of their enterprise and greatness. It was to those sentiments, and principles I appealed when I requested your early attention to proceedings calculated to sully that dignity of which every Spaniard is justly proud.

The capture of the Pancheta by a vessel of war of the United States was entirely unknown to me on my arrival at St. John's; but I can confidently assure your excellency that you have been misinformed as to some of the circumstances attending it. I have understood that the privateer Pancheta has been of considerable annoyance to our commerce in these seas, and that, falling in with the United States' schooner Grampus, fired into her. The consequences that would result from such an act may be conceived by your excellency.

The instructions given to officers of the American navy are such as to render it impossible that they can be the aggressors; and the feelings that have characterized them will always insure, in these unhappy rencontres, humanity and tenderness.

Vessels have formerly been sent into ports of the United States on apparent good grounds, such as attempts on our commerce; but, in all instances in which cause for condemnation did not appear, heavy damages were awarded, and the sufferers made more than whole in their property; retribution is there always at hand.

In the case of the Pancheta, I beg leave to assure your excellency there must have been great cause for the course pursued. As to the indignity offered to the flag, your excellency, I trust, is misinformed; for no officer in the navy dare stand before the tribunal of the American people, justly charged with having violated the best constituents of the American character—magnanimity and knightly generosity.

This unfortunate occurrence has grown out of the necessity of sending an armed force to these seas, for the purpose of convoying our vessels, and of guarding them against the violence that has been committed upon them by privateers infesting the ocean, for the purposes of plunder. If, in the execution of this duty, rendered necessary by the state of things, calamities unavoidably occur, they must, doubtless, be deplored by the lovers of peace and concord, but cannot be chargeable to us as voluntary acts.

It is an indisputable fact, although not known to your excellency, that the captain and mate's trunks of the American brig Sam, captured and taken into Cape Roxo, were broken open while himself and crew were on board the privateer, and four hundred and twenty Spanish dollars taken from them; also, one trunk of Madras handkerchiefs and other merchandise. These are transactions unknown to your excellency, having taken place prior to your excellency's arrival; they are the acts of privateersmen, from which it would be absurd to infer the character of a wise and liberal nation like that of Spain.

Seeing the evils that result from the course pursued by privateers out of this island, I call upon your excellency, in the name of humanity, and of that benign policy which has marked the course of our political career, to place such checks and restraints upon their proceedings, as will, in future, secure the American commerce from interruption, and those vexatious seizures, of which the citizens of the United States justly complain.

These complaints, resting on the foundation of wrongs of an aggravated nature, which cannot be justified by any previous aggressions of American citizens, convinces me that they will not be sanctioned by one of your excellency's liberal and comprehensive views.

Confident of this, I feel much satisfaction in complying with that part of my instructions which requires me to learn from your excellency how far privateers, fitted out of this island, are authorized to capture and bring in for adjudication the vessels of the United States, pursuing a lawful commerce. Information on this head will serve to explain fully the footing on which our maritime relations rest in this quarter.

Be pleased to accept my best wishes for the health and happiness of your excellency, and believe me, with the most perfect consideration, your excellency's obedient servant,

ROBERT T. SPENCE, Captain U. S. navy.

His Excellency DON FRANCISCO GONZALES DE LINARES, Governor of Porto Rico, &c.

P. S. I also enclose a copy of a letter from the master of the brig General Andrew Jackson, relative to his treatment from the crew of the Spanish privateer General Pereira.

E.

UNITED STATES' SHIP CYANE, ST. JOHN'S,

PORTO RICO, August 30, 1822.

SIR:

Since the receipt of your letter alluding to the capture of the Pancheta, some of the circumstances attending it have come to my knowledge.

It appears that this privateer has been, for a considerable time, engaged in intercepting our vessels; frequently boarding them, and exercising an intolerable inquisition; vexations of themselves sufficient to call for a remedy, but would not have occasioned any offensive measures on the part of American cruisers. The instructions given to our commanders confine their discretionary powers within limits too circumscribed to admit of their being led to an act of indiscretion. They are imperatively commanded to do nothing that can tend to interrupt the harmony existing



between the United States and other Powers, whose maritime rights have ever been respected, and never designedly infringed.

The immediate cause of the Pancheta's capture was her having been guilty of several recent acts of plunder, and her having, but a short while previously to her "mishap," taken a number of articles from an American trader, to which the captain and crew made oath. If these facts are as represented, and I am induced to think they will be incontrovertibly established, they certainly must be denominated acts of piracy committed upon the citizens of the United States, who have been made to suffer in their property and feelings by these and similar outrages. Add to these causes, on being hailed she fired into the United States' schooner *Grampus*! What armed vessel could expect to fire at an American ship of war with impunity?

These circumstances, when the affair shall be judicially investigated, I am inclined to think, will be found substantially correct; if otherwise, there is an equity in the Government and laws of the United States, that never was appealed to in vain. There is a sentiment of honor and generosity in the American people that will sustain the injured, be he friend or foe—that will redress wrongs with "even handed justice."

I have deemed it proper to make this statement, with a view to allay the sensations of which your excellency speaks, as having been excited by this transaction; sensations I have had occasion myself to experience, with the additional aggravation of knowing, that the authors of them, lurking in obscurity, were sheltered from personal amenability, while, in the present case, your excellency must feel an assurance that the standing of the active officer in command of the *Grampus*, as well as the magnitude of the affair, are such, as to pass them in review of the whole American people—a never erring ordeal; that laws, and not individuals, will decide as to the criminality of the cruise of the Pancheta; and will determine how far that officer was justifiable in arresting her depredatory excursions.

American cruisers have been sent to these seas to protect our trade: there existed a crying cause; the means of mischief were accumulating; impunity had produced audacity, and the ocean washing the shores of these islands, which the interest of the world require should be unprofaned by the path of the plunderer, had become the theatre of outrage and rapine. American citizens had suffered in their property and sacred persons. To remedy these evils, our officers will be active, vigilant, and unwearied, producing, by their conduct, a conviction that, when acts are perpetrated, such as the Pancheta is charged with having committed, there is no escape. There must be safety in peace, or its best objects are defeated: there must be security on the great "thoroughfare" of all nations, otherwise its best purposes are perverted.

Persuaded that your excellency will not consider this as unreasonable, and that you will see the consequences I have pointed out as the inevitable result of causes herein set forth,

I remain, with the most perfect consideration, your excellency's obedient servant,

ROBERT T. SPENCE, *Captain U. S. Navy.*

His Excellency DON FRANCISCO GONZALES DE LINARES,  
*Governor of Porto Rico, &c.*

UNITED STATES' SHIP *CYANE*, ST. JOHN'S,

PORTO RICO, September 1, 1892.

SIR:

Your letters of the 28th and 31st ultimo, in answer to several communications from me, have been duly received; translations of which I have but this moment been able to obtain.

In relation to the capture of the Pancheta, I beg permission to repeat that it must be considered as a disaster growing out of the unjustifiable conduct of her crew, and as one of the retributive results of an abuse of her cruising license.

We require that our lawful commerce shall be unmolested; that our vessels shall not, from frivolous causes, and on pretexts of which every privateersman constitutes himself a judge, be intercepted, and subjected to inquisitorial scrutiny, and American citizens made to incur intolerable inconvenience and expense. Evils like these have a remedy, which the most forbearing would not expect should remain dormant.

I am convinced your excellency has been incorrectly informed as to the treatment of the crew of the Pancheta, which you represent as cruel, and unnecessarily harsh. The officer commanding the schooner *Grampus* is well known for his humane feelings, and I am persuaded that all practicable and proper mildness was exercised on the occasion.

It is not to a discussion of the laws and principles of "blockade" that I am desirous of calling your excellency's attention; they are settled and established by the concurrent opinion of the wisest statesmen, and are no longer doubtful. "Blockade" is not a mystical arcanum; it involves certain practical rules amply explained, and I am persuaded, well and fully understood by your excellency.

It was to invite a just application to these principles, according to the acknowledged usages of the age, that I was led to present the subject to your excellency's attention, thereby to prevent the seizure of our vessels, and to do away a pretext, often alleged, for sending them in for adjudication.

It was presumed that your excellency's powers extended to the correction of evils, existing within the range of your authority; that you had the means of checking the licentiousness of privateering, and that, seeing the pernicious effects of it, would feel every disposition to shield the commerce of the United States by the interposition of seasonable restraints.

While I feel confident that your excellency will adopt, with promptitude, measures calculated to ascertain the extent of the grievances set forth in my communication of the 28th ultimo, I must beg leave again to repeat the expression of my hope and expectation that you will cause all American vessels, now illegally detained in the ports of this island, forthwith to be released, and equitable damages awarded such of the citizens of the United States as have suffered either in property or person.

The well known character of your excellency for wisdom and justice inclines me to believe that these expectations will appear reasonable and right, and that they will be fully and satisfactorily realized by

Your excellency's obedient servant,

ROBERT T. SPENCE, *Captain U. S. Navy.*

His Excellency DON FRANCISCO DE GONZALES LINARES,  
*Governor of Porto Rico, &c.*

G.

UNITED STATES' SHIP *CYANE*, ST. JOHN'S,

PORTO RICO, September 3, 1892.

SIR:

I have had the honor to receive several communications from your excellency, in reply to letters addressed to you on subjects of very considerable moment.

Your professions of respect for the laws of nations, and your determination of making them, and the laws of the "constitutional monarchy of Spain" your guides; and the intention you express of inquiring into the matters set forth in my official representations, &c. are all properly appreciated, and will doubtless prove highly efficacious. The laws of Spain, no doubt, are all which the accumulated experience of ages and the united wisdom of sage men can make them; and, if administered by one of your excellency's impartiality, would, I am persuaded, afford no good cause of complaint.

I had the honor, a few days since, to present, for the consideration of your excellency, some of the proceedings and decisions of the constituted tribunals of the island; whether such are just or legal your excellency can decide;

to me they seem novel and extraordinary; and, with a knowledge of some of the minor circumstances attending those vexatious trials, I cannot refrain from saying they appear strange.

I am sure your excellency will deem it due to the dignity of the "constitutional monarchy" you represent, to cause American citizens to be indemnified for the loss sustained by such adjudications as your excellency has been invited to investigate. It is but right and just to expect this of the laws of Spain; and, while I indulge a belief that such will be the course pursued, I am led to call your attention to the policy of doing away all future occasion for dissatisfaction, by rendering the owners or captains of the privateers out of Porto Rico more accountable.

In my letter of the 29th ultimo, I requested that your excellency would do me the honor to state how far these privateers are authorized by the authorities of the island to capture and bring in for adjudication vessels of the United States engaged in the pursuit of a lawful commerce. This information your excellency has not thought proper to afford.

From the facility with which these small privateers are fitted out, and from the description of persons on board some of them, it has occurred to me that they are not made to enter into penal bond to restrain, and produce responsibility for the excesses they may commit, but are left to cruise *ad libitum*. Under such circumstances, transgressions are inevitable.

It is against the aggressions of such vessels I remonstrate: protesting against the improper privilege they have exercised, of intercepting and detaining, on the high seas, vessels of the United States engaged in a lawful trade. And it becomes necessary for me to inform your excellency, and wish it should be known to all whom it may concern, that, with a view to prevent, as far as practicable, a state of things fraught with mischief and abuse; to guard against a maritime anarchy, to which the commerce of the United States cannot be subjected; to secure to its citizens safety, and to its flag the benefits of peace and neutrality; and to preserve the harmony my Government is desirous should exist between the two nations; I shall, as far as possible, give convoy to American vessels navigating these seas, and shall forbid and prevent any interruption or detention by any privateer or armed vessel, and shall feel it incumbent on me to treat as an enemy, and send to the United States, any privateer or armed vessel that shall cause hindrance to the lawful voyage of an American vessel, or shall be found violating the flag of the United States and the laws of nations.

Satisfied that your excellency will look upon this course of conduct as moderate and unavoidable, I remain

Your excellency's very obedient servant,

ROBERT T. SPENCE, *Captain U. S. Navy.*

His Excellency DON FRANCISCO GONZALES DE LINARES,

*Governor of Porto Rico, &c.*

No. 1.

[TRANSLATION.]

*Don Francisco Gonzales de Linares to Captain Spence.*

PORTO RICO, August 27, 1822.

SIR:

On the receipt of your official letter, informing me, generally, of the depredations and excesses committed by the Spanish privateers of this island upon the vessels of the United States, as I was informed, and, in particular, upon the brigantine General Andrew Jackson by the Pereira, I resolved to take the first care with respect to the last, by the information of an individual of that nation, Mr. Judah Lord.

My answers to this gentleman showed him my surprise, and the just indignation which so unlawful a transgression of the law of nations had excited in this Government; the precautions which it took to prove its truth; and the justice which animated it to punish the crime with all the rigor of the Spanish laws—laws capable of themselves of what he, on his part, can desire.

The same, therefore, that I said to Mr. Lord, I repeat to you, animated with the same principles and sentiments which govern the conduct of the Supreme Government of the Spanish nation, and which form its character, acknowledged by all the nations of the earth.

But I am certain that you have not been well informed regarding the destruction and spoiliations generally committed upon all American vessels. I have the most repeated proofs of the regular conduct of the Spanish privateers towards these vessels, which they have examined and respected in very considerable numbers, showing to the world that they are not desperadoes, because they know not what it means, nor thieves, because they are Spaniards.

Would to God that some vessels of the military marine of the United States had observed towards Spanish vessels, and towards the national military flag, a conduct so regular! I am certain that then there would not have been the disagreeable sensations which now exist from it.

When I speak to you, sir, in this manner, I do it with respect to the scandalous attack made by the United States' schooner of war the *Grampus* upon the Spanish privateer the *Palmyra*, which she attacked in the midst of peace, killed and wounded several of her crew, treated with indignity the Spanish flag, confined in chains the greater part of her crew, and that at the very moment when an officer was about going on board of her to present her papers, and to comply with the law of nations.

You will, perhaps, be informed of this attack, seldom seen in the history of civilized nations; and, no doubt, if you have been so with truth, as I am, you will have had the same horror and disgust; because it is impossible otherwise to consider the most sacred conventions trampled upon, and the majesty of a nation insulted; of a nation which has always preserved her rights, and which, oftener than once, has given public proofs of her constancy, and of her never having been offended with impunity.

For my part, with respect to this event, I do nothing else but point it out to you as a particular piece of news, because its decision belongs to the supreme Government of both nations. As a functionary of mine, I will not depart from the path which it has pointed out to me: justice shall always be my guide. I shall respect the laws of nations; and I shall punish, with the laws in my hand, such Spanish subjects as shall transgress their duties.

God preserve you many years.

FRANCISCO GONZALES DE LINARES.

No. 2.

[TRANSLATION.]

*Don Francisco Gonzales de Linares to Captain Spence.*

SIR:

PORTO RICO, 28th August, 1822.

I have just seen your official letter of yesterday, relative to the depredations which are said to have been committed by Spanish privateers against the vessels of the United States.

As this communication is substantially the same as the former, it appears only necessary to repeat my yesterday's answer; but, wishing to give you new proofs of the justice and good faith of the Spanish Government, I will enter into new explanations.

I am persuaded that the armed privateers of this island have not committed upon the vessels of the United States the scandalous crimes with which your personal concern has been raised, or a mistake has entered into your mind.



They have been examined by many, and have, without the least injury, continued their voyages; and, doubtless, in a short time you will be convinced of a truth so notorious.

I only speak of the privateers armed in this island, and am very far from making an apology for those that have been armed in other provinces, because I am ignorant of their conduct; and although it may have been criminal in this manner, it belongs not to my authority to punish them.

But if it is very strange that, even when there were some trifling excesses, energetical remonstrances were made for them; and the attack of the American schooner *Grampus* has been passed over in silence, or considered as a circumstance of no moment, in which the particular circumstance occurred of her belonging to the navy of the United States; what comparison can ever exist between the detention of a vessel, and even committing some pitiful and contemptible depredation, (if such has been done,) and the attack of the other, to destroy her in a perfidious manner; to cause the death and imprisonment of the crews in chains; and, what is more, insulting and trampling upon the Spanish military flag! Whoever so openly violated the maritime law of nations? And who, after such a violation, will attempt to declaim against injuries either imaginary or immensely less!

In fine, the peace between two nations, as Spain and that to which you belong, sir, is a blessing for the preservation of which I am ready to become a sacrifice; therefore I do not hesitate to assure you that the laws will be enforced in as far as they have been transgressed; and therefore I consider myself entitled to require the same frankness and consideration from you, notwithstanding my having explained myself so rudely; because our respective Governments will do what they think proper, and what is most just for the well-being of their people.

God preserve you many years.

FRANCISCO GONZALES DE LINARES.

No. 3.

[TRANSLATION.]

*Don Francisco Gonzales de Linares to Captain Spence.*

PORTO RICO, August 31, 1832.

SIR:

I have the honor to answer the note which you were pleased to address to me, under date of the 28th instant, relative to the indemnification which ought to be made to the American vessels detained by privateers of this island, and condemned to pay costs, after being declared innocent by the courts of justice; and, also, relative to the nullity and illegality of the blockade declared against the ports of Terra Firma, for the reasons which you are pleased to give as your opinion.

The principles established by the maritime law of civilized nations are not unknown to me, nor the causes which have influenced the declaration of blockade against the ports occupied by the insurgents; nor even the maritime military force by which this declaration can be and has been supported; yet as, on one hand, my authority being circumscribed to a province, at a distance from those places, has no influence, nor can have, in any official acts; and, on the other, subjects of this nature belong, by their character, to the examination and decision of the supreme Governments of the nations, it is my duty to avoid all interference in them, and to confine myself to the circle of my functions.

I have before me the note which you were pleased to enclose to me in your said official letter, containing the vessels detained, with the circumstances in which they have been, and the consequences which have ensued. I owe it to the justice, to the unalterableness of my principles, and to the rectitude of the Government which I represent, to declare to you, that I shall take all the provisions within my power, to elicit the truth of what has occurred with respect to the detained vessels, repeating that you may rest assured that the laws of the kingdom shall judge and decide upon them, without the possibility of any alteration in their legitimate application. Neither partiality nor personal interest, nor the passions, shall have any voice, or take any part in the decisions: the law shall dictate, and all (I the first) shall submit to it.

God preserve you many years.

FRANCISCO GONZALES DE LINARES.

No. 4.

[TRANSLATION.]

*Don Francisco Gonzales de Linares to Captain Spence.*

PORTO RICO, September 1, 1832.

SIR:

I have just received the translation of your official note of the 29th ult., and which is an answer to mine of the 27th, containing also the former acknowledgment of the letter of the interpreter De Ponce, which was communicated to me by Mr. Lord, a citizen of the United States; and now recently of the declaration of Mr. Arthur Edgerton, mate of the brig *Andrew Jackson*, in which I have had the pleasure of reading that he and his companions, detained on board the privateer, *had been well treated*.

You will be pleased, sir, to let me know the things which have been plundered from the detained vessel, and claim the damages which have ensued on her detention. I have taken all the measures which were in my power, for eliciting the truth of the facts, in the manner provided by the laws of Spain; and when, according to them, the delinquents are tried and convicted, they shall be punished; then the tribunals established by the constitutional law of the monarchy will take cognizance, to which the power of judging and applying the laws, is exclusively granted: principles from which it is impossible for me to deviate, as it is with respect to those which rule in the United States, for any functionary to deviate from them.

You may rest assured, that, if the authorities appointed there to try crimes of this class, are inexorable in their conduct, admitting nothing but law and justice, those which are in the territory of the constitutional monarchy of Spain, summoned for that purpose, will never yield in their principles of justice, and in the fulfilment of their duties. To them it belongs to try by the laws, and to apply them, and to the political Government of the people to enforce the execution of the legal decisions of the judicial power, and to watch over the observance of the laws, by taking care that no one break them.

God preserve you many years.

FRANCISCO GONZALES DE LINARES.

No. 5.

[TRANSLATION.]

*Don Francisco Gonzales de Linares to Captain Spence.*

PORTO RICO, September 2, 1832.

SIR:

Your official note of the 30th ult. has informed me of the intelligence which has reached you of the motives which the schooner *Grampus* had for the hard and unexpected treatment of the Spanish privateer the *Palmyra*.

My former communications have shown you what my principles are, and what my conduct has been in this matter, as a faithful observer of the fundamental laws of the Spanish monarchy. The truth of what has happened in that capture will be the result of a legal investigation, in which sinister informations, which partiality or personal interest often dictate, have no part. When that shall have been elucidated in the way which the laws require, our supreme Governments will decide with justice what is proper.

God preserve you many years.

FRANCISCO GONZALES DE LINARES.

No. 6.

[TRANSLATION.]

*Don Francisco Gonzales de Linares to Captain Spence.*

PORTO RICO, September 9, 1822.

SIR:

I have the honor to answer your official note of the 1st instant. Its object is, first, The good conduct of the schooner *Grampus* in the capture of the *Pancheta*; second, The necessity under which the Government is of putting a stop to the operations and irregular conduct of the privateers towards American vessels; thirdly, To procure the immediate liberation of those that may have been detained in the ports; fourth, Prompt indemnification for the losses they have sustained.

On making the enumeration of these matters, I must call your attention to my former answers, because they have already been treated of in them implicitly and explicitly. Notwithstanding, I will repeat to you that the decision upon the justice or injustice, the validity or invalidity, the legality or illegality, of the blockade of the coast of Terra Firma, is beyond my authority: that the privateers are informed, by the ordinances of their cruise, of their respective obligations, for the transgression of which they will be responsible, and punished by the laws, in the same manner as in similar cases the privateers of the United States would be by the justice of the Government, if they should transgress the limits which should be prescribed to them; but without this transgression they should not be responsible. Lastly, That, by the political constitution of the Spanish monarchy, the functions of the judicial power are clearly designated, the Government being totally prohibited from being joined with them; and one of the great props of civil liberty consisting in this clear separation. To preserve interior tranquillity and security; to procure public prosperity; to maintain established order; to watch over the observance of the laws; to publish them; to cause the execution of the decisions of the courts of justice; to be, in all its parts, an agent of the Government; here, sir, you may see the circle of my functions.

God preserve you many years.

FRANCISCO GONZALES DE LINARES.

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*Extract of a letter from Captain Robert T. Spence, commander of the United States' ship Cyane, to the Secretary of the Navy, dated*

ST. JOHN'S, PORTO RICO, September 5, 1822.

Since my letter of the 3d instant, transmitting my correspondence, I have had a conversation with the governor, who begs me to be assured, that all he can do shall be done to meet my wishes in relation to the privateers fitted out of the island; that those already out were equipped before he assumed the Government; that he is opposed to it, both in his private and public capacity; that future restraints shall be placed upon them; and that he will remedy all abuses, as far as he has the power. That the brig *Andrew Jackson* he had ordered to be set at liberty; that he should inquire into the cause of her detention, and, unless good and sufficient reasons can be given, he will take steps to cause the judge to be removed. In fine, that he will do his utmost to keep the laws of nations inviolate. That, upon the subject of blockade he can do nothing; it was a question that must be settled between the two Governments; the blockade had been declared by General Morillo; it was recognized, and the consequences of violating it were inevitable; over this question he had no control.

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*List of the names and force of the privateers fitted out from the various ports of the island of Porto Rico.*

*Palomo*.—A full rigged brig, pierced for twenty guns, carries six guns, (eighteen pound carronades,) has a complement of one hundred and thirty men; fitted out from this port, and now on a cruise.

*Pancheta*.—An hermaphrodite brig, pierced for sixteen guns, carries ten to twelve guns; has a complement of one hundred and twenty men—captured by the *Grampus*.

*Schooner General Pereira*.—Pierced for sixteen guns, carries six to eight guns, and has a complement of eighty men; is fitted out from this place, and now in this port.

*Schooner Bruquena*.—Carries four guns and fifty to sixty men; fitted out from this port, and now on a cruise.

*Schooner Hora de la Mar*.—Fitted out from Faxardo, and now on a cruise; carries one gun and forty men.

*Fecheira la Carmen*.—Fitted out from Porto Cabello; carries four guns, and a complement of fifty men.

Besides the above, there are, I am informed, three or four other small privateers, from the different ports of this island, of the names and force of which I have no knowledge.



17th CONGRESS.]

No. 213.

[2d Session.

## ADDITIONAL FORCE FOR THE SUPPRESSION OF PIRACY.

COMMUNICATED TO THE SENATE, DECEMBER 10, 1822.

WASHINGTON, December 9, 1822.

*To the Senate of the United States:*

Recent information of the multiplied outrages and depredations which have been committed on our seamen and commerce by the pirates in the West Indies and Gulf of Mexico, exemplified by the death of a very meritorious officer, seems to call for some prompt and decisive measures on the part of the Government. All the public vessels adapted to that service, which can be spared from other indispensable duties, are already employed in it; but from the knowledge which has been acquired of the places from whence these outlaws issue, and to which they escape from danger, it appears that it will require a particular kind of force, capable of pursuing them into the shallow waters to which they retire, effectually to suppress them. I submit to the consideration of the Senate the propriety of organizing such a force for that important object.

JAMES MONROE.

17th CONGRESS.]

No. 214.

[2d Session.

## PLAN OF A PEACE ESTABLISHMENT FOR THE NAVY AND MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 10, 1822.

*To the House of Representatives of the United States:*

WASHINGTON, December 6, 1822.

In compliance with the resolution of the House of Representatives of the 7th March last, requiring that a plan for the peace establishment of the navy of the United States, and also of the marine corps, should be communicated to that House at the present session, I transmit a report from the Secretary of the Navy, containing a plan which has been prepared for the proposed establishment.

JAMES MONROE.

SIR:

NAVY DEPARTMENT, December 2, 1822.

The Secretary of the Navy, to whom has been referred the resolution of the House of Representatives of the 7th of May last, requesting the President of the United States to cause to be laid before that House a plan for a peace establishment of the navy of the United States, has the honor of submitting the accompanying papers on that subject.

The paper, marked A, is the draught of a bill embracing all the provisions which have been deemed necessary; presuming that a plan presented in this form would best meet the object contemplated by the resolution. It is deemed necessary, in this report, to notice only briefly such parts of the bill as contain new modifications of our naval establishment.

The bill, it will be perceived, contemplates the establishment of two new grades of office, viz: commodore and rear admiral. These grades are considered, if not absolutely necessary, at least of very great importance as regards due subordination and the discipline of the service; and, in recommending the adoption of the provision, I can only repeat what I have had occasion heretofore to urge in support of this measure. The rank of captain is now the highest grade in the navy recognized by law; and during the infancy of our navy, and whilst we had no vessels of a higher class than frigates, and the number of captains small, it was, perhaps, as high a grade as the good of the service required. It is, however, believed that, from the additions both to the number and class of our public vessels, and from what may reasonably be anticipated to be the situation of our navy in the course of a few years, both justice and policy require the establishment of some higher grades. According to the relative rank, as now regulated between the military and naval officers, a captain in the navy only ranks with a colonel in the army. This is thought to be contrary to sound policy and the good of the service. The establishment of the grades contemplated by the bill will place the relative rank in the army and navy upon a just footing. A commodore will rank with a brigadier general, and a rear admiral with a major general. But the more important and substantial benefit, it is believed, growing out of this measure, will be the effect it will have upon the discipline of the service. The importance of rank, both in the military and naval service, will readily occur to all in any degree acquainted with either. In a fleet or squadron, when the different vessels may be commanded by officers of the same grade, and their relative rank, and even that of the commander himself, known only by the dates of their commissions, there will not be that respect and subordination observed that are essential to order and harmony. The additional pay, it is thought, cannot afford any well-founded objection to the measure, if the real benefits confidently believed to result from it are duly appreciated.

Authorizing the appointment of midshipmen, who have been examined and found qualified for promotion, to the duty of sailing-master, would be highly beneficial to the service. By the rules and regulations of the navy, sailing-masters are not considered in the line of promotion, and have not, of course, so strong inducements to remain permanently attached to the service as officers who have this prospect before them; and whenever more profitable employment in the merchant service is presented they will generally accept of it.

The number of lieutenants is already so great that the prospect of promotion of midshipmen is not very promising. To employ examined midshipmen as sailing-masters would be giving them some little distinction, and affording them an opportunity of improving themselves for the higher and more important duties of the service.

In most of the classes of commissioned officers, the number fixed by the bill embraces all at present in office, and where that is not the case, it is provided that none shall be discharged but the number reduced to that contemplated in the bill, by omitting to fill the vacancies as they may occur. This, it is thought, is no more than justice requires; and, as the number thus retained is but small, the expense will be inconsiderable, and will soon entirely cease.

The increased pay provided for some few of the officers attached to ships of the line and frigates, whilst in actual service, is recommended by considerations of justice and the good of the service. To perform the duties required of these officers on board the largest ships involves far more responsibility, and requires not only greater professional knowledge and experience, but much more labor; these or similar distinctions are recognized in every well regulated service; and as but a small number of our largest vessels are kept in service in time of peace, the additional expense will be of no great amount.

It has been considered a more simple mode of payment, and less liable to abuse, to allow fixed salaries to the officers stationed at the several navy yards and naval stations, than as now provided by law by monthly pay and rations.

That part of the bill which makes the marine guard, detailed for the protection of navy yards, subject to the orders of the commandant of the yard, is deemed essential for the preservation of order and harmony. The difficulties which have occurred under the present regulations on that subject, suggest the necessity of some alteration; and no well-founded objection is perceived to placing this guard under the immediate orders of the commandant of the yard, in the same manner as the marine guard is placed on ship-board under the orders of the captain.

The exhibits accompanying this bill will serve to show the applicability of its provisions to our present naval establishment, and the comparative expense between it and the one contemplated by the bill.

Paper B is an exhibit showing the number of commissioned and warrant officers required to officer certain ships, and vessels, and navy yards.

Paper C is an exhibit showing the petty officers, able seamen, ordinary seamen, and boys, required for the vessels of war in active service.

Paper D is an exhibit showing the whole number of commission and warrant officers required for the navy of the United States, when the ships of the line, frigates, and steam batteries, directed by the "act for the gradual increase of the navy" shall be completed.

Paper E is an estimate of the annual expense of the officers of the navy, proposed by the bill, including the organization of the navy yards, and a comparative view between the present expense and that proposed.

By which last exhibit it will be seen that the annual expense of the officers of the navy will be reduced about ninety thousand dollars below the estimates necessary under the existing establishment.

A peace establishment for the marine corps having been fixed by the act of the 3d of March, 1817, and no material alteration being deemed necessary, no other plan has been prepared to accompany this report.

Although, perhaps, not falling strictly within the scope of the resolution, yet the present affords a fit opportunity of respectfully suggesting the importance of establishing a naval academy for the instruction of our young officers in the sciences connected with their profession. As this is intended as a mere suggestion of a measure deserving consideration, I have not thought proper to present any plan for carrying it into effect. This may be done hereafter, should the measure meet with a favorable reception; nor is it deemed fit for me, at this time, to urge the many considerations which will readily occur to all liberal and enlightened minds in favor of such an institution.

All which is respectfully submitted.

SMITH THOMPSON.

The PRESIDENT OF THE UNITED STATES.

A.

*A bill to fix and render permanent the naval peace establishment of the United States.*

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the naval peace establishment of the United States shall, from and after the \_\_\_\_ day of \_\_\_\_, consist of one rear admiral, five commodores, twenty-five captains, thirty masters commandant, one hundred and ninety lieutenants, twenty sailingmasters, four hundred midshipmen, thirty-five surgeons, forty-five surgeons' mates, forty pursers, six chaplains, twenty boatswains, twenty gunners, fifteen carpenters, fifteen sailmakers, and of all other officers, petty officers, seamen, ordinary seamen, and boys, a number not exceeding three thousand five hundred; but the President of the United States may, if in his opinion the good of the service shall require it, make additional appointments of midshipmen: *Provided, however,* That the whole number of midshipmen shall not at any one time exceed four hundred and fifty. The President shall also have the power, if in his opinion the exigencies or the good of the service should require it, to give acting appointments of lieutenant and master to such midshipmen as have passed the examination required by the regulations of the service to qualify them to be lieutenants in the navy: *Provided,* The whole number of acting lieutenants and masters, including those holding commissions and warrants, shall not exceed two hundred and thirty lieutenants and forty sailingmasters. And the President shall also have the power to appoint such additional chaplains, boatswains, gunners, carpenters, and sailmakers, as the good of the service may in his opinion require, not exceeding, however, ten chaplains, ten boatswains, ten gunners, five carpenters, and five sailmakers; but none of the officers retained in service under this act shall be entitled to receive more than their monthly pay, without rations, during the time when they shall not be under orders for service: *Provided, nevertheless,* That none of the commissioned officers now in service shall, by virtue of this act, be discharged; but vacancies, as they occur, shall not be filled until the officers in the several grades shall be reduced to the number hereinbefore designated.

SECT. 2. *And be it further enacted,* That the pay and subsistence of a rear admiral shall be one hundred and twenty dollars per month, and twenty-four rations per day; and of a commodore, one hundred dollars per month, and sixteen rations per day.

SECT. 3. *And be it further enacted,* That the Secretary of the Navy, with the approbation of the President of the United States, may grant furloughs to such of the officers as may choose to enter the merchant service of the United States, or such foreign service as the President may approve, for a term not exceeding two years; subject, however, to be recalled at any time he may deem necessary and proper; but all officers so furloughed shall receive only one-half their monthly pay, without rations, during the time they shall be in such manner absent from the public service.

SECT. 4. *And be it further enacted,* That, for the preservation of the ships and vessels placed in ordinary, the President of the United States shall have the power, provided he may deem the same necessary, to attach permanently to each ship or vessel the following officers, seamen, ordinary seamen, and boys; that is to say, to a ship of the line, one captain, two lieutenants, one sailingmaster, four midshipmen, one boatswain, one gunner, one carpenter, two carpenter's mates, who shall be caulkers, eight seamen, eight ordinary seamen, and six boys; to each forty-four gun frigate, one captain, one lieutenant, one sailingmaster, three midshipmen, one boatswain, one gunner, one carpenter, one carpenter's mate, who shall be a caulker, six seamen, six ordinary seamen, and four boys; to each of the frigates rated less than forty-four guns, one captain, one lieutenant, one sailingmaster, two midshipmen, one boatswain, one gunner, one carpenter, one carpenter's mate, who shall be a caulker, five seamen, five ordinary seamen, and three boys; to each of the sloops of war, one master commandant, two midshipmen, one boatswain's mate, one gunner's mate, one carpenter's mate, who shall be a caulker, three seamen, three ordinary seamen, and two boys; to each of the brigs and schooners, if not less than ten guns, one lieutenant, one midshipman, one boatswain's mate, one gunner's mate, one carpenter's mate, who shall be a caulker, two ordinary seamen, and two boys; to each of the several stations at which ships and vessels are placed in ordinary shall be attached one surgeon and one surgeon's mate, to attend all the sick of such ships and vessels; one purser, to execute the duties of purser to all such ships and vessels; one chaplain and one schoolmaster, who shall perform, in their respective stations, the duties of chaplain, mathematician, and schoolmaster, on the station, under the superintendence of the senior officer of such ships and vessels in ordinary, whose duty it will be, under such instructions as may be given by the Secretary of the Navy upon the subject, to establish a school on board of the ship to which he is attached, for the purpose of instructing the



midshipmen on the station, and those belonging to the ships in ordinary, in the several branches of mathematics, geometry, trigonometry, and navigation, agreeably to the rules and regulations of the navy.

SECT. 5. *And be it further enacted*, That each of the following naval stations, to wit: Portsmouth, (New Hampshire,) Charlestown, (Massachusetts,) New York, Philadelphia, Washington, Gosport, (Virginia,) and one other station south of the Chesapeake, (such as the President of the United States shall select,) shall be under the command of an officer not below the rank of captain of the navy, who shall have, agreeably to such regulations as are now or may hereafter be established by authority of law for the service, a general superintendence over the ships and vessels in ordinary at those stations respectively, as well as over the officers (such officers only excepted as may be senior in rank) and crews attached to them. And it shall be the duty of such officers and crews, under his general superintendence and direction, to keep clean, ventilate, and prevent, by constant examination, and, when necessary, caulking such rents and seams in the respective vessels to which they are attached as may be found open, the deleterious effects arising from water getting between the timbers, and for the preservation, repairing, overhauling of the rigging, stores, &c. of the ships and vessels in ordinary deposited in the navy yards and storehouses, as well as for the rigging and equipping of any of the public ships or vessels fitting for sea, and like purposes; and the commanding officers of the respective ships in ordinary shall, upon the requisition of the commandant of the yard, furnish, from time to time, agreeably to the general regulations of the service, such number of officers and men as in his opinion the work to be done may require.

SECT. 6. *And be it further enacted*, That all officers attached to vessels in ordinary shall be allowed their full pay and rations, and such quantity of fuel and candles, provided they live on board of the respective vessels to which they are attached, as they would be allowed were they at sea.

SECT. 7. *And be it further enacted*, That to the officers stationed at the several navy yards, that is to say, Portsmouth, (New Hampshire,) Charlestown, (Massachusetts,) New York, Philadelphia, Washington, Gosport, (Virginia,) and one other yard south of the Chesapeake, the following annual compensation, in lieu of all pay, rations, and emoluments, shall be allowed: To the commanding officer, not under the rank of captain, three thousand dollars; to the master commandant, one thousand seven hundred dollars; to the lieutenant, one thousand dollars; to the sailingmaster, eight hundred and fifty dollars; to the surgeon, if attending an hospital, one thousand five hundred dollars; to the surgeon, if not attending an hospital, nine hundred dollars; to the surgeon's mate, seven hundred and fifty dollars; to the purser, eight hundred dollars; to a laboratory officer at Washington, seven hundred and fifty dollars; to each midshipman, three hundred and fifty dollars; to each boatswain, gunner, and sailmaker, five hundred dollars; which compensations shall be paid quarterly.

SECT. 8. *And be it further enacted*, That to any other naval station in the United States (other than those enumerated in the preceding section) the President of the United States may deem necessary, there shall be attached one master commandant, who shall have the like superintendence over such station as is provided in the fifth section of this act for the commandants of the several navy yards therein enumerated; and the following annual compensations, in lieu of all pay, rations, and emoluments, shall be allowed to the officers attached to the lake stations; that is to say, if attached to the station on Lake Ontario, the master commandant shall be entitled to one thousand three hundred dollars; the lieutenant to eight hundred dollars; the surgeon to eight hundred and fifty dollars; the purser, who shall perform also the duties of storekeeper, to eight hundred dollars; if attached to the station on Lake Erie, the master commandant shall be entitled to one thousand two hundred and fifty dollars; the surgeon to eight hundred dollars; the purser, who shall perform also the duties of storekeeper, to seven hundred and fifty dollars; if attached to the station on Lake Champlain, the master commandant shall be entitled to one thousand two hundred dollars; the surgeon to eight hundred dollars; the purser, who shall perform also the duties of storekeeper, to seven hundred and fifty dollars, which compensations shall be paid quarterly.

SECT. 9. *And be it further enacted*, That an officer appointed to superintend the recruiting service in any port within the United States shall not be entitled to any allowance for house rent, fuel, or candles.

SECT. 10. *And be it further enacted*, That officers of the following grades, attached to ships of the line and frigates, when in actual service, shall receive, in addition to their present emoluments, the monthly pay hereafter mentioned, viz: The first lieutenant of a ship of the line, ten dollars; the sailingmaster, ten dollars; the surgeon, fifteen dollars; the boatswain, five dollars; the gunner, five dollars; the carpenter, five dollars; the sailmaker, three dollars; the first lieutenant of a frigate of forty-four guns, six dollars; the sailingmaster, six dollars; the surgeon, ten dollars; the boatswain, three dollars; the gunner, three dollars; the carpenter, three dollars; the sailmaker, two dollars; the first lieutenant of a frigate of thirty-six guns, four dollars; the sailingmaster, four dollars; the surgeon, six dollars; the boatswain, two dollars; the gunner, two dollars; the carpenter, two dollars; the sailmaker, two dollars.

SECT. 11. *And be it further enacted*, That when a surgeon's mate shall act in the line of his duty on board a brig, schooner, or other small vessel of war, having no other medical officer attached to said vessel, he shall be allowed at the rate of fifteen dollars per month, in addition to his present pay and rations, as authorized by law.

SECT. 12. *And be it further enacted*, That the President of the United States be, and he is hereby authorized to discharge all warrant officers at present in the navy of the United States, over and above the respective numbers retained by this act; and all such officers who shall be discharged under this act shall be entitled to receive six months' pay over and above what may be due to them, respectively, at the time of their discharge.

SECT. 13. *And be it further enacted*, That the guard of marines detached for the protection of a navy yard shall, while doing duty in the yard, be subject to the orders of the commandant of the yard, and receive from him instructions as to the duties they are to perform therein; and all persons enlisted into the service of the United States, and doing duty under the orders of the commandant of the yard, shall for every offence be subject to the "Act for the better government of the navy of the United States," and be tried and punished in the same manner as if the offence had been committed at sea, any law or usage to the contrary notwithstanding.

## B.

*Ships and vessels afloat.*

7 Seventy-fours.  
7 Frigates.  
1 Steam frigate.  
1 Twenty-four gun ship.  
5 Sloops of war.  
3 Brigs.  
6 Schooners, and 2 gunboats.

*Navy yards.*

At Portsmouth.  
Boston.  
New York.  
Philadelphia.  
Washington.  
Norfolk, and one  
Contemplated south of the Chesapeake.

*The following table shows the number of commissioned and warrant officers required to officer the above ships and vessels and navy yards.*

Required for.	Captains.	Masters comm'dt.	Lieut. comm'dt.	Lieuten- ants.	Sailing- masters.	Masters' mates.	Midship- men.	Surgeons.	Surg'ns' mates.	Purcers.	Chap- lains.	School- masters.	Boat- swains.	Gunners.	Carpen- ters.	Sail- makers.
Seven seventy-fours,	7	-	-	63	14	21	168	7	21	7	4	7	7	7	7	7
Seven frigates, { four forty-fours,	4	-	-	24	4	-	80	4	8	4	4	-	4	4	4	4
- { three thirty-sixes,	3	-	-	15	3	-	48	3	6	3	3	-	3	3	3	3
One steam frigate,	1	-	-	5	1	-	12	1	1	1	1	-	1	1	1	1
One twenty-four gun ship,	1	-	-	4	1	-	12	1	1	1	1	-	1	1	1	1
Five sloops of war,	1	5	-	15	5	-	40	5	5	4	-	-	5	5	5	5
Two brigs, six schooners, and two gunboats,	-	-	10	18	10	-	34	10	10	10	-	-	-	-	-	-
It divided into squadrons,	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Seven navy yards,	7	7	-	7	7	-	14	7	7	7	-	-	7	7	7	7
	25	12	10	151	45	21	408	28	59	38	15	7	28	28	28	20
The above table does not include for navy com'rs,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
For recruiting stations,	3	4	-	4	-	-	-	-	-	-	-	-	-	-	-	-
For the ordnance service,	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
For hospitals,	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-
Which added to the above, make	28	17	10	155	45	21	408	33	63	38	15	7	28	28	28	20

**NOTE.**—Besides the above navy yards, there is a station at Charleston, South Carolina, Baltimore, Newport, Rhode Island, Sackett's Harbor, and White Hall, at each of which places there is one captain and other officers. Also, a station at Erie, Pennsylvania, having one master commandant. There is no such commission officer as lieutenant commandant; they are, from time to time, selected from the corps of lieutenants, and receive, while in command, ten dollars extra per month, which ceases with their command; they then return to the body of lieutenants, and receive only lieutenant's pay. Hence the number of lieutenants required is the number stated in the above columns. "Lieutenant commandants and lieutenants," added together, which make one hundred and sixty-one. The masters' mates are taken from the most experienced midshipmen; the number of masters' mates, stated above, should, therefore, be added to the midshipmen, which makes the whole number of midshipmen required four hundred and twenty-nine. This table makes no provision for sickness and other casualties.



## C.

*Exhibit, showing the petty officers, able seamen, ordinary seamen, and boys, required for the vessels of war stated below.*

Required for the	Captains' clerks.	Boatswains' mates.	Gunnery's mates.	Carpenters' mates.	Sailmakers' mates.	Quarter-gunnery.	Quartermasters.	Yeomen.	Coxswains.	Stewards.	Coopers.	Armors.	Masters-at-arms.	Ships' corporals.	Cooks.	Able seamen.	Ordinary seamen.	Boys.	Total number.
Franklin, 74, -	1	5	3	2	2	12	10	3	1	2	1	1	1	2	1	244	264	42	597
Constitution, 44, -	1	3	2	2	1	10	8	2	1	1	1	1	1	1	1	160	170	27	395
Constellation, 36, -	1	2	2	2	1	8	6	3	1	1	1	1	1	1	1	130	140	25	328
Congress, 36, -	1	2	2	2	1	8	6	3	1	1	1	1	1	2	1	130	140	25	328
Cyane, 24, -	1	2	1	1	1	6	4	3	1	1	1	1	1	-	1	75	35	15	150
John Adams, corvette, -	1	2	1	1	1	6	4	3	1	1	1	1	1	-	1	60	49	11	145
Ontario, sloop, -	1	2	1	1	1	5	4	3	1	1	-	1	1	-	1	45	45	10	123
Erie, sloop, -	1	2	1	1	1	5	4	3	1	1	-	1	1	-	1	45	45	10	123
Peacock, sloop, -	1	2	1	1	1	5	4	3	1	1	-	1	1	-	1	45	45	10	123
Hornet, sloop, -	1	2	1	1	1	5	4	3	1	1	-	1	1	-	1	45	45	10	123
Spark, brig, -	1	1	-	1	1	4	4	2	1	1	-	1	1	-	1	30	16	9	74
Enterprise, brig, -	1	1	-	1	1	4	4	2	1	1	-	1	1	-	1	30	16	9	74
Nonesuch, schooner, -	1	1	1	1	1	2	2	-	1	1	-	1	1	-	1	20	8	6	48
Alligator, schooner, -	1	1	1	1	1	2	2	-	1	1	-	1	1	-	1	20	8	6	48
Porpoise, schooner, -	1	1	1	1	1	2	2	-	1	1	-	1	1	-	1	20	8	6	48
Dolphin, schooner, -	1	1	1	1	1	2	2	-	1	1	-	1	1	-	1	20	8	6	48
Grampus, schooner, -	1	1	1	1	1	2	2	-	1	1	-	1	1	-	1	20	8	6	48
Shark, schooner, -	1	1	1	1	1	2	2	-	1	1	-	1	1	-	1	20	8	6	48
No. 158 gunboat, -	-	-	1	1	-	-	-	-	-	1	-	-	-	-	1	8	8	3	23
Bulldog felucca, and small vessels at New Orleans, -	1	-	-	2	-	2	-	-	-	-	-	-	-	-	-	40	40	-	85
	19	32	22	25	19	92	74	34	18	20	6	18	18	8	19	1207	1106	242	2979
Columbus, 74, -	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	8	8	6	24
Ohio, 74, -	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	8	8	6	24
Delaware, 74, -	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	8	8	6	24
North Carolina, 74, -	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	8	8	6	24
Washington, 74, -	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	8	8	6	24
Independence, 74, -	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	8	8	6	24
United States, 44, -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	6	6	4	17
Guerriere, 44, -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	6	6	4	17
Fulton, steam frigate, -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	5	5	3	14
Java, 44, -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	6	6	4	17
Macedonian, 36, -	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	5	5	3	14
Sackett's Harbor, -	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	5	10	-	16
Whitehall and Erie, -	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	10	10	-	22
	-	-	-	17	-	-	-	-	-	-	-	3	-	-	-	91	96	54	261
Grand total, -	19	32	22	42	19	92	74	34	18	20	6	21	18	8	19	1398	1202	296	3240

## D.

*Exhibit, showing the whole number of commission and warrant officers required for the navy of the United States, when the ships of the line, frigates, and steam batteries, directed by the act for the gradual increase of the navy, shall be completed.*

For	Captains.	Masters commandant.	Lieutenants.	Sailing-masters.	Surgeons.	Surgeons' mates.	Purser.	Chaplains.	Schoolmasters.	Boatswains.	Gunners.	Carpenters.	Sailmakers.	Midshipmen.	Sailing-masters' mates.
12 ships of the line, - - - - -	12	-	108	24	12	36	12	12	12	12	12	12	12	288	36
12 44 gun ships, - - - - -	12	-	72	12	12	24	12	12	-	12	12	12	12	240	-
3 36 gun ships, - - - - -	3	-	15	3	3	6	-	3	-	3	3	1	3	48	-
1 24 gun ship, - - - - -	1	-	4	1	1	1	1	-	-	1	1	4	1	12	-
4 steam batteries, - - - - -	4	-	20	4	4	4	4	4	-	4	4	5	-	48	-
5 sloops of war, - - - - -	-	5	15	5	5	5	5	-	-	5	5	-	5	40	-
2 brigs, 6 schooners, and 2 gunboats. Ten } - lieutenants commanding, } If divided into three squadrons, } Seven navy yards, - - - - - } Board of navy commissioners, - - - } For recruiting stations, - - - - - } For ordnance service, - - - - - } For hospitals, - - - - - }	3	-	10	10	-	10	10	-	-	-	-	-	-	34	-
	7	7	7	7	7	7	7	-	-	7	7	7	-	14	-
	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4	-	4	-	-	4	4	-	-	-	-	-	-	-	-
	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total, - - - - -	45	17	273	66	48	97	54	31	12	44	44	44	33	724	36

NOTE.—The above is exclusive of the officers that may be required at Charleston, South Carolina, Baltimore, Newport, Rhode Island, Sackett's Harbor, Whitehall, and Erie stations; and makes no provision for sickness and other casualties.

With respect to the number of masters commandant it may be observed, that we have not a number of sloops of war in proportion to other ships; if we had, the number of this grade of officers would be greatly increased.

*Certain distinctions in the pay of certain officers recommended.*

Description of officers.	Additional pay, &c.		
	If attached to a ship of the line.	If attached to a forty-four.	If attached to a thirty-six.
First lieutenant, - - - - -	\$10 per month.	\$6 per month.	\$4 per month.
Sailing-master, - - - - -	10 do.	6 do.	4 do.
Surgeon, - - - - -	15 do.	10 do.	6 do.
Boatswain, - - - - -	5 do.	3 do.	2 do.
Gunner, - - - - -	5 do.	3 do.	2 do.
Carpenter, - - - - -	5 do.	3 do.	2 do.
Sailmaker, - - - - -	3 do.	2 do.	2 do.

## E.

*Estimate of the annual expense of the officers of the navy proposed by the bill, all calculated on full pay and rations.*

Description of officers.	Pay pr. month.	Amount of pay per annum.	RATIONS.				Amount of pay and rations per annum.
			No. pr. day.	Number per annum.	Prices.	Amount of rations per annum.	
1 Rear Admiral, - - - - -	\$120	\$1,440	24	8,760	25 cts.	\$2,190 00	\$3,630 00
5 Commodores, - - - - -	100	6,000	16	29,200	do.	7,300 00	13,300 00
17 Captains, - - - - -	100	20,400	8	49,640	do.	12,410 00	32,810 00
1 Captain, - - - - -	75	900	6	2,190	do.	547 50	1,447 50
20 Masters Commandant, - - - - -	60	14,400	5	36,500	do.	9,125 00	23,525 00
155 Lieutenants, - - - - -	40	88,800	3	202,575	do.	50,643 75	139,443 75
13 Sailing-masters, - - - - -	40	6,240	2	9,490	do.	2,372 50	8,612 50
382 Midshipmen, - - - - -	19	87,096	1	139,430	do.	34,857 00	121,953 50
25 Surgeons, - - - - -	50	15,000	2	18,250	do.	4,562 50	15,562 50
42 Surgeons' Mates, - - - - -	30	15,120	2	30,660	do.	7,665 00	22,785 00
30 Purser, - - - - -	40	14,400	2	21,900	do.	5,475 00	19,875 00
6 Chaplains, - - - - -	40	2,880	2	4,380	do.	1,095 00	3,975 00
13 Boatswains, - - - - -	13	-	-	-	-	-	-
13 Gunners, - - - - -	13	-	-	-	-	-	-
15 Carpenters, - - - - -	15	-	-	-	-	-	-
11 Sailmakers, - - - - -	11	-	-	-	-	-	-
-52	20	12,480	2	37,960	do.	9,490 00	21,970 00
Total, - - - - -		\$285,156				\$147,733 75	\$432,889 75



*Proposed organization of the navy yards and shore stations.*

Yards.	Captains.	Masters Commandant.	Lieutenants.	Sailing-masters.	Surgeons.	Surgeon's mates.	Pursers.	Midshipmen.	Boatswains.	Gunners.	Sailmakers.	Laboratory.
Portsmouth, New Hampshire, -	1	1	-	1	1	-	1	2	1	1	-	-
Philadelphia, -	1	1	-	1	1	-	1	2	1	1	-	-
New York, -	1	1	1	1	1	1	1	3	1	1	1	-
Boston, -	1	1	1	1	1	1	1	3	1	1	1	-
Norfolk, -	1	1	1	1	1	1	1	3	1	1	1	-
Washington, -	1	1	1	1	1	-	1	2	1	1	1	1
South of Chesapeake, -	1	1	-	1	1	-	1	2	1	1	-	-
Lake Ontario, -	-	1	1	-	1	-	1	-	-	-	-	-
Lake Erie, -	-	1	-	-	1	-	1	-	-	-	-	-
Lake Champlain, -	-	1	-	-	1	-	1	-	-	-	-	-
	7	10	5	7	10	3	10	18	7	7	4	1

The officers embraced by this organization of the yards, with those included in the above estimate, constitute the number proposed by the bill.

At the compensations proposed, the compensations of the above officers of yards will amount to - \$84,750 00  
To which add the amount of the above estimate, - - - - - 432,889 75

Making a sum total of - - - - - \$517,639 75

From which deduct the amount calculated for three commodores who act as Navy Commissioners, - - - - - 7,980 00

\$509,659 75

*Estimate of the annual expense of the officers now on the Navy Register, calculated at full pay and full rations, November, 1822.*

Description of officers.	PAY.		RATIONS.				Amount per annum of pay and rations.
	Per month.	Per annum.	No. per day.	Number per annum.	Prices.	Amount per annum.	
9 Captains, -	\$100	\$10,800	16	52,560	25 cts.	\$13,140 00	\$23,940 00
18 Captains, -	100	21,600	8	52,560	do.	13,140 00	34,740 00
1 Captain, -	75	900	6	2,190	do.	547 50	1,447 50
31 Masters Commandant, -	60	22,320	5	56,575	do.	14,143 75	36,463 75
203 Lieutenants, -	40	97,440	3	222,285	do.	55,571 25	153,011 25
406 Midshipmen, -	19	92,568	1	148,190	do.	37,047 50	199,615 50
47 Surgeons, -	50	28,200	2	34,310	do.	8,577 50	36,777 50
46 Surgeon's mates, -	30	16,560	2	33,580	do.	8,395 00	24,955 00
44 Pursers, -	40	21,120	2	32,120	do.	8,030 00	29,150 00
12 Chaplains, -	40	5,760	2	8,760	do.	2,190 00	7,950 00
57 Sailing-masters, -	40	27,360	2	41,610	do.	10,402 50	37,762 50
149 Boatswains, gunners, carpenters, sailmakers, and master's mates, -	20	35,760	2	108,770	do.	27,192 50	62,952 50
		\$380,388				\$198,377 50	\$578,765 50

NOTE. The above estimate is exclusive of the allowances made to officers of the yards for fuel, candles, servants, and rent, which, if added to the estimate, would increase it probably \$20,000—making the whole estimate \$598,765 50.

Annual expense of full pay and rations to the officers now on the Navy Register, - - - \$598,765 50  
Annual expense of full pay and rations to the officers proposed by the bill, - - - 509,659 75

Difference in favor of the bill, - - - - - \$89,105 75

[Note.—See No. 223.]

[17th CONGRESS.]

No. 215.

[2d Session.]

## ADDITIONAL FORCE FOR THE SUPPRESSION OF PIRACY.

COMMUNICATED TO THE SENATE BY THE CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS, DECEMBER 12, 1822.

SIR:

NAVY DEPARTMENT, December 11, 1822.

In answer to your letter of the 10th instant I have to state, that, on consultation with the Commissioners of the Navy, it is thought the force hereafter mentioned, in addition to the vessels already employed in the West Indies and Gulf of Mexico, would be best adapted to the object contemplated by the message of the President.

One steam-boat, of ninety to one hundred and twenty tons, to carry two eighteen pounders and two twelve pounders, upon travelling carriages so as to fire from any part of the vessel;

Ten fast sailing schooners, of forty-five to sixty tons burthen, to draw not more than five to seven feet water; each to be armed with one long twelve or eighteen pounder, mounted on a circle, with two twelve pound carronades, with the necessary number of small arms, to row from twenty to twenty-four sweeps, and

Five light double bank cutters, each to row twenty oars, and adapted to carry forty men, well armed with muskets, pistols, boarding pikes, cutlasses, &c.

The cost of procuring these additional vessels, and of equipping and fitting them for service, is estimated as follows:

One steam-boat,	-	-	-	-	-	-	-	-	\$12,000 00
Ten schooners, at \$3,000 each,	-	-	-	-	-	-	-	-	30,000 00
Five double bank cutters, at \$400	-	-	-	-	-	-	-	-	2,000 00
									<u>\$44,000 00</u>

The annual expense of this additional force would not, as will be seen on reference to the estimates herewith submitted, exceed \$115,308 50.

With such a force, judiciously disposed and divided, yet the whole acting under the command of one officer, it is believed, with great confidence, that our commerce, in the Gulf of Mexico and West India seas, might not only be effectually protected, but an end put to piracy in less than twelve months.

From among the craft of the Chesapeake the steam-boat and the schooners might readily be purchased; and the cutters might be built, and the whole in readiness for service in the course of six weeks from the date of orders to equip and prepare them; and when they shall have performed the service required of them the schooners might probably be sold for nearly their original cost; and the steam-boat would be very useful in surveying our southern coast. The cutters would answer for the general service as appendages to our larger vessels and navy yards.

The estimates will show how it is proposed to officer and man these vessels. The cutters to be manned occasionally from the sloops of war and other larger vessels, as circumstances may, from time to time, render necessary.

You will perceive that the proposed force is adapted to every description of service, and provides against every contingency that can possibly arise: for while the larger vessels, singly, will be more than a match for any force that the pirates can unite against them; the light schooners, or the steam-boat and cutters when united will not only be superior to any number of piratical vessels which it will be in the power of those lawless wretches to assemble at any one point, but, at the same time, from their light draught of water and peculiar construction, have it in their power to pursue them, without risk, in the most advantageous manner, into every creek and inlet, where they might attempt to seek refuge.

It is respectfully submitted to the consideration of the committee whether it would not be most advisable to appropriate a certain sum of money to be applied by the President of the United States to the object in view, without defining any particular force to be employed.

I have the honor to be, with great respect, sir, your most obedient servant,

SMITH THOMPSON.

HON. JAMES PLEASANTS, Jun., *Chairman of the Naval Committee of the Senate.*

*Exhibit showing the number of officers and men required to man one steam-boat of ninety to one hundred and twenty tons, and ten schooners of forty-five to sixty tons each.*

For	Masters commandant.	Lieutenants commandant.	Lieutenants.	Passed midshipmen, as masters.	Midshipmen.	Surgeon's mates.	Boatswain's mates.	Gunner's mates.	Carpenter's mates.	Engineers.	Seamen.	Ordinary seamen.	Boys.	Marines.
Steam boat,	1	-	3	1	3	1	1	1	1	2	10	10	4	8
One schooner,	-	-	2	1	2	1	1	1	1	-	9	5	2	5
Nine schooners,	-	9	18	9	18	9	9	9	9	-	81	45	18	45
Total,	1	10	23	11	23	11	11	11	11	2	100	60	24	58



## No. 1.

*Estimate of the annual expense of the above officers and men.*

Officers and men.	PAY.		RATIONS.				Amount of pay and rations.
	Per month.	Per annum.	No. pr. day.	Number per annum.	Price.	Amount of rations.	
1 master commandant, -	\$60	720	4	1,460	25 cts.	365 00	1,085 00
10 lieutenants commandant, -	50	6,000	3	10,950	"	2,737 50	8,737 50
23 lieutenants, -	40	11,040	2	16,760	"	4,190 00	15,230 00
11 passed midshipmen, as masters, 40		5,280	1	4,015	"	1,003 75	6,283 75
23 midshipmen, -	19	5,244	-	-	-	-	5,244 00
11 surgeon's mates, -	30	3,960	1	4,015	"	1,003 75	4,963 75
11 boatswain's mates, -	33	7,524	-	-	"	-	7,524 00
11 gunner's mates, -			-	-	-	-	-
11 carpenter's mates, -			-	-	-	-	-
2 engineers, -	30	720	-	-	-	-	720 00
100 able seamen, -	12	14,400	-	-	-	-	14,400 00
60 ordinary seamen, -	10	7,200	-	-	-	-	7,200 00
24 boys, -	6	1,728	-	-	-	-	1,728 00
298		\$63,816				\$9,300 00	\$73,116 00

## No. 2.

*Estimate of provisions for the above.*

298 officers, seamen, and others, each at one ration per day, make 108,770 at 25 cents, - - \$27,192 50

*Estimate of fuel for the engine of steam-boat.*

365 cords of wood, at \$2 50 per cord, - - - - - \$912 50

*General estimate of the annual expense of maintaining in commission one steam-boat of 90 to 120 tons, and 10 schooners of 45 to 60 tons each.*

For pay and subsistence, No. 1,	-	-	-	-	-	73,116 00
provisions, No. 2,	-	-	-	-	-	27,192 50
repairs, including fuel,	-	-	-	-	-	12,500 00
hospital stores and medicine,	-	-	-	-	-	2,500 00
						<u>\$115,308 50</u>

17th CONGRESS.]

No. 216.

[2d Session.

## PENSION TO THE MOTHER OF LIEUTENANT WILLIAM H. ALLEN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 31, 1822.

Mr. FULLER made the following report:

The Committee on Naval Affairs, to whom was committed the resolution of the House of Representatives of the 10th instant, instructing them "to inquire into the expediency of allowing to the widowed mother of Lieutenant William H. Allen, late of the Navy of the United States, a pension for five years," submit the following report:

It appears by the official letter of Lieutenant Dale to the Secretary of the Navy Department, dated the 16th of November last, that, on the morning of the 9th of that month, the United States' schooner *Alligator*, then under the command of Lieutenant Allen, in pursuit of several piratical vessels lying near Point Hycacos, on the north side of the island of Cuba, came to anchor as near them as the shoal water permitted; that Lieutenant Allen, in the launch, accompanied by the other boats of the *Alligator*, and about thirty men, attacked a schooner of the pirates, under a heavy fire of round and grape shot, carried her, and proceeded in pursuit of another schooner, at a small distance, manned by near a hundred pirates, including those who fled from the former; but, before the boats of the *Alligator* were near enough to board, Lieutenant Allen received two severe wounds, one of which proved mortal, and he died in consequence thereof, several hours after. Besides the piratical vessel aforesaid five American merchant vessels were retaken, and many of the pirates destroyed.

It further appears that Lieutenant Allen left neither widow nor children, and that no person, by the existing laws, can claim any pension or bounty in consequence of his being killed in the service of his country; but it also appears that, for several years past, he had applied a large part of his wages and emoluments to the maintenance of

his mother and unmarried sister, and that by his death they are left utterly destitute of support; that, when expiring of his wounds, he expressed satisfaction that he was dying in the service of his country, and earnestly commended his mother and sister to its protection.

Your committee are of opinion that the same wise and humane policy which actuates the national Government in providing for the widows and children of deceased officers, seamen, and marines, who are slain in battle, or die of wounds received in the line of their duty, is equally applicable to the present case; and that the bravery and good conduct of Lieutenant Allen, and his commendable solicitude for the welfare of his mother and sister, render it just and proper that provision should be made for their support, equal to one-half of his monthly pay as a lieutenant in the navy, for the term of five years, and they report a bill accordingly.

SIR:

NAVY DEPARTMENT, December 28, 1892.

In compliance with your request on behalf of the naval committee of the House of Representatives, I have the honor to enclose a copy of the report of Lieutenant John M. Dale, commanding officer of the United States' schooner Alligator after the death of Lieutenant Commandant William H. Allen, which contains all the information in this Department relative to the death of that gallant officer.

I have the honor to be, with great respect, sir, your obedient servant,

SMITH THOMPSON.

Honorable TIMOTHY FULLER, *Chairman Naval Committee, H. R.*

UNITED STATES' SCHOONER ALLIGATOR,

MATANZAS, November 16, 1892.

SIR:

By the unfortunate death of Lieutenant Commandant Allen, it devolves upon me the duty of communicating to you the result of an attack on two piratical schooners by the boats of the Alligator. When about coming to in this harbor, on the 8th instant, we were informed that two American vessels were captured by the pirates, in a bay round St. Hycacos, about forty miles to windward of this place. We immediately stood out, taking with us the captain of one, and the mate of the other vessel, who had been sent here to ransom them; as also a small American schooner which the captain and merchants were fitting out.

Early on the morning of the 9th, we discovered several vessels to an anchor among the Stone Keys, near the cape, and a schooner getting under way: the water being shoal, we came to an anchor, and manned the boats:

In the launch, Captain Allen, Captain Freeman of the marines, the master of the merchant vessel before alluded to, and thirteen men;

In the cutter, Lieutenant Gale, the mate of the other vessel, and ten men;

In the gig, Midshipman Henley, and four men;

In the small merchant schooner, acting Lieutenant Cunningham, the master of the schooner, acting midshipmen Ball and Jenkins, and twenty men, including merchant sailors; leaving the Alligator in charge of acting Sailing-master V. M. Randolph, and eighteen men: the result of which you will perceive by the following extract from the log-book:

At 9 30, the boats came within gunshot of the chase, when she commenced firing with round and grape, having the red flag at her mast head: 9 40, came close up with her, under a heavy fire from her long guns and musketry, when they deserted her for another schooner, who had been firing on us about pistol shot to leeward: left Midshipman Henley and four men on board the prize, the launch and cutter giving chase to the second schooner; 9 50, being close under the stern of the enemy, the men in the boats having suffered considerably by their fire, so as to impede their velocity, many of their oars being rendered unmanageable, dropped alongside of the prize, which had kept away after us; cleared away for action, and got the killed and wounded on board; perceived a third schooner, full of men, in shore, both of which made sail, and run off. Stood out again for the Alligator; at meridian came too alongside of her, and sent the wounded on board.

*Killed*.—James Denny, (O. S.) Thomas White, (S.)

*Wounded*.—Captain Allen, (mortally,) since dead; Elijah Place, (S.) mortally, since dead; John Phillips, (O. S.) dangerously; John Stevens, (B. M.) severely; Daniel Green, (S.) severely.

Captain Allen died a few hours after the action. The merchant schooner grounded before doubling the point, and notwithstanding the active exertions of Mr. Cunningham she was unable to aid in the action.

*Force of the Enemy.*

First pirate.—A schooner of eighty tons, mounting one long twelve pounder, on a pivot, two long six pounders, two three pounders, and two swivels; thirty-five men.

Second pirate.—A schooner of sixty tons, one long eighteen pounder, two long six pounders; sixty men.

Third pirate.—A schooner of ninety tons, one forty-two pound carronade, one long eighteen pounder on a pivot, and four long six pounders; thirty men.

Besides the first pirate, we have recaptured, on this expedition, five American vessels, which were in their possession, viz; one ship, two brigs, and two schooners, all of which I have ordered into Charleston for adjudication, under charge of Captain Freeman, of the marine corps.

By the preceding details, you may at once perceive the gallantry and heroic enterprise of my much lamented commander, and the good conduct of all. I cannot conclude this communication without bringing to your notice Captain Freeman, of the marines, who volunteered his services, and whose coolness and bravery during the whole transaction excited the admiration of all concerned, and to whose services since I am extremely indebted.

I have the honor to be, sir, with the highest respect,

J. M. DALE,

*Commanding U. S. schooner Alligator.*

P. S. By the best information I have been enabled to collect here fourteen of the pirates are killed, and several drowned in attempting to make their escape from the prize. I have also to inform you that we pulled ten miles in the boats before we came up with the enemy.

J. M. D.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

P. S. A gentleman who was introduced to me by Dr. Watson, (whose name I do not recollect,) told me that he was with Lieutenant Allen after he received his mortal wound, till his death. That he was all this time cheerful, and appeared satisfied to have sacrificed his life for his country. The only expression of regret or mental pain that escaped was, that he should leave his mother and sister destitute; but he reconciled himself to a separation from them, with the hope that his country would take care of them. Almost with his last breath he commended them to the justice and humanity of the nation.



17th CONGRESS.]

No. 217.

[2d Session.]

## EXPENSE OF BUILDING EACH VESSEL AUTHORIZED BY ACT OF JANUARY 2, 1813, &amp;c.

COMMUNICATED TO THE SENATE, JANUARY 3, 1823.

*To the Senate of the United States:*

WASHINGTON, January 3, 1823.

In compliance with the three resolutions of the Senate of the 5th April, 1822, requesting the President of the United States to communicate, in detail, the expenses of building each vessel of war authorized by the act of the 2d of January, 1813, and its supplements; and, also, the names, number, grade, &c. of the officers and men employed at each navy yard and naval station, during the two years immediately preceding the 1st of January, 1822, I herewith transmit a report from the Secretary of the Navy, with the accompanying documents, which contain the desired information.

JAMES MONROE.

## TREASURY DEPARTMENT,

SIR:

FOURTH AUDITOR'S OFFICE, December 18, 1822.

In compliance with the instructions contained in your letter of the 9th of April last, enclosing copies of two resolutions passed by the Senate of the United States the 5th of the same month, I have the honor, herewith, to hand you a statement, exhibiting, as far as the books of this office will show, the information required by the first resolution, viz: "The expenses of building each vessel of war built at each navy yard, or other place in the United States, authorized by the act of the 2d of January, 1813, and the acts supplementary thereto, distinguishing in each vessel so built the expense of timber, iron, copper, cordage, hemp, cloth, and other materials; the amount paid to agents or superintendents, specifying their names; the amount paid for labor, particularly the sums paid to carpenters, mastmakers, boatbuilders, blockmakers, blacksmiths, armorers, caulkers, gun-cariagemakers, sawyers, sailmakers and riggers, and other laborers."

You will be pleased, sir, to observe, by this statement, that there is a considerable difference as to quantity of labor and materials charged to vessels of the same class; to account for this, it is proper to notice that, prior to the act passed the 3d March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments," the accounts of expenditures for building and equipping the vessels of war, were kept separately for each vessel; but, from that period, the expenditures have been charged, as provided in the first section of said act, to the several heads of appropriation of the navy, without reference to any particular vessel, agreeably to instructions, dated the 30th March, 1809, of the Comptroller of the Treasury, explanatory of the said first section. These changed the former mode of keeping the accounts. I would further observe, that the acts passed on the 25th February, 1799, entitled "An act for the augmentation of the navy," and "An act authorizing the purchase of timber for naval purposes;" and the third section of "An act concerning the naval establishment," passed the 30th March, 1812, placed in the several navy yards and stores large quantities of timber and other materials, preparatory to carrying into effect the provisions of the beforementioned acts. The seventy-fours and ships of war, authorized by the act of 25th February, 1799, were not immediately built; the materials, however, remained in the stores and navy yards, and were afterwards applied, according to the class of the vessels which have been since built, particularly of those authorized by the first section of an act, entitled "An act to increase the navy of the United States," passed 2d January, 1813; and, in many cases, were removed from one navy yard to another, as they were wanted; hence the impracticability of ascertaining, in this office, what materials were used for each vessel. With regard to the cost of materials and labor for the vessels built since the organization of the Navy Board, I presume the Navy Commissioners can furnish more correct and satisfactory information than can be given by this office. The information required in the second resolution, so far as it can be given from this office, is contained in the schedule, herewith, of the pay, subsistence, and emoluments of the officers of the several navy yards and stations.

The same difficulty exists in distinguishing the employment of the carpenters and other artificers and laborers. They were, under the directions of the commandants of the yards and the naval constructors, changed from one vessel to another, as circumstances required, and no accounts were kept of their work on each vessel, separately, but of their daily work generally. Notwithstanding the greatest exertion, it has not been possible to fix the quantity of labor to each vessel: these were all charged to the appropriation for building seventy-fours and frigates.

The vessels on the lakes were built by contract, at eighty dollars per ton. At the conclusion of the war, the work on these was suspended. The amount of four hundred and ninety-four thousand six hundred and eighty dollars was awarded to the contractors, Messrs. Eckford & Brown, by arbitrators appointed for that purpose. It is impossible to furnish a detail of this expenditure.

I beg leave, sir, to assure you that great diligence has been made, and two clerks employed, from the close of the last session of Congress until about the 15th of November, to obtain the information required. If it should not meet the expectations of the Senate, the fault is not in this office. I mentioned, when the resolution passed, that the information could not be had, for the reasons above recited.

I have the honor to be, sir, very respectfully, your obedient servant,

CONSTANT FREEMAN, *Fourth Auditor.*The Honorable SMITH THOMPSON, *Secretary of the Navy.*

## NAVY DEPARTMENT, December 31, 1822.

The Secretary of the Navy, to whom have been referred the three resolutions passed in the Senate of the United States, on the 5th day of April, 1822, requesting the President to communicate, in detail, the expenses of building each vessel of war authorized by the act of the 2d January, 1813, and its supplements; and, also, the names, number, grade, &c. of the officers and men employed at each navy yard and naval station during the two years immediately preceding the 1st of January, 1822, has the honor to transmit, herewith, two reports, one from the Fourth Auditor of the Treasury, and the other from the Commissioners of the Navy.

The report of the Fourth Auditor contains two statements, numbered 1 and 2.

Statement No. 1 exhibits, so far as the books of the Treasury will show, the expenses of building each vessel of war at each navy yard, or other place in the United States, authorized by the act of the 2d January, 1813, and the acts supplementary thereto, distinguishing, in each vessel, so built, the expense of timber, copper, iron, cordage, hemp, cloth, and other materials; the amount paid to agents or superintendents, specifying their names; the amount paid for labor, particularizing the sums paid to carpenters, mastmakers, boatbuilders, blockmakers, blacksmiths, armorers, caulkers, gun-cariagemakers, sawyers, sailmakers, riggers, and other laborers.

Statement No. 2 shows the names, number, and grade of the officers; their pay, rations, and other emoluments; the number and monthly pay of the men belonging to the navy, employed in, and attached to, each navy yard and naval station in the United States, during the two years ending with the 1st of January, 1822.

It may not, in this place, be improper to remark that the officers attached to naval stations, having no specific duties assigned to them, and who receive full pay and rations, are generally waiting for orders, and in readiness to perform any duty that circumstances may render necessary, or the wants of the service require; and their number is daily changing by orders from the Department placing them in active service.

The report of the Commissioners of the Navy is accompanied by two documents, marked A and B.

A exhibits estimates of the expenses incurred in building the several ships, predicated on accounts of expenditures kept by the several commandants of the navy yards at which the respective vessels were built.

B furnishes condensed views of the labor performed at the several building yards during the years 1820, 1821, and 1822; and shows the system adopted by the Navy Commissioners, in regard to the general superintendence of labor in the respective navy yards.

As respects the various services performed by each officer and man employed in the several navy yards, during the years 1820 and 1821, it is difficult to furnish precise information; all have been regularly engaged in the performance of the public duties appropriate to their respective stations, and no more officers or men retained at any navy yard than were absolutely necessary for a faithful discharge of the various duties required by the public service.

In relation to that part of the second resolution respecting the benefits received by officers from the use or improvement of public property, it may be observed that houses are provided for the commandants at the navy yards in Portsmouth, N. H., Charlestown, Mass., New York, Washington, and Norfolk, which, of course, exempts the Government from any charge for house rent at those places; but when no accommodations are provided for the officers attached to navy yards, an allowance on account of house rent has been usually made, proportioned to the rate of rent at the respective places, as may be seen on reference to statement No. 2, furnished by the Fourth Auditor; and the Secretary of the Navy is not aware that any officer or person belonging to the navy derives benefit from the use or improvement of any public property.

All which is respectfully submitted.

SMITH THOMPSON.

To the PRESIDENT OF THE UNITED STATES.



## No. 1.

Statement exhibiting, so far as the books of this office show, the expenses of building each vessel of war at each navy yard, or other place, in the United States, authorized by the act of the 2d of January, 1818, and the act supplementary thereto, passed the 3d of March, 1818, furnished in pursuance of a resolution of the Senate of the United States, passed the 5th of April, 1822.

	Amount paid for timber.	Amount paid for iron.	Amount paid for copper.	Amount paid for cordage.	Amount paid for cloth.	Am't paid for other materials.	Amount paid to carpenters.	Amount paid to mastmakers.	Amount paid to boatbuilders.	Am't paid to block-makers.	Amount paid to blacksmiths.	Amount paid to armorers.	Amount paid to caulkers.	Amount paid to gun-makers.
Washington 74, built at Portsmouth, New Hampshire, William Badger, William Badger, Jun. Jediah Willet, Thatcher Magour,	\$20,371 41	61,152 18	18,121 36	48,048 64	6,506 33	10,597 37	48,212 15	6,145 45	-	3,313 02	-	-	3,500 31	2,546 68
Independence 74, built at Boston, Josiah Barker, Josiah H. Barker, Edward Hart, Thatcher Magour, Benjamin Fosdick,	20,371 41	61,152 18	18,121 36	48,048 64	6,506 33	10,597 37	48,212 15	6,145 45	-	3,313 02	-	-	3,500 31	2,546 68
Franklin 74, built at Philadelphia, Samuel Humphreys, Charles Fenouet, John A. Fenouet, Snyder & Wm., Benjamin Wicks,	53,736 22	68,139 10	57,523 14	71,585 35	44,505 63	52,402 98	49,326 15	3,099 66	-	2,690 74	288 07	98 35	2,998 94	2,197 26
Guerriere 44, built at Philadelphia, Joseph and Francis Grice, Jared Bunce,	100,891 87	53,145 11	62,976 20	32,308 97	16,446 48	40,887 77	46,856 41	5,938 98	3,326 09	-	12,553 01	-	7,320 93	2,066 86
Java 44, built at Baltimore, Wasp, sloop of war, built at Newburyport, Frolic, sloop of war, built at Boston, Peacock, sloop of war, built at New York, Ontario, sloop of war, built at Baltimore, Erie, sloop of war, built at Baltimore, Vessels built on Lakes Ontario, Erie, and Champlain,	73,508 56	21,541 06	11,001 89	47,421 15	15,430 83	24,649 70	57,664 37	3,963 66	-	-	9,345 14	-	6,705 04	-
	39,069 42	13,997 15	4,985 74	35,854 38	10,313 79	12,010 96	6,491 06	-	499 98	2,886 13	-	-	2,040 46	3,300 00
	1,741 64	4,242 65	6,779 03	16,727 72	9,939 35	6,873 09	617 33	-	-	1,844 24	-	-	-	467 87
	1,360 80	4,294 09	6,359 09	15,563 14	6,426 14	7,445 70	2,246 15	-	-	1,907 49	-	-	-	503 72
	3,823 83	5,044 01	-	11,330 60	8,681 12	13,148 61	2,246 15	-	-	3,192 81	-	-	-	2,536 00
	1,153 16	5,375 41	1,773 48	1,182 12	11,458 09	3,099 32	1,649 48	-	-	1,352 88	-	-	-	1,800 00
	1,225 82	4,593 97	3,925 38	243 13	4,091 33	7,380 25	1,677 75	-	-	2,162 31	-	-	-	1,900 00
	43,293 26	129,694 87	1,106 50	152,514 96	38,059 80	92,124 09	163,748 83	-	40 00	5,683 95	925 00	-	150 00	1,620 40

## STATEMENT No. 1—Continued.

	Amount paid to sawyers.	Amount paid to sailmakers.	Amount paid to riggers.	Amount paid to laborers.	Amount paid to naval constructors.	Amount paid to master carpenters.	Amount paid to gr. master carpenters.	Amount paid to superintendents.	Amount paid to master builders.	Amount paid to clerks.	Amount paid for building hull and row galleys.	Am't paid for building hull per contract.	TOTAL.
Washington 74, built at Portsmouth, New Hampshire, William Badger, - William Badger, Jun. - Jediah Willet, - Thatcher Magour, -	3,110 08 - - - -	- - - - -	- - - - -	1,166 52 - - - -	1,000 00 - - 500 00 -	560 00 - - - -	750 00 - - - -	- - - -	- - - -	- - - -	- - - -	- - - -	235,801 50
Independence 74, built at Boston, Josiah Barker, - Josiah H. Barker, - Edward Hart, - Thatcher Magour, - Benjamin Fostick, -	4,346 87 - - - - -	- - - - - -	190 50 - - - - -	5,372 47 - - - - -	- - - - - -	1,662 22 - - - - -	- - - - -	- - - -	488 90 426 66 - -	175 00 -	- -	- -	421,810 41
Franklin 74, built at Philadelphia, Samuel Humphreys, - Charles Penrose, - James Keene, - Snyder & Myers, - Benjamin Wicks, -	5,021 95 - - - - -	- - - - - -	824 61 - - - - -	34,453 66 - - - - -	- - - - -	- - - - -	- - - -	- - - -	5,300 00 5,000 00 -	799 50 -	- -	- -	438,149 40
Guerriere 44, built at Philadelphia, Joseph and Francis Orice, - Jared Buncie, -	5,021 95 6,503 39 -	- - -	824 61 - -	34,453 66 25,007 11 -	- -	- -	- -	2,031 00 2,666 66 -	10,300 00 -	799 50 750 00 -	- -	- -	306,158 56
Java 44, built at Baltimore, Wasp, sloop of war, built at Newburyport, - Prolic, sloop of war, built at Boston, - Pascack, sloop of war, built at New York, - Orieo, sloop of war, built at Baltimore, - Erie, sloop of war, built at Baltimore, - Vessels built on Lakes Ontario, Erie, and Champlain, -	6,503 39 - - - - - 620 00	- 1,685 48 1,538 42 - 3,979 61 4,443 40 18,089 17	- 3,150 44 - 166 12 858 12 2,661 02 -	3,223 75 1,288 32 531 55 - 50 00 -	- - - -	- - -	- -	- 2,666 66 -	- -	- 750 00 -	- -	94,994 72 23,461 05 23,461 05 72,094 82 25,641 05 25,600 82 25,600 82 707,925 50	233,767 38 77,459 60 77,459 60 75,644 80 75,644 80 59,345 69 56,174 36 1,409,084 28

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, December 18, 1892.

CONSTANT FREEMAN, Fourth Auditor.



## No. 2.

Statement showing the names and rank of officers, their pay and rations, and other emoluments, and the number and pay of men belonging to the navy, attached to the following navy yards and stations, for the two last years ending the 1st of January, 1822; furnished in obedience to a resolution of the Senate of the United States, passed the 5th of April, 1822.

## PORTSMOUTH, N. H. NAVY YARD.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Pay per annum, 1820.	Pay per annum, 1821.	Candles per annum.	Servants per month, 1821.	Cords of wood, per annum, 1821.	House rent, fuel, and candles, 1820.	House rent per annum, 1821.
Charles Morris,	Captain commanding,	\$100	16	\$100	16	-	-	\$65	24	28	-	\$300
John Porter,	Master comd't. com'ding,	60	10	60	10	-	-	40	16	20	-	-
John D. Sloat,	Lieutenant,	40	3	-	-	-	-	-	-	-	-	-
William Berry,	Lieutenant,	-	-	40	3	-	-	-	-	-	-	-
Thomas W. Wyman,	Lieutenant,	-	-	40	3	-	-	-	-	-	-	-
Robert L. Thorn,	Surgeon,	50	2	50	2	-	-	20	8	20	\$500	200
Charles Chase,	Surgeon's mate,	-	-	30	2	-	-	16	6	14	-	145
Nathaniel Lyde,	Purser,	40	2	40	2	-	-	20	8	12	300	200
Samuel P. Chamberlain,	Sailing-master,	40	2	40	2	-	-	20	8	12	-	200
Nathaniel Stoodley,	Sailing-master,	40	2	40	2	-	-	20	8	12	-	200
Richard Baker,	Midshipman,	19	1	-	-	-	-	20	8	12	-	200
Michael Mahony,	Midshipman,	19	1	-	-	-	-	-	-	-	-	-
Daniel Goodwin,	Midshipman,	19	1	-	-	-	-	-	-	-	-	-
Elisha Smith,	Midshipman,	-	-	19	1	-	-	-	-	-	-	-
Ezra Gordon,	Steward,	18	1	-	-	18	1	-	-	-	-	-
Antonio Coeireia,	Gunner,	20	2	20	2	-	-	12	6	9	-	90
Joseph Cox,	Carpenter's mate,	19	1	19	1	-	-	-	-	-	-	-
John P. Sims,	Captain's clerk,	25	1	25	1	-	-	\$1,300	\$1,500	-	-	-
Tunis Craven,	Navy storek'r & cl. to yd.	-	-	-	-	-	-	-	-	-	-	-
Eleven seamen,	-	12	1	-	-	-	-	-	-	-	-	-
Eleven ordinary seamen,	-	10	1	-	-	-	-	-	-	-	-	-
One boy,	-	6	1	-	-	-	-	-	-	-	-	-
Seven seamen,	-	-	-	12	1	-	-	-	-	-	-	-
Eleven ordinary seamen,	-	-	-	10	1	-	-	-	-	-	-	-
Two boys,	-	-	-	6	1	-	-	-	-	-	-	-

## CHARLESTOWN, MASS. NAVY YARD.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Pay per annum, 1820.	Pay per annum, 1821.	Chamber money per week.	Candles per annum.	Servants per month, in 1821.	Extra pay per day.	Cords of wood per annum, 1821.	House rent per annum, 1820.	House rent per annum, 1821.
Isaac Hull,	Capt. commanding,	\$100	16	\$100	16	-	-	-	\$65	\$24	-	28	-	300
Wm. B. Shubrick,	Master commandant,	60	10	100	16	-	-	-	40	16	-	20	-	200
John Percival,	Lieutenant,	40	3	40	3	-	-	\$2	-	-	-	-	-	200
Samuel R. Trevett,	Surgeon,	50	2	50	2	-	-	-	20	8	-	20	-	200
Lewis Deblois,	Purser,	40	2	-	-	-	-	-	20	8	-	12	300	200
Charles F. Waldo,	Sailing-master,	40	2	40	2	-	-	2	20	8	-	12	-	200
Robert Knox,	Sailing-master,	40	2	40	2	-	-	-	20	8	-	12	-	200
Cheever Felch,	Chaplain,	40	2	40	2	-	-	-	-	-	2	-	-	200
T. E. Weisenthal,	Surgeon's mate,	30	2	-	-	-	-	-	16	6	-	14	-	145
Joseph B. Hall,	Midshipman,	19	1	-	-	-	-	2	-	-	-	-	-	-
John A. Bates,	Captain's clerk,	50	1	50	1	-	-	-	-	-	-	-	-	-
John Etheridge,	Assistant do.	25	1	25	1	-	-	-	-	-	-	-	-	-
Benjamin Bogman,	Gunner,	20	2	20	2	-	-	-	12	6	-	9	-	90
William Birchmore,	Surgeon's mate,	-	-	30	2	-	-	-	16	6	-	14	-	145
Robert C. Ludlow,	Purser,	-	-	40	2	-	-	-	20	8	-	12	-	200
Abraham Walton,	Boatswain,	20	2	20	2	-	-	-	12	6	-	9	-	90
Stephen G. Clark,	Boatswain,	-	-	20	2	-	-	-	12	6	-	9	-	90
John J. Morris,	Boatswain's mate,	-	-	19	1	-	-	-	-	-	-	-	-	-
Zaccheus Fuller,	Carpenter,	20	2	20	2	-	-	2	-	-	-	-	-	-
Thomas Wyman,	Steward,	18	1	18	1	-	-	-	-	-	-	-	-	-
William Keating,	Q.M. & porter N. st.	20	2	20	2	-	-	-	-	-	-	-	-	-
Jonathan Peirce,	Armorer,	18	1	18	1	-	-	2	-	-	-	-	-	-
Two seamen,	-	12	1	-	-	-	-	-	-	-	-	-	-	-
Seven ord. seamen,	-	10	1	-	-	-	-	-	-	-	-	-	-	-
Two boys,	-	8	1	-	-	-	-	-	-	-	-	-	-	-
Nineteen seamen,	-	-	-	12	1	-	-	-	-	-	-	-	-	-
Seven ord. seamen,	-	-	-	10	1	-	-	-	-	-	-	-	-	-
Fifteen boys,	-	-	-	8	1	-	-	-	-	-	-	-	-	-
George Bates,	Naval storekeeper,	-	-	-	-	\$1,700	\$1,700	-	-	-	-	-	-	-

## WHITE HALL, NEW YORK, STATION.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Chamber money per week.	House rent per annum, 1820.	House rent per annum, 1821.
James T. Leonard, -	Captain commanding, -	\$100	16	\$100	16	-	\$500*	\$300
Charles A. Budd, -	Lieutenant, -	40	3	40	3	-	-	-
William Turk, -	Surgeon, -	50	2	50	2	2	-	-
Joseph Powells, -	Steward, -	18	1	18	1	-	-	-
Stephen Nicholson, -	Quartermaster, -	18	1	18	1	-	-	-
Three seamen, -	-	12	1	12	1	-	-	-
Two ordinary seamen, -	-	10	1	10	1	-	-	-
One boy, -	-	6	1	6	1	-	-	-
Four ordinary seamen, -	-	-	-	10	1	-	-	-
One boy, -	-	-	-	6	1	-	-	-

## NEWPORT, RHODE ISLAND, STATION.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Chamber money per week.	House rent per annum, 1820.	House rent per annum, 1821.
John O. Creighton, -	Captain commanding, -	\$100	16	\$100	16	-	\$300	\$300
Stephen Champlain, -	Lieutenant, -	40	3	40	3	-	-	-
William V. Taylor, -	Lieutenant, -	40	3	40	3	-	-	-
Francis Ellery, -	Lieutenant, -	40	3	40	3	-	-	-
Peleg K. Dunham, -	Lieutenant, -	40	3	40	3	-	-	-
R. H. Perry, -	Lieutenant, -	40	3	40	3	-	-	-
Clement S. Hunt, -	Purser, -	40	2	40	2	-	200	-
Cornelius Bennet, -	Sailing-master, -	40	2	40	2	-	-	-
Charles Cotton, -	Surgeon, -	50	2	50	2	2	-	-
Benjamin Mason, -	Captain's clerk, -	25	1	25	1	-	-	-
Two seamen, -	-	12	1	12	1	-	-	-
Six ordinary seamen, -	-	10	1	10	1	-	-	-

## SACKETT'S HARBOR STATION.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Pay per annum.	House rent per annum, 1820.	House rent per annum, 1821.
Melancthon T. Woolsey, -	Captain commanding, -	\$100	16	\$100	16	-	\$500	\$400
Samuel W. Adams, -	Lieutenant commandant, -	50	4	50	4	-	-	-
William M. Robbins, -	Lieutenant, -	40	3	40	3	-	-	-
Augustus Ford, -	Sailing-master, -	20	2	20	2	-	-	-
William Vaughan, -	Sailing-master, -	20	2	20	2	-	-	-
John Robinson, -	Sailing-master, -	20	2	20	2	-	-	-
Walter Buchanan, -	Surgeon, -	50	2	50	2	-	500	300
William M. Sands, -	Purser, -	40	2	40	2	-	300	300
James Brooks, -	Chaplain, -	40	2	40	2	-	-	-
Charles Cobb, -	Gunner, -	20	2	20	2	-	-	-
Richard McMullin, -	Midshipman, -	19	1	19	1	-	-	-
Abraham Demot, -	Carpenter, -	20	2	20	2	-	-	-
Jacob M. Jacobs, -	Steward, -	18	1	18	1	-	-	-
Thomas Hall, -	Boatswain, -	20	2	20	2	-	-	-
Thomas Parker, -	Armorer, -	-	-	18	1	-	-	-
Seven seamen, -	-	12	1	-	-	-	-	-
Twenty ordinary seamen, -	-	10	1	-	-	-	-	-
One boy, -	-	8	1	-	-	-	-	-
Ten seamen, -	-	-	-	12	1	-	-	-
Nineteen ordinary seamen, -	-	-	-	10	1	-	-	-
One boy, -	-	-	-	8	1	-	-	-
William M. Sands, -	Naval storekeeper, -	-	-	-	-	\$500	-	-

\* Claimed, but not yet admitted.



## BROOKLYN, NEW YORK, NAVY YARD.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Pay per annum.	Pay per ann. as med. purveyor.	Candles per annum.	Servants per month.	Cords of wood per annum.	House rent per annum, 1820.	House rent per annum, 1821.
Samuel Evans,	Captain commanding,	\$100	16	\$100	16	-	-	\$65	\$24	\$28	-	-
George W. Rogers,	Master commandant,	60	10	60	10	-	-	40	16	20	\$300	\$300
B. V. Hoffman,	Master commandant,	60	10	60	10	-	-	-	-	-	300	300
Faxhall A. Parker,	Lieutenant,	40	3	-	-	-	-	-	-	-	200	-
John T. Newton,	Lieutenant,	40	3	40	3	-	-	20	8	12	-	200
Henry R. Warner,	Lieutenant,	40	3	-	-	-	-	-	-	-	-	-
Silas Duncan,	Lieutenant,	40	3	40	3	-	-	30	8	12	-	200
James McGowan,	Lieutenant,	40	3	-	-	-	-	-	-	-	-	-
William Boerum,	Lieutenant,	40	3	-	-	-	-	-	-	-	-	-
Walter Abbott,	Lieutenant,	-	-	40	3	-	-	20	8	12	-	200
William Inman,	Lieutenant,	-	-	40	3	-	-	20	8	12	-	200
Allen Griffin,	Lieutenant,	-	-	40	3	-	-	20	8	12	-	200
Joseph G. T. Hunt,	Surgeon,	50	2	50	2	-	\$500	20	8	20	300	200
John Cadel,	Surgeon,	-	-	50	2	-	-	-	-	-	-	-
James T. Wiley,	Surgeon's mate,	30	2	-	-	-	-	-	-	-	120	-
Frederick P. Markum,	Surgeon's mate,	-	-	30	2	-	-	12	6	12	-	145
George S. Wise,	Purser,	40	2	40	2	-	-	20	8	12	300	200
John Ireland,	Chaplain,	40	2	40	2	-	-	-	-	-	250	250
Francis H. Ellison,	Sailing-master,	40	2	40	2	-	-	20	8	12	200	200
J. B. Bloodgood,	Sailing-master,	40	2	40	2	-	-	20	8	12	-	200
William W. Polk,	Sailing-master,	40	2	40	2	-	-	20	8	12	-	200
Samuel J. Dusenberry,	Sailing-master,	-	-	40	2	-	-	20	8	12	-	200
James Williston,	Sailing-master,	-	-	40	2	-	-	20	8	12	-	200
Simon Jordan,	Boatswain,	20	2	20	2	-	-	12	6	9	60	90
James Cosgrove,	Gunner,	20	2	20	2	-	-	12	6	9	60	90
William Ager,	Steward,	18	1	18	1	-	-	-	-	-	-	-
Samuel R. Marshall,	Hospital surgeon,	50	2	50	2	-	-	-	-	-	-	-
Samuel Jackson,	Hospital surgeon,	50	2	50	2	-	-	-	-	-	-	-
John Worthington,	Hospital steward,	20	1	20	1	-	-	-	-	-	-	-
Francis Jacobs,	Hospital cook,	18	1	18	1	-	-	-	-	-	-	-
James Weed,	Measurer,	65	-	65	-	-	-	-	-	-	-	-
William T. Rogers,	Midshipman,	-	-	19	1	-	-	-	-	-	-	-
Alexander Slidell,	Midshipman,	-	-	19	1	-	-	-	-	-	-	-
Isaac H. Rand,	Midshipman,	-	-	19	1	-	-	-	-	-	-	-
William F. Shields,	Midshipman,	-	-	19	1	-	-	-	-	-	-	-
Elias Taylor,	Master's mate,	-	-	20	1	-	-	-	-	-	-	-
Edward W. Cox,	Purser,	-	-	40	2	-	-	-	-	-	-	-
Wandall Ham,	Clerk, navy yard,	-	-	-	-	\$750	-	-	-	-	-	-
John P. Decatur,	Navy storekeeper,	-	-	-	-	1,700	-	-	-	-	-	-
Peter Reynolds,	Clerk storekeeper,	-	-	-	-	400	-	-	-	-	-	-
John Floyd,	Navy constructor,	-	-	-	-	2,000	-	-	-	-	-	-
Five seamen,	-	12	1	-	-	-	-	-	-	-	-	-
Seventeen ord. seamen,	-	10	1	-	-	-	-	-	-	-	-	-
One boy,	-	8	1	-	-	-	-	-	-	-	-	-
Two seamen,	-	-	-	12	1	-	-	-	-	-	-	-
Twelve ordinary seamen,	-	-	-	10	1	-	-	-	-	-	-	-
Three boys,	-	-	-	8	1	-	-	-	-	-	-	-

## ERIE, PENNSYLVANIA, STATION.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Chamber money per week.	House rent per annum, 1820.	House rent per annum, 1821.
David Deacon,	Master commanding,	\$60	10	\$60	10	-	\$300	\$300
Edgar Freeman,	Lieutenant,	40	3	-	-	\$2	-	-
Richard Mackall,	Acting Lieutenant,	40	3	-	-	-	-	-
Peter Christie,	Surgeon,	50	2	50	2	2	-	-
John H. Carr,	Purser,	40	2	40	2	2	-	-
Daniel Dobbins,	Sailing-master,	40	2	-	-	-	-	-
James Tweeksbury,	Sailing-master,	40	2	40	2	-	-	-
William Foster, Jun.	Captain's clerk,	25	1	25	1	-	-	-
John Osborn,	Acting boatswain,	20	2	20	2	-	-	-
John Justice,	Acting carpenter,	20	2	20	2	-	-	-
John Pope,	Quarter gunner,	18	1	18	1	-	-	-
James Liddle,	Armorer,	18	1	18	1	-	-	-
James W. Miles,	Steward,	18	1	18	1	-	-	-
James McGowan,	Lieutenant,	-	-	40	3	-	-	-
T. R. Mervine,	Captain's clerk,	-	-	25	1	-	-	-
Five seamen,	-	12	1	-	-	-	-	-
Five ordinary seamen,	-	10	1	-	-	-	-	-
Five seamen,	-	-	-	12	1	-	-	-
Six ordinary seamen,	-	-	-	10	1	-	-	-

## PHILADELPHIA NAVY YARD.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Chamber money per week, 1820.	Candles per an'm, 1821.	Serv'ts per month, 1821.	Cords of wood per an'm.	House rent per annum, 1820.	House rent per annum, 1821.	Pay per annum.
Alexander Murray, -	Captain commanding, -	\$100	16	\$100	16	-	\$65	\$24	28	\$600	\$600	
Charles W. Morgan, -	Master commandant, -	60	5	60	5	-	40	16	20	500	300	
James B. Cooper, -	Lieutenant, -	40	3	40	3	\$2	-	-	-	-	-	
Samuel Kingston, -	Sailing-master, -	40	2	40	2	2	20	8	12	-	200	
Hugh C. Sweeny, -	Sailing-master, -	40	2	40	2	2	20	8	12	-	200	
Samuel P. Todd, -	Purser, -	40	2	40	2	-	20	8	12	500	200	
William P. C. Barton, -	Surgeon, -	50	2	50	2	-	20	8	20	500	200	
Aaron Woolf, -	Captain's secretary, -	40	2	40	2	-	-	-	-	-	-	
Abraham Powell, -	Carpenter, -	20	2	20	2	-	-	-	-	-	-	
Two seamen, -	-	12	1	12	1	-	-	-	-	-	-	
Nine ordinary seamen, -	-	10	1	10	1	-	-	-	-	-	-	
One boy, -	-	8	1	8	1	-	-	-	-	-	-	
Samuel Humphreys, -	Naval constructor, -	-	-	-	-	-	-	-	-	-	-	\$2,300
James Keen, -	Master joiner, -	-	-	-	-	-	-	-	-	-	-	1,260
William Myers, -	Master blacksmith, -	-	-	-	-	-	-	-	-	-	-	1,000
Benjamin Weeks, -	Clerk navy yard, -	-	-	-	-	-	-	-	-	-	-	900
Robert Kennedy, -	Navy storekeeper, -	-	-	-	-	-	-	-	-	-	-	1,000
Andrew Kennedy, -	Assistant navy do. -	-	-	-	-	-	-	-	-	-	-	558

## BALTIMORE STATION.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	House rent per annum, 1820.	House rent per annum, 1821.	REMARKS.
Charles G. Rigdely, -	Captain commanding, -	\$100	16	-	-	\$500	-	Transf'd to Constell'n frig. May
Robert T. Spence, -	Captain, -	100	8	-	-	-	-	Capt. to May 14, 1820. [13, 1820.
Robert T. Spence, -	Captain commanding, -	100	16	100	16	500	\$300	Capt. commanding May 15, 1820.
William B. Shubrick, -	Lieutenant commandant, -	50	4	-	-	-	-	Lieut. comd't, March 27, 1820.
William B. Shubrick, -	Master commandant, -	60	5	-	-	-	-	Master command't, March 28; or-
								dered to Boston April 11, 1820.
George Budd, -	Lieutenant, -	40	3	-	-	-	-	Lieutenant to March 27, 1820.
George Budd, -	Master commandant, -	60	5	60	5	-	-	Master comd't, March 28, 1820.
Alexander Claxton, -	Lieutenant, -	40	3	-	-	-	-	Lieutenant to March 27, 1820.
Alexander Claxton, -	Master commandant, -	60	5	60	5	-	-	Master comd't, March 28, 1820.
Henry E. Ballard, -	Master commandant, -	60	5	60	5	-	-	
John Gallagher, -	Lieutenant commandant, -	50	4	50	4	-	-	
William J. Belt, -	Lieutenant, -	40	3	-	-	-	-	Ordered to Columbus, April 3, '20.
Thomas H. Boyer, -	Do. -	40	3	-	-	-	-	Ditto.
George W. Hammersley, -	Do. -	40	3	-	-	-	-	Ordered to St. Mary's, Oct. 2, '20.
Edward R. McCall, -	Do. -	40	3	-	-	-	-	
Johu J. Young, -	Do. -	40	3	-	-	-	-	[1820.
Otho Stallings, -	Do. -	40	3	-	-	-	-	Ordered to Constellation, June 24,
Charles T. Stallings, -	Do. -	40	3	40	3	-	-	
William T. Temple, -	Do. -	40	3	40	3	-	-	
Enoch H. Johns, -	Do. -	40	3	40	3	-	-	
Frederick W. Smith, -	Do. -	40	3	40	3	-	-	
William K. Latimer, -	Do. -	40	3	40	3	-	-	
Otho Nowes, -	Do. -	40	3	40	3	-	-	
John Nantz, -	Sailing-master, -	40	2	40	2	-	-	
John Willison, -	Do. -	40	2	-	-	-	-	
Henry Worthington, -	Do. -	40	2	-	-	-	-	
Bisco S. Doxy, -	Do. -	40	2	40	2	-	-	
George F. De la Roche, -	Do. -	40	2	40	2	-	-	
James Page, -	Surgeon, -	50	2	50	2	500	200	
John A. Kearney, -	Do. -	50	2	50	2	-	-	
Richard C. Edgar, -	Do. -	50	2	50	2	-	-	
William Belt, -	Surgeon's mate, -	30	2	30	2	-	-	
John W. Peace, -	Do. -	30	2	-	-	-	-	
Thomas D. Wisenthal, -	Do. -	30	2	30	2	-	-	
Henry Dennison, -	Purser, -	40	2	-	-	500	-	To October 31, 1820.
Francis A. Thornton, -	Do. -	-	-	40	2	-	-	From August 31, 1821.
John J. Young, -	Midshipman, -	19	1	-	-	-	-	To March 27, 1820.
Otho Stallings, -	Do. -	19	1	-	-	-	-	Ditto.
Jonathan W. Sherburne, -	Do. -	19	1	-	-	-	-	August 14, 1820, ordered to Ports
Nehemiah Tilton, -	Do. -	19	1	-	-	-	-	[mouth, N. H.



## BALTIMORE STATION--Continued.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	House rent per annum, 1820.	House rent per annum, 1821.	REMARKS.
David R. Stewart,	Midshipman,	19	1					
John S. Nicholas,	Do.	19	1					
James G. Bougham,	Do.	19	1	19	1			
C. S. Whittingham,	Do.	19	1	19	1			
Francis Sanderson,	Do.	19	1	19	1			
William Seton,	Do.	19	1	19	1			
George Adams,	Do.	19	1	19	1			
Edward P. Kennedy,	Master commandant,	60	5	60	5			
Nathaniel Andrews,	Chaplain,	40	2					
John Thomas,	Steward,	18	1					

## WASHINGTON, D. C., NAVY YARD.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Pay as sup. med. stores, per ann.	Pay and rations of a servant per annum.	Clothing of a servant, per annum.	Forage per annum.	Pay per annum.	House rent per annum, 1820.	House rent per annum, 1821.
Thomas Tingey,	Captain command'g,	100	16	100	16							
Stephen Cassin,	Master commandant,	75	6	75	6							
Thomas A. C. Jones,	Do.	60	5									
Charles Boorman,	Lieutenant,	40	3	40	3							
John A. Cook,	Do.	40	3									
Joseph Cross,	Do.	40	3	40	3							
Dulany Forrest,	Do.	40	3	40	3							
Richard G. Edwards,	Do.	40	3	40	3							
Robert Searcy,	Do.	40	3	40	3							
Edward Barry,	Sailing-master,	40	2	40	2							
Salveda Catalano,	Do.	40	2	40	2							
Marmaduke Dove,	Do.	40	2	40	2						\$150	\$150
Skiffing'n S. Jamison,	Midshipman,	19	1									
John C. Jones,	Do.	19	1									
Richard Mackall,	Do.	19	1	19	1							
William P. Piercy,	Do.	19	1	19	1							
William Pollard,	Do.	19	1									
W. L. Washington,	Do.	19	1									
T. B. Worthington,	Do.	19	1									
James B. Wetherell,	Do.	19	1	19	1							
Thomas Barry,	Gunner,	20	2	20	2							
James Minzies,	Boatswain,	20	2	20	2						300	300
William Spedden,	Steward,	18	1	18	1							
Nahum Warring,	Com'ding y'd tender	40	2									
John Webb,	Purser's mate,	20	2									
Timothy Winn,	Purser,	40	2	40	2						300	300
Edward Cutbush,	Surgeon,	45	3	45	3	\$400	\$169	\$68 48	\$120		400	400
John Harrison,	Surgeon's mate,	30	2	30	2				72		254	254
Andrew Hunter,	Chaplain,	40	2	40	2						250	250
William B. Finch,	Master commandant,			60	5							
John H. Pleasonton,	Midshipman,			19	1							
George W. Sims,	Do.			19	1							
Mordecai Booth,	Clerk to captain,										1,000	1,000
William Doughty,	Naval constructor,									\$2,300		
Edward W. Duval,	Naval storekeeper,									1,700		
James Carbury,	Inspector,									1,200		
Richard Barry,	Clerk naval store,	40		40								
Thomas Howard,	Clerk, yard,									920		
Three seamen,		12	1									
Ten ordinary seamen,		10	1									
One cook,		18	1									
Four boys,		8	1									
Four seamen,				12	1							
Nine ordinary seamen,				10	1							
One cook,				18	1							
Four boys,				8	1							

## GOSPORT, VIRGINIA, NAVY YARD.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Pay per annum, 1820.	Pay per annum, 1821.	Candles per annum, 1821.	Servants per month, 1821.	House rent per annum, 1820.	House rent per annum, 1821.	Cords of wood per annum.
John Cassin, *	Captain commanding,	\$100	16	-	-	-	-	\$65	\$24	-	-	28
Lewis Warrington, -	Do.	-	-	\$100	16	-	-	65	24	-	-	28
Joseph S. McPherson, -	Master commandant,	100	16	-	-	-	-	-	-	\$300	\$300	-
Thomas T. Webb, -	Lieutenant,	40	3	40	3	-	-	20	3	-	-	20
Archibald S. Campbell, -	Do.	40	3	40	3	-	-	20	3	-	-	20
Charles W. Skinner, -	Do.	40	3	40	3	-	-	20	3	-	-	20
William H. Watson, -	Do.	40	3	-	-	-	-	-	-	-	-	-
Robert B. Randolph, -	Do.	-	-	40	3	-	-	20	3	-	-	20
Samuel Robertson, -	Purser,	40	2	-	-	-	-	-	-	-	-	-
Henry Dennison, -	Do.	-	-	40	2	-	-	20	3	-	-	12
James B. Potts, -	Sailing-master,	40	2	40	2	-	-	20	3	-	-	11
Lewis B. Page, -	Do.	40	2	40	2	-	-	20	3	-	-	12
Richard J. Cox, -	Do.	40	2	-	-	-	-	-	-	-	-	-
George T. Kennon, -	Surgeon,	50	2	50	2	-	-	20	3	-	-	20
Samuel Horsley, -	Do.	50	2	-	-	-	-	-	-	-	-	-
William D. Cowdrey, -	Surgeon's mate,	50	2	50	2	-	-	16	6	-	-	14
Thomas Boyd, -	Do.	50	2	-	-	-	-	-	-	-	-	-
Edward Linscott, -	Boatswain,	20	2	20	2	-	-	12	6	-	-	9
Joseph Lum, -	Gunner,	20	2	20	2	-	-	12	6	-	-	9
Thomas L. Graham, -	Steward,	18	1	-	-	-	-	-	-	-	-	-
Thomas B. Sackville, -	Do.	-	-	18	1	-	-	-	-	-	-	-
John Cox, -	Keeper magazine,	-	-	38	-	-	-	-	-	-	-	-
Richard Webb, -	Captain's clerk,	25	1	25	1	-	-	-	-	-	-	-
Five seamen, -	-	12	1	-	-	-	-	-	-	-	-	-
Eighteen ordinary seamen, -	-	10	1	-	-	-	-	-	-	-	-	-
Four boys, -	-	8	1	-	-	-	-	-	-	-	-	-
One seaman, -	-	-	-	12	1	-	-	-	-	-	-	-
Thirteen ordin'ry seamen, -	-	-	-	10	1	-	-	-	-	-	-	-
Seven boys, -	-	-	-	8	1	-	-	-	-	-	-	-
Thomas Dutton, -	Naval storekeeper,	-	-	-	-	1,200	\$1,400	-	-	-	-	-
Francis Grice, -	Naval constructor,	-	-	-	-	\$2,000	2,000	-	-	-	-	-

## CHARLESTON, S. C. STATION.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	House rent per annum, 1820.	House rent per annum, 1821.	
Hugh G. Campbell, -	Captain commanding,	\$10 0	16	-	-	\$750	-	Died 11th Nov. 1820.
John Cassin, -	Captain commanding,	-	-	\$100	16	-	\$400	
Charles E. Crowley, -	Lieut. commandant,	50	4	-	-	-	-	
Joseph Wragg, -	Lieut. commandant,	-	-	50	4	-	-	
Edward R. Shubrick, -	Lieutenant,	-	-	40	3	-	-	
Thomas Pain, Jun. -	Lieutenant,	-	-	40	3	-	-	
George Logan, -	Surgeon,	50	2	50	2	200	250	
Oliver L. Chevalier, -	Surgeon's mate.	-	-	-	-	-	-	
F. W. Kane, -	Clerk,	25	1	25	1	-	-	
William Sinclair, -	Purser,	40	2	40	2	-	250	
Jacob D. Sloat, -	Master's mate,	20	2	-	-	-	-	
John W. Todd, -	Master's mate,	-	-	20	2	-	-	
One seaman, -	-	12	1	-	-	-	-	
Three ordinary seamen, -	-	10	1	-	-	-	-	
One boy, -	-	8	1	-	-	-	-	
Four ordinary seamen, -	-	-	-	10	1	-	-	
One boy, -	-	-	-	8	1	-	-	

\* Ordered to Charleston, S. C. June 14, 1821.



## NEW ORLEANS STATION.

Names.	Rank.	Pay per month, 1820.	Rations per day, 1820.	Pay per month, 1821.	Rations per day, 1821.	Pay per annum.	House rent per annum.
Daniel T. Patterson,	Captain commanding,	\$100	16	\$100	16	-	\$1,500
Robert Spedden,	Lieutenant commandant,	50	4	50	4	-	-
John Quin,	Sailing-master,	40	2	40	2	-	240
Robert C. Randolph,	Surgeon,	50	2	50	2	-	360
John Patterson,	Boatswain,	20	2	20	2	-	96
George Jackson,	Gunner,	20	2	20	2	-	-
William E. Sheffield,	Carpenter,	20	2	20	2	-	200
Horace L. Highley,	Captain's clerk,	25	1	25	1	-	180
William P. Bacus,	Steward,	18	1	18	1	-	120
Benjamin Hutton,	Quartermaster,	18	1	18	1	-	-
Lewis Morray,	Quartergunner,	18	1	18	1	-	-
Thomas Winstanley,	Coxswain,	18	1	-	-	-	-
Samuel Montague,	Coxswain,	-	-	18	1	-	-
Joseph B. Wilkinson,	Purser,	40	2	40	2	-	800
Samuel T. Anderson,	Naval storekeeper,	-	-	-	-	\$1,700	-
Six Seamen,	-	12	1	-	-	-	-
Six ordinary seamen,	-	10	1	-	-	-	-
Five seamen,	-	-	-	12	1	-	-
Eight ordinary seamen,	-	-	-	10	1	-	-

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *December 18, 1822.*CONST. FREEMAN, *Auditor.*NAVY COMMISSIONERS' OFFICE, *September 5, 1822.*

SIR:

The Commissioners of the Navy had the honor duly to receive your letter of the 9th April last, referring to them, for such information as their office might afford, the resolution of the honorable the Senate of the United States, of the 5th April; and they have now to submit the following report thereon:

As no accounts are settled, or moneys paid, in the Commissioners' office, they can present only estimates, formed from the best information in their power; the chief source of which is, the accounts of expenditures kept agreeably to their directions by the several commandants, who were instructed, prior to any of the keels being laid, to keep exact accounts, as far as might be in their power, of every expense incurred in building the several ships; and upon whom the commissioners, with a view to comply with the requisitions of the resolution, made special calls, the result of which will be seen in the paper A, herewith respectfully submitted.

The recapitulation, at the end of the paper A, shows, at one view, the sums of money estimated to have been paid to all the various artificers and laborers employed in building the several ships. There are great apparent differences in the cost of the ships of the line; but, in reality, they are much less than they appear to be: they arise, in a very considerable measure, from the different degrees of progress made in building the several ships. A satisfactory opinion as to the relative cost of the ships, could be formed only in cases where precisely the same progress, in all the various descriptions of work, in the various departments of labor, shall have been made; and such cases do not exist, and probably never can, until the final completion of the ships. Of the ships of the line presented in the tables, four only, viz. the Columbus, the North Carolina, the Ohio, and the Delaware, have been launched; and of these, but one, the Columbus, has ever been thoroughly equipped for service. The North Carolina has been partially equipped; that is, so far as to put her in a state to proceed from the Delaware to Norfolk.

On referring to the columns in the recapitulation, you will perceive many blanks, which indicate either that no work has been done under the heads where they occur, or that, if done, the expense has, notwithstanding the particular directions given to designate the expenses arising in each department of labor, been placed under some other head; still forming a proper charge against the ship, though not placed as it should be. You will also perceive, sir, that the sums charged under the several heads, differ materially in amount; which is to be accounted for, partly, by the different degrees of progress made in the works under those heads, and partly by the same work having cost more at one place than another; arising, in a considerable degree, from the prices of labor, of every description, being much higher when the ships were first commenced than they were at any subsequent period. The ships first built thus unavoidably cost the most.

The work on the Columbus, the ship first built, amounts to an unusual sum. The timber of which her frame was built was not got out to moulds for such a ship. To fashion it to the proper moulds required unavoidable additional labor: this was a disadvantage not experienced in building either of the other ships. She was, moreover, considered as a model ship, particularly in all her interior arrangements; by which the instructions for building the other ships of the line were, in a great degree, to be governed. The building of ships of the line, of the most approved construction, being new in this country, and no system having been formed at the time the Board of Navy Commissioners were organized, the question as to the best plan and most efficient principles of construction engaged the most earnest consideration and anxious inquiry. Under these circumstances, the keel of the Columbus was laid, and the Commissioners felt deeply the responsibility that devolved upon them. During her progress, it was found necessary to make some alterations, with a view to efficiency, and other essential qualities. These causes combined, occasioned much additional labor and expense.

Although the information called for by the resolution is confined to the ships that have been built, yet the Commissioners have supposed that it would be satisfactory to show the expenses incurred in building the ships of the line at Portsmouth, New Hampshire, and at Boston, as far as they have progressed. The materials of every description actually used, and labor employed, in building those vessels, are charged to them respectively. The progress made in building them, although not the same, does not, in the aggregate of work done, in all the various departments, differ very essentially: hence, it will be seen, that the expenses hitherto incurred in building them differ in the aggregate only about sixteen thousand dollars. It will further be seen, on reference to the average prices of labor, that the prices paid in building these ships are considerably less than those paid when the Columbus and Delaware were built. The prices have, indeed, been diminishing ever since the first ships were built, and are now nearly the same in all the yards.

In building the Delaware, we were subjected not only to high prices for labor of every kind, but to other inconveniences and disadvantages not within the power of the Commissioners to remedy; although they personally visited the navy yard where she was building; gave the most minute instructions, written and verbal; and directed the discharge of all the laborers that appeared to them to be superfluous; but it has not been in their power, till since the

Delaware was built, to have their instructions carried into complete effect in that yard. The yard is now, however, and has, for some time past, been under approved management; and the tables of labor performed at the several yards, in the years 1820, 1821, and 1822, will show the diminution of expenses in that as well as other yards. These tables, although not called for, are submitted in condensed forms B, to show the system which prevails in this office with regard to the general superintendence of labor in the several yards. Reports are made monthly, showing the names, stations, and rates of pay, of each person employed, and the objects on which they are employed; so that the number, pay, &c. may be satisfactorily regulated from time to time, according to the demand, and other circumstances that may exist. Special weekly reports, showing the general operations going on in the several yards, and the number of men employed on each branch of labor, are also made. The system, with regard to the management of navy yards, has been progressively improving for some years past, under the admonitions of experience and other sources of information. It is still, however, not considered as perfect as it might be; but it is confidently expected, ere the lapse of another year, that the expenses of these establishments will not only be reduced, but that such a system will be matured as will insure uniformity, economy, and efficiency, in all the various branches of service with which they are connected.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

A.

*Exhibit showing the cost of labor, materials of wood, metal, and other materials, in building the ship of the line the North Carolina, commenced June, 1818, launched September, 1820.*

DESCRIPTION OF PERSONS EMPLOYED.				Average number.	Number of days' work.	Average pay per diem.	Amount paid.
Carpenters,	-	-	-	34	24,960	\$1 59½	\$39,760 67
Mast makers,	-	-	-	7	4,816	1 24½	2,983 74
Boat builders,	-	-	-	8	2,298	1 29½	1,124 67
Block and pump makers,	-	-	-	-	-	-	6,361 61
Blacksmiths,	-	-	-	10	12,245½	1 22½	15,030 83
Caulkers,	-	-	-	16	2,237½	1 50	4,356 98
Gun carriage makers,	-	-	-	7	1,266½	1 23½	1,560 34
Sawyers,	-	-	-	5	2,850½	1 19½	3,402 59
Sailmakers,	-	-	-	-	-	-	1,668 61
Riggers,	-	-	-	6	833½	1 00	833 75
Ship joiners,	-	-	-	7	4,816½	-	5,985 75
Plumbers,	-	-	-	-	-	-	1,604 64
Painters,	-	-	-	4	2,056½	1 33	2,737 56
Other laborers,	-	-	-	-	-	-	12,419 26
Aggregate,				-	-	-	\$99,830 98

MATERIALS OF WOOD.				Quantity.	Price.	Amount paid.	
Live oak,	-	-	-	cubic feet	35,300	\$1 50½	\$53,002 95
White oak logs and plank,	-	-	-	do.	70,245	36	25,288 20
Gun carriage stuff,	-	-	-	do.	3,561.8	37.2	1,324 94
Mast timber, white oak,	-	-	-	do.	391.5	43.22	169 09
White oak knees,	-	-	-	number	472	6 92	3,266 24
White oak knees,	-	-	-	do.	60	2 00	120 00
Hachmetac knees,	-	-	-	do.	128	3 00	384 00
Yellow pine,	-	-	-	cubic feet	13,679	43.8	5,993 10
Yellow pine,	-	-	-	do.	28,654	40.9	11,730 55
Yellow pine, mast timber,	-	-	-	do.	7,596	83.8½	6,369 48
White pine,	-	-	-	do.	2,092	31	666 30
Cherry,	-	-	-	do.	297	34.6	102 66
Curled maple,	-	-	-	do.	117	1 66.6½	195 00
Mahogany,	-	-	-	do.	200	1 97.1½	394 33
Ash,	-	-	-	do.	105	45.2	47 46
Locust logs,	-	-	-	number	23	1 16.3½	26 75
Locust treenails,	-	-	-	do.	41,475	39 00	1,617 52
Aggregate amount for wood,				-	-	\$110,698 57	

MATERIALS OF METAL.				Quantity.	Price.	Amount paid.	
Copper sheet,	-	-	-	pounds	39,432	\$0 26	\$10,252 32
Copper bolt,	-	-	-	do.	76,074	26	19,779 24
Copper rod,	-	-	-	do.	19,393	26	5,041 18
Copper rings,	-	-	-	do.	393½	40	157 40
Copper castings,	-	-	-	do.	8,365½	30	2,509 65
Copper burrs and nails,	-	-	-	do.	4,419	26	1,148 94
Lead,	-	-	-	do.	38,691	6.4½	2,501 51
Iron,	-	-	-	do.	377,680	5.7	21,656 43
Iron hoops,	-	-	-	do.	33,833	5½	1,832 62
Aggregate amount,				-	-	\$61,879 29	



## EXHIBIT A—Continued.

OTHER MATERIALS.					Quantity.	Price.	Amount paid.
Patent cordage,	-	-	-	pounds	61,973	\$0 12.5	\$ 7,746 62½
Rope and spun yarn,	-	-	-	do.	108,458	10.7	11,617 18
White rope and line,	-	-	-	do.	4,565	19.2	879 09
Twine,	-	-	-	do.	336¾	41.2	138 93
Oakum,	-	-	-	do.	30,887	5.4	1,664 58
Junk,	-	-	-	do.	7,772	5	388 60
Canvass,	-	-	-	bolts	376	-	6,894 52
Staves and heading,	-	-	-	number	11,480	-	984 90
Other materials,	-	-	-	-	-	-	1,042 93
Aggregate amount,					-	-	\$31,358 35½

## RECAPITULATION.

Labor,	-	-	-	-	-	\$ 99,830 98	
Materials of wood,	-	-	-	-	-	110,698 57	
Materials of metal,	-	-	-	-	-	64,879 29	
Other materials,	-	-	-	-	-	31,358 35½	
Total,					-	\$306,767 19½	

*Exhibit showing the cost of labor, materials of wood, metal, and other materials, in building the ship of the line the Ohio, commenced November, 1817, and launched 30th May, 1820.*

DESCRIPTION OF PERSONS EMPLOYED.					Average number.	Number of days' work.	Av'ge pay per diem.	Amount paid.
Carpenters,	-	-	-	-	18	27,016½	\$1 74	\$47,012 97½
Boat builders,	-	-	-	-	-	13	1 23	16
Block and pump makers,	-	-	-	-	-	986½	1 49½	1,474 14½
Blacksmiths,	-	-	-	-	6	9,535½	1 38½	13,251 33½
Armors,	-	-	-	-	-	18½	1 37	24 75
Caulkers,	-	-	-	-	5	6,284½	1 63½	10,303 46½
Sawyers,	-	-	-	-	4	5,143	1 62½	8,367 23
Sailmakers,	-	-	-	-	-	46½	2 01	92 84½
Riggers,	-	-	-	-	-	359½	1 39½	501 78
Ship joiners,	-	-	-	-	5	6,507	1 56½	10,168 14
Plumbers,	-	-	-	-	-	223½	1 49½	333 90
Coopers,	-	-	-	-	-	16	1 44½	23 12½
Painters,	-	-	-	-	-	916½	1 23½	1,129 03
Other laborers,	-	-	-	-	-	16,410½	1 04½	17,179 51½
Aggregate amount,					-	-	-	\$109,878 23

MATERIALS OF WOOD.					Quantity.	Price.	Amount paid.
Live oak timber,	-	-	-	cubic feet	32,000	\$1 43	\$47,360 00
White oak,	-	-	-	do.	23,249	80	18,599 20
White pine,	-	-	-	do.	2,801	20	562 20
Locust,	-	-	-	do.	2,926	75	2,194 50
Southern yellow pine timber,	-	-	-	do.	36,633	47	17,217 51
Southern yellow spar,	-	-	-	do.	569	85	483 65
Gun carriage,	-	-	-	sup. feet.	25,137	6½	1,633 90
Ash plank,	-	-	-	do.	2,716	5	135 80
Oak,	-	-	-	do.	256,052	5½	14,082 86
Southern pine plank,	-	-	-	do.	153,519	4	6,140 76
Curled maple,	-	-	-	do.	2,325	6	139 50
Mahogany,	-	-	-	do.	76	31	23 56
Pine plank and boards,	-	-	-	do.	32,089	3	962 67
Ash timber,	-	-	-	inches	1,737	16	277 92
Oak knees,	-	-	-	-	10,114	70	7,079 80
Locust treenails,	-	-	-	-	12,000	6	720 00
Carved work,	-	-	-	-	-	-	1,713 00
Aggregate amount,					-	-	\$119,326 83

MATERIALS OF METAL.					Quantity.	Price.	Amount paid.
Iron,	-	-	-	pounds,	305,915	\$0 06	\$18,354 90
Copper sheets,	-	-	-	do.	38,551	30	11,565 30
Copper bolts, spikes, rods, and sheathing nails,	-	-	-	do.	76,225½	32	24,392 08
Composition,	-	-	-	do.	4,449	39	1,735 11
Lead,	-	-	-	do.	20,296	06	1,217 76
Aggregate amount,					-	-	\$57,265 15

## EXHIBIT A—Continued.

OTHER MATERIALS.					Quantity.	Price.	Amount paid.
Cables and ropes,	-	-	-	-	-	-	\$3,809 56
Oakum,	-	-	-	-	63,720	\$0 06	3,763 20
Aggregate amount,					-	-	\$7,572 76

## RECAPITULATION.

Labor,	-	-	-	-	\$109,878 23
Materials of wood,	-	-	-	-	119,326 83
Materials of metal,	-	-	-	-	57,265 15
Other materials,	-	-	-	-	7,572 76
Total amount,					\$294,042 97

*Exhibit showing the cost of labor, materials of wood, metal, and other materials, in building a ship of the line the Columbus, commenced June, 1816, and launched 1st March, 1819.*

DESCRIPTION OF PERSONS EMPLOYED.	Average number.	Number of days' work.	Average pay per diem.	Amount paid.
Carpenters,	-	38	35,745 $\frac{1}{2}$	\$62,843 76
Mastmakers,	-	11	3,446	6,050 15
Boat builders,	-	5	2,063 $\frac{1}{2}$	2,968 95
Block and pump makers,	-	5	1,979 $\frac{1}{2}$	3,329 79
Blacksmiths,	-	37	26,414 $\frac{1}{2}$	36,910 81
Caulkers,	-	18	5,927 $\frac{1}{2}$	9,939 60
Gun carriage makers,	-	18	4,419 $\frac{1}{2}$	8,993 26
Sawyers,	-	6	5,470 $\frac{1}{2}$	7,561 93
Sailmakers,	-	15	3,797 $\frac{1}{2}$	6,306 44
Riggers,	-	18	4,806 $\frac{1}{2}$	6,520 89
Ship joiners,	-	26	9,194 $\frac{1}{2}$	15,690 48
Plumbers,	-	10	3,197 $\frac{1}{2}$	5,170 22
Coopers,	-	8	1,681 $\frac{1}{2}$	2,649 75
Painters,	-	7	2,179 $\frac{1}{2}$	3,060 59
Other laborers,	-	-	-	26,240 85
Aggregate,				\$204,237 48

MATERIALS OF WOOD.	Quantity.	Price.	Amount paid.
Live oak,	- cubic feet,	24,201	\$1 42
Live oak knees,	- do.	485	1 00
White oak,	- do.	12,124	30
Pine,	- do.	30,363	30
Ash,	- do.	7,409	30
Locust,	- do.	775	65
Cedar, poplar, hickory, walnut, cherry, elm,	- do.	1,563	37
White oak plank,	- sup. feet,	388,061	3 20
Yellow pine,	- do.	210,706	3 50
White pine boards,	- do.	119,524	3 50
Ash plank,	- do.	8,138	3 50
Curled maple plank,	- do.	3,623	4 60
Walnut plank,	- do.	400	4 00
Boat boards, oak, pine, and elm,	- do.	4,615	3 50
White oak knees,	- number,	861	3 55
Hackmatac knees,	- do.	174	3 00
pruce spars,	- do.	121	3 85 $\frac{1}{2}$
Locust treenails,	- do.	24,647	30 00
Ash oar rafters,	- feet,	804	07
Lignumvitæ,	- tons,	7	30 00
Aggregate amount for wood,			\$70,458 84

MATERIALS OF METAL.	Quantity.	Price.	Amount paid.
Iron, round, flat, and square, bar,	- pounds,	339,378	\$100 00
Iron, sheet,	- do.	811	160 00
Iron, rod,	- do.	401	05
Iron, plate,	- do.	2,225	160 00
Iron, hoop,	- do.	46,081	125 00
Iron, nail rods,	- do.	3,647	112 00
Copper, bolt,	- do.	75,956	30
Copper, sheet,	- do.	44,204	50
Copper, brazier's,	- do.	1,610	38



## EXHIBIT A--Continued.

MATERIALS OF METAL.				Quantity.	Price.	Amount paid.
Copper, hoop,	-	-	pounds,	6,311	50	3,155 50
Copper, spike rods,	-	-	do.	2,168	30	650 40
Copper, nails,	-	-	do.	811	55	446 05
Copper, sheathing,	-	-	do.	801	40	320 40
Copper, old,	-	-	do.	5,000	20	1,000 00
Composition spikes,	-	-	do.	25,188	35	8,815 80
Tin, 50 boxes, and 40 sheets per box,	-	-	do.	-	14 00	703 50
Tin, block,	-	-	do.	2,021	21	424 41
Brass,	-	-	do.	38	60	23 02
Steel,	-	-	do.	400	20	80 00
Zinc,	-	-	do.	806	16	128 96
Aggregate for metal,				-	-	\$79,385 70
OTHER MATERIALS.				Quantity.	Price.	Amount paid.
Cordage, cables, &c.	-	-	-	-	-	\$29,075 97½
Leather,	-	-	-	-	-	1,354 38
Canvass,	-	-	bolts,	1,437	-	28,324 00
Oakum,	-	-	pounds,	14,394	0 06	2,843 76
Paints,	-	-	-	-	-	3,632 40½
Tar, turpentine, pitch, rosin, train oil,	-	-	-	-	-	2,226 65
Glass, brushes, &c.	-	-	-	-	-	214 51½
Other articles, such as hinges, locks, screws, nails, &c. for joiner's work, and salt,	-	-	-	-	-	5,177 41½
Aggregate,				-	-	\$72,849 10½
RECAPITULATION.						
Labor,	-	-	-	-	\$204,237 47	
Materials of wood,	-	-	-	-	70,458 84	
Materials of metal,	-	-	-	-	79,385 70	
Other materials,	-	-	-	-	72,849 10½	
Total,				-	\$426,931 11¼	

*Exhibit showing the cost of labor, materials of wood, metal, and other materials, in the ship of the line the Delaware, commenced August, 1817, and launched October, 1820.*

DESCRIPTION OF PERSONS EMPLOYED.				Average number.	Number of days' work.	Av'ge pay per diem.	Amount paid.
Carpenters,	-	-	-	50	34,066½	\$1 78	\$60,636 02
Mastmakers,	-	-	-	9	1,288	1 51½	1,951 32
Block and pump makers,	-	-	-	4	808	1 37½	1,112 88
Blacksmiths,	-	-	-	18	14,849	1 34	19,900 22
Armorsers,	-	-	-	1	6	1 76½	10 61
Caulkers,	-	-	-	35	8,001½	1 48½	13,044 99
Gun carriage makers,	-	-	-	12	3,777½	1 46½	5,517 24
Sawyers,	-	-	-	6	3,598	1 54½	5,558 91
Riggers,	-	-	-	12	2,509½	1 22½	3,067 18
Ship joiners,	-	-	-	28	7,555½	1 49	11,262 36
Plumbers,	-	-	-	4	852½	1 33½	1,135 80
Coopers,	-	-	-	10	1,820	1 46½	2,658 44
Painters,	-	-	-	8	1,466	1 41½	2,074 10
Other laborers,	-	-	-	-	-	-	18,520 67
Aggregate,				-	-	-	\$146,450 74

MATERIALS OF WOOD.				Quantity.	Price.	Amount.	
Live oak,	-	-	-	cubic feet,	28,330.6	\$1 55	\$43,911 75
Live oak knees,	-	-	-	do.	308.2	1 00	308 17
White oak,	-	-	-	do.	14,803	43½	6,378 74
Pine,	-	-	-	do.	51,880	38	19,714 40
Pine plank,	-	-	-	sup. feet,	112,332	3	3,369 96
White oak knees,	-	-	-	inches,	5,892½	50	2,946 25
Oak plank,	-	-	-	sup. feet,	267,503	3	8,025 09
Spars,	-	-	-	inches,	26,060	6½	2,253 75
Pine plank stocks,	-	-	-	sup. feet,	123,492	24 00	2,963 80
Gun carriage timber,	-	-	-	do.	27,837	3	835 11
Mahogany,	-	-	-	do.	1,870.7	12½	231 75
Pine boards,	-	-	-	do.	23,689	20 00	473 78
Curled maple,	-	-	-	do.	125	8	10 00
Poplar timber,	-	-	-	do.	75	50	37 50
Treenails,	-	-	-	do.	15,000	20 00	300 00
Spikes,	-	-	-	do.	59,000	37½	22 12
Aggregate,				-	-	\$91,782 17	

## EXHIBIT A—Continued.

MATERIALS OF METAL.					Quantity.	Price.	Amount.
Copper, sheathing,	-	-	-	pounds,	32,459	\$ 29	\$9,413 11
Copper, bolt,	-	-	-	do.	110,557	30	33,167 10
Copper rods, for spikes,	-	-	-	do.	27,671	35	9,684 85
Copper nails, sheathing,	-	-	-	do.	2,973	35	1,040 55
Copper nails, spikes, and rings,	-	-	-	do.	679	60	347 40
Copper nails, wrought,	-	-	-	do.	80 $\frac{1}{2}$	80	64 60
Iron, foreign and American,	-	-	-	do.	298,178	120 00	15,491 68
Iron, old,	-	-	-	do.	940	3	13 80
Iron, hoop,	-	-	-	do.	7,577	8	606 16
Iron nails and spikes,	-	-	-	do.	7,620	-	832 70
Lead,	-	-	-	do.	16,952	8 $\frac{1}{2}$	1,440 92
Composition,	-	-	-	do.	2,460	16	393 60
Zinc,	-	-	-	do.	112	18	20 16
Aggregate,					-	-	\$72,516 63

OTHER MATERIALS.					Quantity.	Price.	Amount.
Cable and rope,	-	-	-	-	20,580	12 cts.	\$2,469 60
White rope,	-	-	-	-	2,840	20	569 60
Oakum,	-	-	-	-	53,811	6	3,228 00
Aggregate,					-	-	\$6,267 20

## RECAPITULATION.

Labor,	-	-	-	-	\$146,450 74
Materials of wood,	-	-	-	-	91,782 17
Materials of metal,	-	-	-	-	72,516 63
Other materials,	-	-	-	-	6,267 20
Total,					\$317,016 74

*Exhibit showing the cost of labor, materials of wood, metal, and other materials, in building a ship of the line at Portsmouth, N. H., commenced 1st June, 1829.*

DESCRIPTION OF PERSONS EMPLOYED.				Average number.	Number of days' work.	Average price.	Amount paid.
Carpenters,	-	-	-	21 $\frac{1}{2}$	22,223	\$1 22 $\frac{1}{2}$	\$27,218 33
Blacksmiths,	-	-	-	6 $\frac{1}{2}$	6,635 $\frac{1}{4}$	1 34 $\frac{1}{2}$	8,932 60
Armorsers,	-	-	-	-	-	-	-
Caulkers,	-	-	-	5 $\frac{1}{2}$	393 $\frac{3}{4}$	1 56 $\frac{1}{2}$	615 69
Sawyers,	-	-	-	3	2,327 $\frac{1}{4}$	1 20 $\frac{1}{2}$	2,898 19
Ship joiners,	-	-	-	3 $\frac{1}{2}$	1,945 $\frac{1}{2}$	1 19 $\frac{1}{4}$	2,328 63
Other laborers,	-	-	-	6 $\frac{1}{2}$	6,616 $\frac{1}{2}$	94 $\frac{1}{2}$	6,255 54
Aggregate for labor,				-	-	-	\$48,248 98

MATERIALS OF WOOD.				Quantity.	Price.	Amount paid.
Live oak timber,	-	-	cubic feet,	36,281 $\frac{6}{12}$	\$1 42 $\frac{1}{2}$	\$51,629 80
White oak,	-	-	do.	17,931 $\frac{1}{2}$	32 $\frac{1}{2}$	5,810 21
White oak plank,	-	-	superficial feet,	278,429	3	8,333 57
White oak knees,	-	-	number,	545	6 04	3,291 92
Hacmetac knees,	-	-	do.	81	3 75	303 75
Yellow pine timber,	-	-	cubic feet,	31,034 $\frac{7}{12}$	45.4	14,088 63
White pine,	-	-	do.	3,656 $\frac{6}{12}$	19	690 31
Locust trenails,	-	-	number,	3,530	2	70 45
Other wood,	-	-	-	-	-	762 14
Aggregate amount,				-	-	\$84,971 78

MATERIALS OF METAL.				Quantity.	Price.	Amount paid.
Iron, American, flat,	-	-	pounds,	49,451	\$0 05.1	\$2,521 86
Iron, American, round,	-	-	do.	78,512	6.1	4,788 67
Iron, foreign, flat,	-	-	do.	153,563	4.9	7,583 18
Iron, foreign, round wire,	-	-	do.	78	20	15 60
Copper bolt and spike rods,	-	-	do.	65,965	32	21,108 88
Sheet copper,	-	-	sheets,	240	-	655 20
Aggregate amount,				-	-	\$36,663 39



## EXHIBIT A—Continued.

OTHER MATERIALS.							Amount paid.
Other materials,	-	-	-	-	-	-	\$2,330 87
Paints, &c.	-	-	-	-	-	-	407 18
Aggregate,							\$2,738 05

RECAPITULATION.						
Labor,	-	-	-	-	-	\$48,248 98
Materials of wood,	-	-	-	-	-	84,971 78
Materials of metal,	-	-	-	-	-	36,663 39
Other materials,	-	-	-	-	-	2,738 05
Total,	-	-	-	-	-	<u>\$172,632 20</u>

*Exhibit showing the cost of labor, materials of wood, metal, and other materials, in building a ship of the line building at Boston, on the stocks.*

DESCRIPTION OF PERSONS EMPLOYED.	Average number.	Number of days' work.	Average pay per diem.	Amount paid.
Carpenters,	37	\$22,235 $\frac{1}{2}$	\$1 42	\$31,624 57
Block and pump makers,	2	47 $\frac{1}{2}$	1 34	63 59 $\frac{1}{2}$
Blacksmiths,	10	6,751 $\frac{1}{2}$	1 34	9,066 90 $\frac{1}{2}$
Caulkers,	4	116 $\frac{1}{2}$	1 74	203 99 $\frac{1}{2}$
Sawyers,	7	2,226	1 45 $\frac{1}{2}$	3,241 78
Ship joiners,	7	2,172	1 53	3,326 44 $\frac{1}{2}$
Painters,	2	200	1 55 $\frac{1}{2}$	311 54 $\frac{1}{2}$
Other laborers,	-	-	-	4,745 35 $\frac{1}{2}$
Aggregate amount,	-	-	-	<u>\$52,979 13</u>

MATERIALS OF WOOD.				Quantity.	Price.	Amount.	
Live oak, moulded,	-	-	-	cubic feet,	28,695 <sup>3</sup> / <sub>4</sub>	\$1 55	\$44,477 64
Live oak fillings,	-	-	-	do.	1,069 <sup>1</sup> / <sub>2</sub>	1 25	1,336 56
Live oak, promiscuous,	-	-	-	do.	4,827 <sup>1</sup> / <sub>2</sub>	1 00	4,827 75
White oak,	-	-	-	do.	13,079	27 <sup>1</sup> / <sub>2</sub>	3,596 72
Yellow pine,	-	-	-	do.	19,022	50	9,511 00
Northern pine,	-	-	-	do.	258	12	30 96
White oak plank,	-	-	-	superficial feet,	315,408	25 00	7,885 20
Southern pine plank,	-	-	-	do.	114,300	42 00	4,800 60
White oak knees,	-	-	-	number,	614	6 75	4,144 50
Hacmetac knees,	-	-	-	do.	164	2 50	410 00
Locust treenails,	-	-	-	do.	18,170	30 00	545 10
Locust timber,	-	-	-	cubic feet,	140	37 <sup>1</sup> / <sub>2</sub>	52 50
White pine plank and boards,	-	-	-	superficial feet,	29,506	26 00	767 00
Aggregate,				-	-	\$82,385 53	

MATERIALS OF METAL.					Quantity.	Price.	Amount.
Copper, sheathing,	-	-	-	pounds.	1,954	\$0 30	\$586 20
Copper, nails,	-	-	-	do.	560	32	179 20
Copper, spike rods,	-	-	-	do.	19,217	32	6,149 44
Copper, bolts,	-	-	-	do.	67,336	32	21,556 80
Composition,	-	-	-	do.	348	35	121 80
Composition,	-	-	-	do.	1,150 $\frac{3}{4}$	30	345 22 $\frac{1}{2}$
Copper nails,	-	-	-	do.	116	35	40 60
Iron castings for gun carriages,	-	-	-	do.	12,649	4	505 96
Iron pall rims, &c.,	-	-	-	do.	1,943	6	116 58
Iron, assorted,	-	-	-	do.	220,825	5	11,141 25
Iron boom iron shapes,	-	-	-	do.	825	7	57 75
Iron spikes and nails,	-	-	-	do.	4,124	12	494 88
Aggregate,					-	-	\$41,195 68 $\frac{1}{2}$

Other articles employed in building, such as oakum, paints, &c., - - - \$12,776 93 $\frac{1}{2}$

RECAPITULATION.						
Labor,	-	-	-	-	-	52,979 13
Materials of wood,	-	-	-	-	-	82,385 53
Materials of metal,	-	-	-	-	-	41,195 68 $\frac{1}{2}$
Other materials,	-	-	-	-	-	12,776 93 $\frac{1}{2}$
Total,	-	-	-	-	-	<u>\$189,337 27</u>

## EXHIBIT A—Continued.

*Exhibit showing the cost of labor, materials of wood, metal, and other materials, in building the frigate Potosi, commenced 9th August, 1819, and launched 1822.*

DESCRIPTION OF PERSONS EMPLOYED.	Average number.	Number of days' work.	Average pay per diem.	Amount paid.
Carpenters, - - - - -	-	-	\$1 28 <sup>11</sup> / <sub>16</sub>	\$30,420 00
Mastmakers, - - - - -	6	988 <sup>1</sup> / <sub>2</sub>	1 69 <sup>1</sup> / <sub>2</sub>	1,673 59
Boat builders, on boats, caps, spars, &c., -	7	2,177 <sup>1</sup> / <sub>2</sub>	1 40 <sup>1</sup> / <sub>2</sub>	3,056 59
Block and pump makers, - - - - -	6	1,412	1 39	1,961 69
Blacksmiths, - - - - -	22	10,280 <sup>1</sup> / <sub>2</sub>	1 16 <sup>1</sup> / <sub>2</sub>	11,960 03
Caulkers, - - - - -	10	4,181 <sup>1</sup> / <sub>2</sub>	1 38 <sup>1</sup> / <sub>2</sub>	5,794 58
Gun carriage makers, - - - - -	9	2,016	1 52 <sup>1</sup> / <sub>2</sub>	3,075 38
Sawyers, - - - - -	-	-	1 28 <sup>1</sup> / <sub>16</sub>	6,310 50
Sailmakers, - - - - -	1	5	3 00	15 00
Shipjoiners, - - - - -	9	2,480	1 49 <sup>1</sup> / <sub>2</sub>	3,716 13
Plumbers, - - - - -	8	986 <sup>1</sup> / <sub>2</sub>	1 33 <sup>1</sup> / <sub>2</sub>	1,313 68
Coopers, - - - - -	3	286 <sup>1</sup> / <sub>2</sub>	1 29	369 23
Painters, - - - - -	4	801 <sup>1</sup> / <sub>2</sub>	1 40 <sup>1</sup> / <sub>2</sub>	1,126 54
Other laborers, - - - - -	-	-	1 28 <sup>1</sup> / <sub>16</sub>	16,246 71
Aggregate amount, - - - - -	-	-	-	\$87,039 69

MATERIALS OF WOOD.	Quantity.	Price.	Amount paid.
Live oak, moulded, - - - - - cubic feet,	15,742	\$1 42 <sup>1</sup> / <sub>2</sub>	\$22,431 55
Live oak, promiscuous, - - - - - do.	1,830	1 00	1,830 00
White oak plank stocks, &c., - - - - - do.	6,385	27	1,723 95
Yellow pine, do. - - - - - do.	12,455	25	3,113 75
Locust, - - - - - do.	500	40	200 00
Cedar, - - - - - do.	500	40	200 00
Cypress, - - - - - do.	296	40	118 40
Oak knees, - - - - - number,	304	4 00	1,216 00
Hacmetac knees, - - - - - do.	189	3 00	567 00
Locust treenails, - - - - - do.	11,102	34 00	377 46
White pine boards, - - - - - sup. feet,	21,456	35 00	750 96
Yellow pine plank, - - - - - do.	138,399	2 50	3,459 97
White oak, - - - - - do.	250,904	3 00	7,527 12
Ash, - - - - - cubic feet,	50	30	15 00
Aggregate, - - - - -	-	-	\$43,531 16

MATERIALS OF METAL.	Quantity.	Price.	Am't paid.
	T. cwt. qr. lb.		
Iron, American, - - - - -	114 0 0 29	\$120 00	\$13,611 20
Iron, foreign, - - - - -	15 2 2 07	90 00	1,361 55
Spikes, assorted, - - - - -	pounds, 4,402	9	396 18
Nails, do. - - - - -	956	11	105 16
Copper, bolt, - - - - -	88,198	27	23,813 46
Composition spikes, - - - - -	15,026	35	5,259 10
Copper sheets, 252, - - - - -	2,408	30	722 62
Copper nails, - - - - -	180	30	54 00
Lead, - - - - -	7,589	10	758 90
Iron castings, - - - - -	1,062	6	63 72
Aggregate, - - - - -	-	-	\$46,145 89

Other materials, - - - - - \$1,603 35

## RECAPITULATION.

Labor, - - - - -	\$87,039 69
Materials of wood, - - - - -	43,531 16
Materials of metal, - - - - -	46,145 89
Other materials, - - - - -	1,603 35
Total, - - - - -	<u>\$108,320 09</u>



*Recapitulation of the sums expended for labor on the aforementioned ships.*

	Carpenters.	Mast makers.	Boat builders.	Block and pump makers.	Blacksmiths.	Armors.	Caulkers.	Gun carriage makers.	Sawyers.	Sailmakers.	Riggers.	Ship joiners.	Plumbers.	Coopers.	Painters.	Other laborers.
N. Carolina,	\$9,760 67	\$2,983 74	\$1,124 67	\$5,361 61	\$15,030 83	-	\$ 4,356 98	\$1,560 34	\$3,402 59	\$1,668 61	\$ 833 75	\$ 5,985 75	\$1,604 64	-	\$2,737 56	\$12,419 26
Ohio, -	47,012 97½	-	16 00	1,474 14½	13,251 33½	\$24 75	10,303 46½	-	8,367 23	92 84½	501 78	10,168 14	333 90	23 12½	1,129 03	17,179 51½
Columbus,	62,830 76	6,050 15	2,968 95	3,229 70	36,910 81	-	9,939 60	8,932 17	7,561 93	6,306 44	6,520 89	15,690 48	5,170 22	2,649 75	3,060 59	36,240 85
Delaware, -	60,336 02	1,951 32	-	1,112 88	19,000 22	10 61	13,044 99	5,517 24	5,558 91	-	3,067 08	11,262 36	1,135 80	2,658 44	2,074 10	18,519 35
Portsm'th 74	27,218 33	-	-	-	8,932 60	-	615 99	-	2,895 19	-	-	2,398 63	-	-	-	6,255 54
Boston 74, -	31,624 57	-	-	63 59½	9,066 90½	-	203 99½	-	3,241 78	-	-	3,326 44½	-	-	311 54½	4,745 35½
Potomac frig.	30,420 00	1,673 59	3,056 59	1,961 69	11,960 03	-	5,794 58	3,075 38	6,310 50	15 00	-	3,716 13	1,313 68	369 23	1,126 58	16,232 76

GENERAL RECAPITULATION.

*Showing the aggregate expenses incurred for labor, materials of wood, of metal, and other materials, in building the several ships stated below, as estimated, December, 1822.*

Names of vessels.	For labor of every description.	For materials of		For other materials.	Whole aggregate expense.
		wood.	metal.		
Columbus,	\$204,237 47	\$ 70,458 84	\$79,385 70	\$72,849 10	\$426,931 11
Delaware, -	146,450 74	91,782 17	72,516 63	6,267 20	317,016 74
Ohio, -	109,878 23	119,326 83	57,965 15	7,579 20	294,049 97
North Carolina,	99,530 98	110,698 57	64,879 29	31,358 35	306,767 19
Portsmouth 74, on the stocks,	48,248 98	84,971 78	36,663 29	2,738 05	172,622 80
Boston 74, on the stocks,	52,979 13	82,386 53	41,195 68½	12,776 93½	183,337 27
Potomac, launched, hauled up, &c.	87,039 69	43,531 16	46,145 89	1,603 35	175,320 09

(B.) *Exhibit of the labor performed at the navy yard at Portsmouth, New Hampshire, during the years 1820, 1821, and 1822, showing the amount of expenditures of each year, and of each month therein, and the different appropriations to which they are chargeable.*

Year and month.	Number of each description of persons employed each month.											Appropriations chargeable to						
	Carpenters, labo- rers, and boys.	Caulkers.	Sawyers.	Blockmakers.	Joiners.	Blacksmiths.	Boat builders.	Painters.	Laborers.	Masons.	Surveyor and in- spectors.	Total number of persons employed each month.	On what objects employed.	Gradual increase.	The five schooners.	Repairs of vessels.	Improvements of navy yards.	Total amount of expendi- tures on all objects.
1820.																		
January,	8	1	1	1	1	13	1	1	3	1	1	26	Building 74, timber for 44, &c.	\$377 58	-	-	\$202 39	\$779 87
February,	6	1	1	1	1	13	1	1	12	1	1	33	Do. do.	741 62	-	-	151 62	893 34
March,	31	2	2	1	1	14	3	2	17	1	1	71	Do. do.	915 27	-	-	335 56	1,250 83
April,	41	2	2	1	1	14	3	2	25	1	1	90	Do. do.	1,507 51	-	-	493 91	2,003 42
May,	39	2	2	1	1	14	2	1	26	1	1	86	Do. do.	1,597 14	-	-	504 84	2,101 98
June,	32	2	2	1	1	13	2	1	21	2	1	71	Do. and building sch'r.	1,451 79	\$43 73	307 02	307 02	1,802 54
July,	35	2	5	1	1	13	2	1	22	2	1	79	Do. do.	1,468 36	707 22	297 38	297 38	1,889 86
August,	36	2	9	1	3	13	1	1	17	2	1	82	Do. do.	1,007 30	470 13	470 13	470 13	2,184 98
September,	34	2	8	1	3	13	1	1	8	2	1	71	Building new 44; do.	539 08	1,173 35	307 28	307 28	1,919 71
October,	36	2	9	1	8	13	1	1	8	2	1	85	Do. do.	337 44	1,763 10	127 07	127 07	2,146 61
November,	35	2	11	1	10	13	1	1	8	2	1	86	Do. do.	272 39	1,763 10	131 53	131 53	2,445 77
December,	24	2	4	1	8	13	1	1	7	1	1	61	Do. do.	1,037 93	455 71	130 46	130 46	1,624 10
														\$11,353 21	\$6,278 61	\$3,411 09	\$3,411 09	\$21,042 91
1821.																		
January,	22	2	2	1	4	13	1	1	8	1	1	51	74, navy yard, &c.	\$1,237 11	-	-	\$32 44	\$1,269 55
February,	13	2	4	1	4	13	1	1	3	1	1	39	Do. new sch'r.	1,064 36	\$38 21	-	10 12	1,112 69
March,	22	4	4	1	4	11	1	6	17	1	1	68	Do. 44; repairs.	1,103 06	124 83	\$279 03	37 85	1,544 77
April,	37	4	4	1	4	11	1	1	19	1	1	81	Do. do.	1,461 84	-	106 57	116 21	1,684 62
May,	40	5	6	1	3	13	1	1	30	1	1	106	Do. do.	2,317 62	-	7 25	292 30	2,741 15
June,	50	5	6	1	6	11	1	1	21	3	1	100	Do. do. frigate timber,	2,518 85	-	-	690 60	2,603 04
July,	48	3	6	1	6	12	1	1	25	1	1	110	Do. navy yards, &c.	1,912 44	-	-	653 34	2,963 38
August,	70	3	6	1	7	12	1	1	22	1	1	117	Do. 44; do. frigate timber.	2,300 04	-	-	626 06	3,460 24
September,	82	10	7	1	8	10	1	1	29	3	1	152	Do. do.	2,834 18	-	-	891 73	4,215 38
October,	81	11	7	1	13	8	1	1	33	3	1	159	Do. do.	3,323 65	-	-	1,401 81	4,050 82
November,	83	10	8	1	16	9	1	1	56	1	1	182	Do. do.	2,649 01	-	-	1,555 74	4,050 82
December,	75	10	8	1	17	9	1	1	65	1	1	184	Do. do.	2,497 04	-	-	1,555 74	4,050 82
														\$25,219 80	\$163 04	\$392 85	\$6,284 52	\$32,060 21
1822.																		
January,	40	10	8	1	10	9	1	2	31	1	1	110	On 74, 44, navy yard, &c.	\$1,754 47	-	-	\$713 94	\$2,468 41
February,	42	10	8	1	10	9	1	1	11	1	1	92	Do. do.	1,382 69	-	-	353 24	1,735 93
March,	42	10	8	1	10	9	1	1	19	1	1	104	Do. do.	1,992 37	-	-	430 66	2,423 03
April,	46	12	8	1	10	8	1	1	22	1	1	104	Do. do.	2,027 53	-	-	302 50	2,330 03
May,	47	11	8	1	10	8	1	1	22	2	1	95	Do. do.	2,102 60	-	-	346 62	2,449 22
June,	57	11	8	1	12	8	1	1	12	2	2	112	Do. do.	2,344 48	-	-	456 83	2,801 31
July,	61	12	8	1	12	8	1	1	14	2	2	121	Do. do.	2,856 94	-	-	478 93	3,305 87
August,	62	14	12	1	11	8	1	1	14	1	2	131	Do. do.	3,240 92	-	-	344 35	3,585 27
September,	60	14	7	1	11	8	1	1	11	1	2	123	Do. do.	2,889 50	-	-	338 85	3,228 35
October,	57	14	9	1	11	8	1	1	12	2	2	120	Do. do.	2,640 52	-	-	428 99	3,069 51
													Up to the 1st of November,	\$23,202 02			\$4,194 91	\$27,396 93





*Exhibit of labor performed at the navy yard at New York, during the years 1820, 1821, and 1822, showing the amount of expenditures of each year, and of each month therein, and the different appropriations to which they are chargeable.*

Year and month.	Number of each description of persons employed in each month.																						Appropriations chargeable to							
	Carpenters, including foremen and apprentices, & boys.	Caulkers.	Sawyers.	Blockmakers.	Joiners.	Blacksmiths.	Plumbers.	Boat builders.	Laborers.	Riggers.	Sailmakers.	Armors.	Coopers.	Clerks.	Porters.	Carmen.	Dock builders.	Mast makers.	Gun carriage makers.	Masons.	Total employed.	On what particular objects employed.	Gradual increase.	Ordnance.	Repairs of vessels.	Improvement of navy yards.	Coning of expenses.	Total amount of expenditures on all objects.		
1820.																														
January, February, March, April, May, June, July, August, September, October, November, December,	78 73 68 67 103 104 106 75 75 51	36 36 37 47 13 13 44 43 37 8	20 6 5 5 7 13 10 9 11 13	6 6 6 6 6 6 6 6 6 6	28 28 32 32 32 32 32 32 32 32	30 20 20 20 20 20 20 20 20 20	1 1 1 1 1 1 1 1 1 1	5 5 5 5 5 5 5 5 5 5	6 6 6 6 6 6 6 6 6 6	168 154 154 154 154 154 154 154 154 154	15 15 15 15 15 15 15 15 15 15	4 4 4 4 4 4 4 4 4 4	5 5 5 5 5 5 5 5 5 5	4 4 4 4 4 4 4 4 4 4	15 15 15 15 15 15 15 15 15 15	4 4 4 4 4 4 4 4 4 4	2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 1 1 1 1	3 3 3 3 3 3 3 3 3 3	1 1 1 1 1 1 1 1 1 1	403 300 272 291 295 268 327 371 340 320 293 263	Building 74; repairing vessels, repairing Ontario, Hornet, Erie, &c. Do. Fulton, do. do. Do. do. do. Vesuvius, do. Do. do. do. do. Do. Franklin, Constellation, &c. Do. 74 and 44 do. do. Do. Washington, do. do. Do. Enterprise, do. Do. do. do. Do. do. do. Do. do. do. Do. do. do. Do. do. do. Do. do. do.	\$7,712 55 7,174 45 7,236 36 6,486 03 6,747 34 6,354 44 2,356 38 5,944 30 5,372 84 5,390 15 5,373 84 4,329 37 2,392 89 \$35,911 03	- - - - - - - - - - - - - - -	\$896 76 463 00 910 35 923 64 1,066 25 1,004 06 837 93 2,382 80 1,986 73 1,950 203 5,390 15 4,329 37 2,392 89 \$13,224 18	463 00 1,192 34 1,063 38 1,222 93 1,004 06 837 93 2,382 80 1,986 73 1,950 203 5,390 15 4,329 37 2,392 89 \$13,224 18	\$14 82 - - - - - - - - - - - - - -	\$11,759 74 8,829 09 9,239 60 8,968 15 6,795 04 8,237 83 9,904 11 10,108 32 8,896 30 8,144 16 6,231 33 \$105,617 41		
1821.																														
January, February, March, April, May, June, July, August, September, October, November, December,	42 43 42 67 80 70 66 60 44 39 30	9 9 9 9 9 9 9 9 9 9 9	24 19 21 21 21 21 21 21 21 21 21	6 6 6 6 6 6 6 6 6 6 6	30 30 30 30 30 30 30 30 30 30 30	17 17 17 17 17 17 17 17 17 17 17	2 2 2 2 2 2 2 2 2 2 2	4 4 4 4 4 4 4 4 4 4 4	5 5 5 5 5 5 5 5 5 5 5	61 61 61 61 61 61 61 61 61 61 61	17 17 17 17 17 17 17 17 17 17 17	10 10 10 10 10 10 10 10 10 10 10	2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2 2 2 2	334 216 212 295 337 348 336 318 257 225 212 193	74, 44, Franklin, Ontario, and Erie, do. Do. do. do. do. Do. do. do. do. Ohio, 44, Franklin, Washington, &c. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do.	\$3,954 82 3,612 47 4,621 47 3,587 32 3,578 32 3,435 10 3,943 10 3,919 57 2,819 97 1,156 86 1,413 50 1,208 45 3,078 61 2,084 85 \$42,716 37	- - - - - - - - - - - - - - -	\$1,044 86 474 35 787 37 1,965 84 3,043 10 3,943 10 3,919 57 2,819 97 1,156 86 1,413 50 1,208 45 3,078 61 2,084 85 \$42,716 37	474 35 586 63 696 23 1,965 84 3,043 10 3,943 10 3,919 57 2,819 97 1,156 86 1,413 50 1,208 45 3,078 61 2,084 85 \$42,716 37	\$19 00 39 39 15 73 18 26 8 00 57 55 32 90 66 27 \$268 10	\$5,888 35 4,817 70 5,899 34 7,871 99 7,676 264 8,587 40 7,862 61 5,839 194 5,392 35 5,433 424 4,022 55 \$7,529 23		
1822.																														
January, February, March, April, May, June, July, August, September, October,	13 14 13 28 33 37 44 40	5 6 5 7 7 8 8 16	9 9 9 9 9 9 9 9	2 2 2 2 2 2 2 2	13 13 13 13 13 13 13 13	8 8 8 8 8 8 8 8	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	52 52 51 51 51 51 51 51	2 2 2 2 2 2 2 2	9 9 9 9 9 9 9 9	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	2 2 2 2 2 2 2 2	120 126 121 125 177 186 192 172 196 212 193	Ohio, 44, Washington, Cyane, Erie, do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do. Do. do. do. do.	\$1,629 03 1,875 824 1,847 344 1,279 864 259 85 2,398 60 3,598 424 1,305 211 4,002 83 521 573 31 534 \$46 43 \$6,093 42	- - - - - - - - - - - - - -	\$396 911 1,660 62 686 924 1,367 834 1,437 141 2,398 60 3,598 424 1,305 211 4,002 83 521 573 31 534 \$46 43 \$6,093 42	\$816 311 766 37 176 08 339 24 22 45 22 62 22 62 22 62 22 62 22 62 22 62 22 62 22 62	\$62 30 43 98 176 08 339 24 22 45 22 62 22 62 22 62 22 62 22 62 22 62 22 62 22 62	\$3,156 43 3,149 934 3,373 57 4,047 44 5,026 61 4,782 044 5,669 18 5,382 563 7,127 32 \$44,799 75	

\* Saw Hires.



*Exhibit of labor performed at the navy yard at Philadelphia, during the years 1820, 1821, and 1822, showing the amount of expenditures of each year, and of each month therein, and the different appropriations to which they are chargeable.*

Year and month.	Number of each description of persons employed each month.														On what objects employed.	Appropriations chargeable to				
	Carpenters, including foremen, apprentices & boys.	Caulkers.	Sawyers.	Joiners.	Blacksmiths.	Boat builders.	Painters.	Laborers.	Riggers.	Mastmakers.	Gun-carriage makers.	House carpenters.	Turners.	Total number employed each month.		Gradual increase.	The five schooners.	Improvement of navy yards.	Contingent expenses.	Total amount of expenditures upon all objects.
1820.																				
January,	60	16	10	11	17	—	—	58	—	—	—	—	—	173	\$3,264 05½	—	Building 74, and navy yards, do.	\$68 74½	—	\$3,332 80
February,	83	—	10	11	17	—	—	38	—	—	—	—	—	159	3,955 05½	—	Do. do.	70 75	—	4,022 80
March,	64	16	10	11	16	—	—	60	—	—	—	—	—	180	3,769 44	—	Do. do.	253 67	—	4,023 11
April,	75	20	10	11	22	—	—	60	—	—	—	—	—	199	4,302 93	—	Do. do.	\$121 02	68 12½	4,423 95
May,	72	24	10	13	30	9	—	71	—	—	—	—	—	233	5,783 10½	—	Do. do.	145 46	32 18	5,996 69½
June,	74	40	8	14	29	12	—	49	—	—	—	—	—	230	6,213 76	\$83 00	Do. do.	281 58	6,327 52	6,437 92½
July,	74	40	2	14	27	11	—	54	—	10	—	—	—	240	6,142 73½	99 00	Do. do.	282 19	321 59	6,016 09
August,	82	38	5	15	27	—	—	48	—	8	—	—	—	246	5,595 50	183 25	and new schooner, do.	317 51½	—	3,922 81½
September,	84	—	6	16	29	—	—	38	—	9	—	—	—	188	3,422 95	233 43	Do. do.	897 32	—	3,792 58
October,	64	—	4	15	32	—	—	36	—	7	—	—	—	166	2,661 22	242 75	Do. do.	696 32	—	4,079 99
November,	54	—	6	14	27	—	—	33	—	7	—	—	—	153	3,140 92	148 12	Do. do.	507 24	—	3,638 41
December,	54	—	8	13	25	—	—	41	—	7	—	—	—	161	2,983 05	939 55	Do. do.	3,843 80	221 32½	56,234 69½
1821.																				
January,	54	—	8	11	27	—	—	37	—	4	7	—	—	154	2,198 91½	483 81½	North Carolina, 44, new schooner, &c.	—	262 56½	2,945 29
February,	58	—	8	12	27	—	—	39	—	6	8	—	—	161	2,900 52½	132 00	Do. 44, do. contingencies, do.	—	291 93	3,524 47
March,	53	—	8	11	28	—	—	42	—	3	10	—	—	163	3,494 32	39 42½	Do. 44, do. do.	—	623 66½	4,137 41
April,	56	—	9	9	27	—	—	44	—	6	9	—	—	170	2,863 05½	621 69½	Do. 44, do. do.	612 15½	685 20	4,235 84½
May,	58	—	9	9	27	—	—	44	—	9	11	—	—	172	2,576 29	1,047 39½	Do. 44, do. navy yard, do.	739 77½	—	4,605 64
June,	54	11	10	11	27	—	—	51	—	13	9	—	—	170	3,865 26½	—	Do. 44, do. do.	846 33½	—	3,515 37
July,	50	—	12	12	27	—	—	50	—	14	—	—	—	171	2,669 03½	—	Do. 44, do. do.	1,057 39½	—	4,112 28½
August,	53	—	10	6	27	—	—	59	—	12	—	—	—	166	3,054 88½	—	Do. 44, 74 No. 3, do. &c.	927 71½	—	3,553 30
September,	54	—	10	4	30	—	—	53	—	9	—	—	—	150	2,625 58½	—	Do. 2 & 3, 44, navy yard, &c.	792 53	—	3,642 80½
October,	52	—	8	7	20	—	—	52	—	9	—	—	—	146	2,850 27½	—	Do. 2 & 3, 44, navy yard, &c.	737 43	—	3,409 21½
November,	50	—	10	4	30	—	—	53	—	—	—	—	—	1	2,651 78½	—	Do. 2 & 3, 44, navy yard, &c.	600 98	—	2,227 82½
December,	94	—	16	7	20	—	—	44	—	4	—	—	—	1	1,626 84½	—	Do. 44, 74 No. 3, do.	634 31½	1,863 37½	43,898 80½
1822.																				
January,	6	—	8	6	18	—	—	20	—	—	—	—	—	61	33,376 77½	2,324 33½	44 gun ship, navy yard, &c.	519 63½	—	1,192 12½
February,	4	—	8	3	18	—	—	10	—	—	—	—	—	46	672 49	—	Do. 74 No. 3, wharf, &c.	337 52	—	909 18½
March,	28	—	8	4	19	—	—	3	—	—	—	—	—	108	551 66½	—	Do. 74 No. 2 and 3, &c.	631 77½	—	2,169 94
April,	30	—	8	4	20	—	—	26	—	—	—	—	—	108	1,518 16½	—	74s, 44, house over 44, &c.	603 06½	—	2,647 43½
May,	30	—	8	4	21	—	—	34	—	—	—	—	—	117	1,944 37	—	Do. do.	474 73½	—	2,903 25½
June,	31	—	8	5	15	—	—	30	—	—	—	—	—	102	2,428 52½	—	Do. do.	444 23½	—	2,368 30½
July,	33	—	8	5	14	—	—	36	—	—	—	—	—	95	1,924 06½	—	Do. do.	465 44½	—	2,276 56½
August,	31	—	6	5	15	—	—	31	—	—	—	—	—	93	1,875 11½	—	Do. new wharf, &c.	439 33½	250 00	2,570 52½
September,	36	—	6	4	14	—	—	37	—	—	—	—	—	104	1,624 89½	—	44, ship houses, navy yard, do.	749 48½	—	2,314 22½
October,	35	—	6	5	15	—	—	36	—	—	—	—	—	99	1,687 07	—	44, 74 No. 3, do.	5,900 63½	230 00	21,788 10½
															16,037 48½	—	To the 1st of November,			

To the 1st of November,

*Exhibit of labor performed at the navy yard at Washington, during the years 1820, 1821, and 1822, showing the amount of the expenditures of each year, and of each month therein, and the different appropriations to which they are chargeable.*

Year and month.	Number of each description of persons employed each month.																											
	Carpenters, including foremen and second men, apprentices, & boys.	Caulkers.	Sawyers.	Block makers.	Joiners.	Blacksmiths.	Plumbers.	Boat builders.	Painters.	Laborers.	Riggers.	Mechanists.	Sailmakers.	Armors.	Gunners.	Coopers.	Chain cable and ca-boose smiths.	Anchor smiths.	Clerks.	Porters.	Carmen.	Mast makers.	Gun-carriage makers.	Mould loft.	Saw mill.	Ordnance men.	Steam engine.	Total number of persons employed in each month.
1820.																												
January,	38	11	4	16	48	-	30	6	17	49	14	9	14	-	4	4	74	-	-	2	1	2	13	17	2	4	2	433
February,	62	11	4	19	22	-	30	5	16	63	19	9	14	-	3	4	78	-	-	2	1	2	7	12	4	4	4	429
March,	62	11	4	19	21	31	32	8	8	41	15	10	15	-	3	4	79	-	-	2	1	2	6	12	7	4	4	392
April,	53	12	4	22	23	34	32	7	7	42	11	9	14	-	3	3	31	19	2	2	1	2	11	11	7	7	4	394
May,	50	11	6	22	22	34	33	4	6	54	9	9	-	-	3	3	33	19	2	2	1	2	10	10	7	4	4	376
June,	50	11	6	20	21	37	28	4	6	54	11	7	-	-	3	3	35	19	2	2	1	2	9	10	7	4	4	376
July,	50	11	6	22	22	34	29	4	6	56	7	6	11	-	3	3	36	21	2	2	1	2	6	11	1	1	4	368
August,	51	11	6	21	22	36	29	9	6	56	7	6	4	-	3	3	34	21	2	2	1	2	6	11	1	1	2	374
September,	48	11	6	22	22	35	29	8	5	53	7	6	4	-	3	3	37	20	2	2	1	2	6	11	8	4	4	380
October,	50	11	6	22	22	35	29	8	5	53	7	6	4	-	3	3	37	20	2	2	1	2	6	11	8	4	4	380
November,	51	11	6	21	21	37	26	9	6	42	8	6	5	-	4	8	35	21	2	2	1	2	6	11	8	4	4	374
December,	51	11	6	21	14	37	26	9	7	43	9	6	7	-	4	8	35	21	2	2	1	2	6	11	7	4	4	386
1821.																												
January,	60	11	8	21	14	37	24	8	7	32	9	6	7	-	7	3	36	22	2	-	-	-	9	9	8	5	4	378
February,	63	11	8	20	14	35	22	8	7	30	8	9	4	-	8	3	36	20	2	-	-	-	9	9	9	5	4	379
March,	61	11	8	20	14	36	23	8	7	35	10	6	4	-	8	3	35	20	2	-	-	-	9	9	9	5	4	374
April,	61	11	8	21	14	36	23	8	7	35	10	6	4	-	8	3	35	20	2	-	-	-	9	9	9	5	4	374
May,	71	10	11	8	21	14	35	23	6	53	10	7	6	-	8	3	35	20	2	-	-	-	9	9	9	5	4	387
June,	52	11	8	22	18	32	22	7	6	54	9	7	6	-	8	3	35	20	2	-	-	-	9	9	9	5	4	387
July,	52	11	8	22	19	31	22	7	6	54	9	7	6	-	8	3	35	20	2	-	-	-	9	9	9	5	4	380
August,	46	12	8	20	19	30	17	6	6	52	10	6	8	-	8	3	35	20	2	-	-	-	9	9	9	5	4	370
September,	46	12	8	20	18	30	17	6	6	47	11	6	8	-	8	3	37	19	2	-	-	-	9	9	9	5	4	347
October,	45	12	8	20	19	30	18	6	6	59	13	6	8	-	8	3	32	20	2	-	-	-	9	9	9	5	4	366
November,	45	12	8	20	19	30	18	6	6	50	10	6	8	-	8	3	32	20	2	-	-	-	9	9	9	5	4	366
December,	45	12	8	19	18	29	17	6	6	48	13	6	8	-	8	3	33	20	2	-	-	-	9	9	9	5	4	351
1822.																												
January,	43	3	6	19	12	24	16	5	2	37	7	2	3	-	9	2	30	18	3	3	-	-	5	13	2	4	4	300
February,	40	3	6	17	14	26	17	6	2	45	9	2	3	-	9	2	36	19	3	3	-	-	7	13	4	4	4	334
March,	40	3	6	17	14	29	17	6	2	68	14	2	6	-	8	2	38	19	3	3	-	-	6	13	7	4	4	363
April,	41	3	6	17	14	30	17	6	2	74	14	2	9	-	8	2	38	19	3	3	-	-	6	13	7	4	4	379
May,	41	3	6	17	14	30	17	6	2	74	14	2	9	-	8	2	38	19	3	3	-	-	6	13	7	4	4	364
June,	42	3	6	18	11	30	17	7	5	61	15	2	9	-	7	2	37	19	3	3	-	-	6	12	7	4	4	342
July,	42	3	6	18	11	30	17	7	5	57	11	2	5	-	7	2	37	19	3	3	-	-	6	12	7	4	4	342
August,	40	3	6	16	11	29	15	7	5	60	9	2	5	-	8	2	40	19	3	3	-	-	6	11	8	4	4	342
September,	41	3	6	15	12	29	15	7	5	54	9	2	3	-	8	2	38	19	3	3	-	-	6	11	7	4	4	342
October,	42	3	6	16	12	32	15	6	5	54	8	-	14	-	7	2	38	19	3	3	-	-	6	11	7	4	4	350
November,	42	3	6	16	12	32	15	6	5	54	8	-	14	-	7	2	38	19	3	3	-	-	6	11	7	4	4	350
December,	42	3	6	16	12	32	15	6	5	54	8	-	14	-	7	2	41	19	3	3	-	-	7	10	9	4	4	350

† And strikers.

‡ Assist. N. S.

§ Laboratory.

\* And laborers.

† And strikers.

‡ Assist. N. S.

§ Laboratory.



## EXHIBIT—Continued.

Year and month.	On what objects employed.	Appropriations chargeable to						Hospital.	Contingent expenses.	Total amount of expenditures on all objects.
		Gradual increase.	Ordnance.	The five schooners.	Repairs of vessels.	Improvements of navy yards.				
1820.										
January,	Building 74, 44, chain cables, &c.	\$11,211 00	\$51 64	—	\$270 56	\$9 90	—	—	\$1,977 50	\$13,520 60
February,	Do. do.	8,738 62	48 83	—	935 27	76 92	—	—	2,531 25	12,331 89
March,	Repairs, ordnance, &c.	8,454 86	50 66	—	1,147 65	674 53	—	\$64 74	2,515 52	12,907 96
April,	Do. do.	7,774 82	189 35	—	339 91	585 17	—	19 20	2,007 55	10,915 10
May,	Do. do.	7,020 45	187 06	—	178 85	1,062 14	—	—	2,975 91	11,396 11
June,	Do. do.	7,423 95	234 98	—	78 35	1,001 14	—	—	2,517 12	11,256 08
July,	Do. do.	6,738 51	150 49	—	18 24	629 27	—	—	1,619 01	9,619 01
August,	Do. do.	8,171 80	264 85	—	63 05	463 64	—	—	1,694 69	10,658 03
September,	building schooners.	6,211 56	839 23	\$705 89	189 43	837 20	—	—	1,373 36	10,176 87
October,	Do. do.	6,524 18	827 74	324 18	387 68	562 49	—	—	1,471 56	10,127 83
November,	Do. do.	6,459 71	787 04	787 04	91 83	833 14	—	—	1,471 54	11,113 54
December,	Do. do.	5,411 56	1,134 52	1,744 20	443 54	331 60	—	—	1,228 34	10,293 76
		\$90,141 02	\$5,479 93	\$3,561 31	\$4,116 70	\$7,117 14	\$83 94		\$23,816 54	\$134,316 58
1821.										
January,	New frigate, 74 Ohio, boats, &c.	\$5,519 56	\$947 80	\$2,016 86	\$412 14	\$383 48	—	—	\$1,115 60	\$10,422 44
February,	Do. do. at Boston, do.	4,491 05	1,147 45	1,719 61	413 71	1,040 38	—	—	310 38	9,124 58
March,	Do. do.	4,939 94	1,050 25	2,497 53	173 71	1,344 18	—	—	162 41	10,168 02
April,	Do. two 74s; schooners; navy yard; contingencies,	3,689 39	773 40	2,974 50	76 62	1,673 87	—	—	175 54	9,363 38
May,	Do. do.	3,730 25	1,322 08	2,823 46	398 43	2,088 33	—	—	222 28	10,584 83
June,	Do. 74 at Portsmouth; schooners; repairs,	3,225 43	832 11	2,384 68	704 94	2,512 98	—	—	221 99	10,102 13
July,	Do. do.	2,603 03	838 14	2,500 68	1,167 34	2,117 23	—	—	345 28	9,561 70
August,	Do. do. John Adams; Peacock,	4,235 37	797 27	1,495 08	1,763 39	2,288 32	—	—	269 53	8,848 06
September,	Do. do.	3,795 31	601 62	99 62	1,211 88	2,567 55	—	—	130 32	9,046 30
October,	44 No. 1, blocks, &c.	3,653 46	611 63	—	835 85	3,734 98	—	—	206 69	9,042 61
November,	Peacock, navy yard, &c.	3,886 09	706 68	—	487 60	4,144 93	—	—	243 07	9,468 37
December,	74, &c. &c.	3,563 17	655 50	—	951 52	3,122 32	—	—	205 76	8,498 17
		\$47,332 05	\$10,320 93	\$18,712 08	\$7,599 13	\$27,018 45			\$3,608 85	\$114,591 49
1822.										
January,	44s; repairs; inclined plane; navy yards,	\$3,539 83	\$700 89	—	\$1,093 68	\$2,687 86	—	—	\$189 48	\$8,203 74
February,	Do. do. Peacock; do.	2,438 98	600 78	—	1,855 85	2,772 04	—	—	166 21	7,833 86
March,	Do. do.	859 14	773 53	—	4,436 23	3,469 73	—	—	151 46	9,690 09
April,	Do. do.	1,686 10	666 10	—	3,206 86	4,226 49	—	—	247 25	10,026 80
May,	Do. do.	3,051 28	601 61	—	4,338 63	2,203 23	—	—	249 25	10,444 00
June,	Do. do.	4,508 52	625 12	—	1,791 55	1,952 06	—	—	463 08	9,340 33
July,	Do. do.	5,127 23	687 84	—	1,040 01	1,297 81	—	—	1,292 96	9,443 85
August,	New frigate; repairs,	4,792 95	833 26	—	1,559 85	1,561 87	—	—	1,977 89	9,745 82
September,	44 No. 1; Potomac; ship at Norfolk, &c.	5,103 78	703 14	—	915 02	1,035 61	—	—	1,128 84	8,866 39
October,	44 No. 1; repairs; ordnance,	5,459 26	684 18	—	1,496 61	1,303 49	—	—	763 49	9,707 03
	To the 1st of November,	\$36,557 07	\$6,896 45		\$21,736 29	\$22,510 19			\$5,629 91	\$93,323 91





EXHIBIT—Continued.

Year and month.	On what objects employed.	Gradual increase.	Ordnance.	The five schooners.	Repairs of vessels.	Improvements of navy yards.	Surveying coast of North Carolina.	Contingent expenses.	Total amount of expenditures on all objects.
1820.									
January, -	Building 74, repairing Columbus, Alert, United States, {	\$9,502 19½	-	-	\$1,334 23½	\$1,742 96	-	\$2,028 25½	\$14,607 65½
February, -	Constitution, - do. - do.	9,718 27½	-	-	912 94½	1,844 37½	-	1,928 45½	14,440 99½
March, -	two 74s, do. coast, - do.	9,393 04½	-	-	1,184 03½	1,537 78	-	1,719 65	13,834 50
April, -	do. do. do. do.	8,048 13	-	-	2,056 51½	1,722 67½	\$172 97½	1,769 52	13,469 81½
May, -	do. Hornet, do. do.	8,302 51½	-	-	2,743 97½	2,667 64½	77 96	418 72½	14,210 80½
June, -	do. John Adams, Nonseuch &c. - do.	4,855 28½	-	-	1,949 36½	1,413 68	-	984 50½	9,302 83½
July, -	do. United States, Alert, &c. - do.	5,647 49½	-	-	1,166 90	2,168 99½	-	780 64½	9,764 02½
August, -	do. do. Coast, - do.	6,913 39½	-	-	72 67½	2,647 44½	131 59½	1,015 44	10,780 54½
September, -	do. do. do. do.	8,080 26½	-	-	111 28	1,748 34½	-	1,112 61½	11,052 51½
October, -	do. do. do. do.	5,782 51½	-	-	124 09	2,947 39½	-	834 85½	9,689 06½
November, -	do. do. Guerriere, - do.	5,732 64½	-	-	263 55½	1,787 50½	-	1,100 87½	8,884 97½
December, -	do. do. do. do.	3,621 43½	-	-	90 66½	1,535 00½	-	1,445 74½	6,692 87½
		85,597 20	-	-	12,010 24½	23,764 40½	392 52½	14,875 33½	136,629 71
1821.									
January, -	74 B, Delaware 74, Alert, &c. - do.	3,439 71½	-	-	251 06½	1,844 27½	-	1,099 43½	6,634 49
February, -	do. do. John Adams, do. - do.	3,444 61½	-	-	719 00	2,004 63½	-	600 56½	7,768 81½
March, -	do. do. Guerriere, do. - do.	3,648 48½	-	-	1,465 77½	1,737 05½	-	684 82	7,536 13½
April, -	do. do. do. do.	3,316 20½	-	-	1,108 74½	1,682 80½	-	500 68½	6,602 93½
May, -	do. do. United States, do. - do.	2,735 01½	-	-	2,897 57	1,351 91½	-	933 35½	7,591 86½
June, -	do. do. do. do.	2,471 08½	-	-	2,730 12½	1,263 94½	-	769 71½	7,565 31½
July, -	do. do. do. do.	2,178 09½	-	-	3,289 27½	1,781 71½	-	14 37½	8,073 62½
August, -	do. do. Guerriere, do. - do.	2,178 09½	-	-	3,953 18½	2,048 79½	-	45 63½	8,653 10½
September, -	do. do. do. do.	1,934 49	-	-	2,540 97½	2,020 15	-	49 49	7,393 40½
October, -	do. do. do. do.	2,236 90½	-	-	2,531 96½	2,453 60½	-	82 94½	7,038 51½
November, -	do. do. John Adams, do. - do.	2,019 36½	-	-	2,151 53½	2,867 61½	-	-	7,038 51½
December, -	do. do. do. do.	1,337 19½	-	-	1,923 95½	2,689 14½	-	-	5,950 29½
		30,768 55	-	-	25,553 77	23,745 63½	-	4,840 96½	84,908 94
1822.									
January, -	Delaware, 74 B, United States, navy yard, - do.	1,544 18½	-	-	2,001 63½	2,414 02	-	-	5,959 83
February, -	do. do. do. do. &c. - do.	1,312 87½	-	-	2,301 95½	2,341 76½	-	-	5,955 83½
March, -	do. do. do. do. &c. - do.	1,356 23½	-	-	3,358 69½	2,042 59	-	-	6,967 51½
April, -	do. do. do. do. &c. - do.	1,625 33	-	-	2,777 62	2,077 39	-	-	6,721 34
May, -	do. do. do. do. do. - do.	1,719 59	-	-	2,116 24	2,144 51	-	-	6,639 36½
June, -	do. do. do. do. do. - do.	1,659 82½	-	-	2,045 03½	2,045 03½	-	-	6,321 94½
July, -	do. do. do. do. do. - do.	1,765 30½	-	-	2,514 06½	2,088 13½	-	-	6,368 15½
August, -	do. do. North Carolina, &c. - do.	1,138 16	-	-	2,105 69½	1,469 63	-	-	6,713 48½
September, -	do. do. do. repairs, &c. - do.	454 59½	-	-	5,349 61½	1,748 80½	-	-	6,553 0

*Summary of the foregoing exhibits of labor performed at the navy yards at Portsmouth, Charlestown, New York, Philadelphia, Washington, and Gosport, showing the average number of persons employed throughout each year, the amount of expenditures, and the different appropriations to which they are chargeable.*

Station and year.	Average number of persons employed throughout each year.	Upon what objects employed throughout each year.	Appropriations chargeable to							Total amount of expenditures in each year.	Sum of expenditures in three years at each yard.*
			Gradual increase.	Ordnance.	The five schooners.	Repairs of vessels.	Improvement of navy yards.	Hospitals.	Surveying coast of N. Carolina.		
PORTSMOUTH. To the 1st of November, 1821	70	Building 74, 44, and schooner, &c.	\$11,353 21	-	\$6,278 61	-	\$3,411 09	-	-	\$21,042 91	\$80,500 05
	112	improving navy yard,	23,219 80	-	163 04	\$392 85	6,284 52	-	-	33,060 21	
	1822	Building 74 and 44, and improving navy yard,	23,202 02	-	-	-	4,194 91	-	-	27,396 93	
	1820	Building 74, schooner, and shears; repairing Independence and Constitution; improving navy yard,	28,086 57½	-	5,807 42	25,872 39½	3,879 10½	-	-	63,645 52	
	1821	Building 74½, Nos. 1 and 2; schooner; propelling machine; repairing Columbus, Independence, Mac-	15,675 06	-	802 25	12,416 91½	16,842 48½	-	-	46,549 83	
CHARLESTOWN. To the 1st of November, 1822	124	cedonian, Java, United States, Alligator, & yard,	9,339 99½	-	-	7,545 60½	16,436 47½	-	-	33,311 06½	143,506 41½
	1820	74 No. 1, Columbus, Macdonian, Independence, Building house, navy yard, 74 No. 2,	56,283 14½	-	-	35,911 03½	13,224 18½	-	-	105,617 41½	
	1821	Building 74, 44, and schooner, &c.	42,716 37½	-	-	21,455 85	10,831 92½	-	-	73,392 25½	
	1822	Building 74, 44, and schooner, &c.	6,693 42	16 43½	-	29,227 06½	8,280 11	-	-	532 72½	
	1820	Building 74, 44, and schooner, &c.	31,230 82	-	939 55	-	3,843 80	-	-	221 32½	
NEW YORK. To the 1st of November, 1821	166	Ohio, (building) Ontario, Erie, Hornet, Enterprise, Cyane, and improving navy yard,	42,716 37½	-	-	2,324 33½	6,334 31½	-	-	1,863 37½	225,709 42½
	1822	Ohio, 44, Washington, Cyane, Alligator, Erie, Constellation,	6,693 42	16 43½	-	-	5,500 63½	-	-	250 00	
	1820	Building 74½ and new schooner, & improving yard,	31,230 82	-	-	3,561 31	7,117 14	\$83 94	-	134,316 58	
	1821	24½, Nos. 2 and 3; 44; schooner; North Carolina; improving yard,	33,376 77½	-	2,324 33½	-	-	-	-	43,898 80½	
	1820	Building 74, 44, and schooners; repairing sundry vessels, chain cables, ordnance, &c.	16,037 48½	-	-	-	-	-	-	21,788 10½	
PHILADELPHIA. To the 1st of November, 1821	368	New 44; 74 No. 3; navy yard; ship house; wharf, Building 74, 44, and schooners; repairing sundry vessels, chain cables, ordnance, &c.	90,141 02	5,479 93	3,561 31	4,116 70	7,117 14	\$83 94	-	134,316 58	121,921 60½
	1822	Building 44 and schooners, Ohio, 74 at Boston, boats, 74 at Portsmouth, making blocks; repairs of John Adams; Peacock; improving yard,	47,332 05	10,330 93	18,712 08	7,599 13	27,018 45	-	-	3,608 85	
	1820	Frigates; repairing vessels; inclined plane; ship at Norfolk; improving yard; ordnance,	36,597 07	6,896 45	-	21,736 29	22,510 19	-	-	5,629 91	
	1821	Building 74½; repairing Columbus, Alert, United States, Constitution, Hornet, John Adams, Non-	83,597 20	-	-	12,010 94½	33,704 40	-	-	14,875 33½	
	1822	such, Guerriere; surveying coast of N. Carolina, 74, Delaware 74, Alert, John Adams, Guerriere, United States, &c.	30,768 55	-	-	25,553 77	23,745 65½	-	-	4,840 96½	
WASHINGTON. To the 1st of November, 1821	269	Delaware, 74 B, United States, North Carolina, Congress, Hornet, navy yard,	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	276,938 60½
	1822	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	
	1820	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	
	1821	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	
	1822	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	
GOSPORT. To the 1st of November, 1821	364	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	276,938 60½
	1822	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	
	1820	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	
	1821	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	
	1822	Building 74, 44, and schooner, &c.	14,609 74½	-	-	31,736 51	19,033 48½	-	-	65,399 95½	

\* Less November and December of 1822.



17th CONGRESS.]

No. 218.

[2d Session.

## NAVY HOSPITAL FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 9, 1823.

NAVY DEPARTMENT, *January 6, 1823.*

SIR:

In compliance with the resolution of the House of Representatives of the 20th December last, the Commissioners of Naval Hospitals have the honor to report a statement from the Fourth Auditor of the Treasury, showing the amount of the sums due the Naval Hospital Fund, and the balance of that fund which remains to be applied in conformity to the provisions of the act of the 26th of February, 1811, entitled "An act establishing naval hospitals."

For further information relative to the state of this fund, the commissioners beg leave to refer to their report of the 21st of December, 1821, and the several reports therein mentioned.

Since the statement made by the Fourth Auditor, accompanying this report, the sum of \$24,131 40, being the amount accruing to this fund from the 1st day of October, 1821, to the 30th day of September, 1822, has been drawn from the appropriation of the pay of the navy and marine corps and carried to the credit of the Hospital Fund, which leaves in the hands of the commissioners \$43,335 87, to be applied according to the provisions of the act of 1811.

Agents have been employed to examine and select suitable sites for hospitals. Their report has not yet been received, and the commissioners cannot say with certainty what has been done on the subject; it is, however, believed that during the present year they will be enabled to purchase several sites and commence the buildings necessary for the establishments. The progress, however, must necessarily be slow, for the want of funds. Had the commissioners the whole amount due the Hospital Fund placed at their disposal, they would soon be enabled in a great measure to carry into effect the wise and humane objects contemplated in the act of 1811. As this sum has been absorbed in the pay of the navy, and the annual appropriation for that purpose thereby diminished, it is respectfully submitted to the consideration of the House, whether justice does not require that this fund should be made good, and applied without delay to the establishment of naval hospitals.

All which is respectfully submitted.

SMITH THOMPSON, *Secretary of the Navy.*WILLIAM H. CRAWFORD, *Secretary of the Treasury.*J. C. CALHOUN, *Secretary of War.*

The Hon. the SPEAKER of the House of Representatives.

Dr.

Navy Hospital Fund.

Cr.

To warrants on the Treasurer for \$4,190, dated November 29, 1821, in favor of Thomas T. Tucker, agent for the Navy Hospital Fund,		By balance standing at the credit of Navy Hospital Fund, per report of 15th November, 1821,	
Balance due to the Navy Hospital Fund,	\$19,204 47 149,742 10 <sup>5</sup> / <sub>8</sub>	By amount of credits from the 1st of October to 31st December, 1821, inclusive,	\$144,815 17 <sup>5</sup> / <sub>8</sub> 111 06
		By ditto from the 1st January to the 31st March, 1822, inclusive,	4,247 32
		By ditto from the 1st April to the 30th June, 1822, inclusive,	8,813 36
		By ditto from the 1st of July to the 30th of September, 1822, inclusive,	10,959 66
	\$168,946 57 <sup>5</sup> / <sub>8</sub>		\$168,946 57 <sup>5</sup> / <sub>8</sub>
		By balance brought down,	\$149,742 10 <sup>5</sup> / <sub>8</sub>

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *November 19, 1822.*CONST. FREEMAN, *Fourth Auditor.*

17th CONGRESS.]

No. 219.

[2d Session.

## NAVAL REGISTER FOR THE YEAR 1823.

COMMUNICATED TO THE SENATE, JANUARY 7, 1823.

SIR:

NAVY DEPARTMENT, *January 9, 1823.*

I have the honor to transmit to you, for the use of the honorable members of the Senate, sixty copies of the Naval Register for the year 1823, prepared in obedience to a resolution of the Senate, passed on the 13th day of December, 1815.

I have the honor to be, very respectfully, your obedient servant,

SMITH THOMPSON.

The Hon. the PRESIDENT of the Senate.

## REGISTER OF THE NAVY OF THE UNITED STATES FOR 1823.

## CAPTAINS.

Names.	Date of commission.		Where born.	Where stationed.
John Rodgers, -	March 5,	1799,	Maryland,	Navy Commissioner.
James Barron, -	May 22,	"	Virginia,	Norfolk, Virginia.
William Bainbridge, -	May 20,	1800,	N. Jersey,	Philadelphia, commanding.
Thomas Tingey, -	November 23,	1804,	England,	Navy yard, Washington.
Charles Stewart, -	April 22,	1806,	Penn.	Franklin 74.
Isaac Hull, -	April 23,	"	Conn.	Navy yard, Charlestown.
Isaac Chauncey, -	April 24,	"	Conn.	Navy Commissioner.
John Shaw, -	August 27,	1807,	Ireland,	Boston.
John H. Dent, -	June 10,	1812,	Maryland,	Not on duty.
David Porter, -	July 2,	"	Mass.	Navy Commissioner.
Samuel Evans, -	July 4,	"	N. Jersey,	Navy yard, Brooklyn, New York.
Jacob Jones, -	March 3,	1813,	Delaware,	Frigate Constitution.
Charles Morris, -	March 5,	"	Conn.	Navy yard, Portsmouth, New Hampshire.
Arthur Sinclair, -	July 24,	"	Virginia,	Norfolk, Virginia, commanding.
Thomas McDonough, -	September 11,	1814,	Delaware,	Ohio 74.
Lewis Warrington, -	November 22,	"	Virginia,	Navy yard, Gosport, Virginia.
Joseph Bainbridge, -	November 23,	"	N. Jersey,	Fulton Steam frigate.
William M. Crane, -	November 24,	"	N. Jersey,	Frigate United States.
James T. Leonard, -	February 4,	1815,	New York,	White Hall, Lake Champlain.
James Biddle, -	February 28,	"	Penn.	Frigate Congress.
Charles G. Ridgely, -	February 28,	"	Maryland,	Frigate Constellation.
Robert Trail Spence, -	February 28,	"	New Hamp.	Corvette Cyane.
Daniel T. Patterson, -	February 28,	"	New York,	New Orleans, commanding.
Samuel Angus, -	April 27,	1816,	Penn.	New York.
Melancthon T. Woolsey, -	April 27,	"	New York.	Sackett's Harbor, commanding.
John O. Creighton, -	April 27,	"	W. Indies,	Newport, Rhode Island, commanding.
Edward Trenchard, -	March 5,	1817,	N. Jersey,	New York.
John Downes, -	March 5,	"	Mass.	Frigate Guerriere.
John D. Henley, -	March 5,	"	Virginia,	Frigate Macedonian.
Jesse D. Elliot, -	March 27,	1818,	Maryland,	Norfolk, Virginia.

## MASTERS COMMANDANT.

Robert Henley, -	August 12,	1814,	Virginia,	Rendezvous, Norfolk.
Stephen Cassin, -	September 11,	"	Penn.	Sloop Peacock.
James Renshaw, -	December 10,	"	Penn.	Corvette John Adams.
David Deacon, -	December 10,	"	N. Jersey,	Erie, Pennsylvania, commanding.
Lewis Alexis, -	December 10,	"	France,	On furlough.
Sidney Smith, -	February 28,	1815,	New York,	Sloop Hornet.
Thomas Brown, -	March 1,	"	Delaware,	Philadelphia.
Samuel Woodhouse, -	April 27,	1816,	Penn.	On furlough.
Charles C. B. Thompson, -	"	"	Virginia,	Rendezvous, Boston.
Alexander S. Wadsworth, -	"	"	Maine,	Navy yard, Washington.
George W. Rodgers, -	"	"	Maryland,	Navy yard, New York.
George C. Read, -	"	"	Ireland,	New York.
Henry E. Ballard, -	"	"	Maryland,	Baltimore, commanding.
William Carter, -	"	"	N. Carolina,	Norfolk, Virginia.
Joseph J. Nicholson, -	March 5,	1817,	Maryland,	Navy yard, Philadelphia.
Wolcott Chauncey, -	"	"	Conn.	Sloop Ontario.
Edmund P. Kennedy, -	"	"	Maryland,	Norfolk, Virginia.
Alexander J. Dallas, -	"	"	Penn.	Philadelphia.
John B. Nicholson, -	"	"	Virginia,	Washington 74.
Beckman V. Hoffman, -	"	"	New York,	Rendezvous, New York.
Jesse Wilkinson, -	April 18,	1818,	Virginia,	Brig Spark.
George Budd, -	March 28,	1820,	Maryland,	Baltimore.
Thomas Ap. Catesby Jones, -	"	"	Virginia,	Insp. of ordnance, Navy yard, Washington.
Joseph S. McPherson, -	"	"	Penn.	Washington City.
John Porter, -	"	"	Maryland,	Navy yard, Portsmouth, New Hampshire.
William Bolton Finch, -	"	"	S. Carolina,	Navy yard, Gosport, Virginia.
William B. Shubrick, -	"	"	S. Carolina,	Navy yard, Charlestown.
Benjamin W. Booth, -	"	"	Virginia,	New York.
Alexander Claxton, -	"	"	Penn.	Rendezvous, Baltimore.
Charles W. Morgan, -	April 13,	"	Virginia,	Philadelphia.

## LIEUTENANTS.

Francis J. Mitchell, -	February 18,	1809,	Virginia,	Not on duty.
Raymond H. Perry, -	March 5,	1813,	R. Island,	Charleston, South Carolina.
Lawrence Kearney, -	March 6,	"	N. Jersey,	West India station.
William H. Watson, -	March 7,	"	Virginia,	West India station.
Foxhall A. Parker, -	March 9,	"	Virginia,	Frigate Constitution.
Edward R. McCall, -	March 11,	"	S. Carolina,	Philadelphia.
Daniel Turner, -	March 12,	"	R. Island,	Schooner Nonesuch.
David Conner, -	July 24,	"	Penn.	Schooner Dolphin.
John Gallagher, -	"	"	Penn.	Brig Enterprise.
Thomas Holdup Stevens, -	"	"	S. Carolina,	West India station.
Henry S. Newcomb, -	"	"	N. Hamp.	West India station.
James P. Oellers, -	"	"	Penn.	Philadelphia.
William M. Hunter, -	"	"	Penn.	Franklin 74.



## LIEUTENANTS—Continued.

Names.	Date of commission.		Where born.	Where stationed.
John D. Sloat, -	March 24,	1813,	New York,	Frigate Congress.
William H. Cocke, -	"	"	Virginia,	West India station.
Matthew C. Perry, -	"	"	R. Island,	Schooner Shark.
Charles W. Skinner, -	"	"	Maine,	West India station.
Joseph Wragg, -	"	"	S. Carolina,	Charleston, South Carolina.
Samuel W. Adams, -	"	"	N. Hamp.	Sackett's Harbor.
Frederick W. Smith, -	"	"	N. Jersey,	On furlough.
Otho Norris, -	"	"	Maryland,	Corvette Cyane.
John T. Newton, -	"	"	Virginia,	West India station.
Samuel Henley, -	"	"	Virginia,	West India station.
Joseph Smith, -	"	"	Mass.	Navy yard, Charlestown.
Lawrence Rousseau, -	"	"	Louisiana,	New Orleans.
George W. Storer, -	"	"	Maine,	Frigate Constitution.
Joseph Cassin, -	"	"	Penn.	Sloop Peacock.
Robert M. Rose, -	"	"	Virginia,	Norfolk, Virginia.
Beverley Kennon, -	"	"	Virginia,	Norfolk, Virginia.
Edward R. Shubrick, -	October 9,	"	S. Carolina,	Philadelphia.
Charles A. Budd, -	June 18,	1814,	Penn.	White Hall, Lake Champlain.
Francis H. Gregory, -	June 28,	"	Conn.	Schooner Grampus.
John M. Maury, -	December 9,	"	Virginia,	West India station.
Robert Spedden, -	"	"	Maryland,	New Orleans.
John H. Clack, -	"	"	Virginia,	Under orders.
Philip F. Vorhees, -	"	"	N. Jersey,	Corvette Cyane.
Benjamin Cooper, -	"	"	N. Jersey,	Corvette John Adams.
William L. Gordon, -	"	"	Virginia,	Rendezvous, Boston.
Silas Duncan, -	"	"	N. Jersey,	Corvette Cyane.
James Ramage, -	"	"	Ireland,	Schooner Porpoise, surveying.
Dulany Forrest, -	"	"	Maryland,	Gunboat No. 67, Washington.
John Tayloe, Jun. -	"	"	Virginia,	Not on duty.
David Geissinger, -	"	"	Maryland,	Frigate Constitution.
Robert F. Stockton, -	"	"	N. Jersey,	Under orders.
Thomas S. Cunningham, -	"	"	England,	New Orleans.
Isaac McKeever, -	"	"	Penn.	Frigate Constitution.
John Paul Zantzing, -	"	"	Penn.	Rendezvous, Norfolk, Virginia.
Charles E. Crowley, -	"	"	S. Carolina,	Charleston, South Carolina.
Henry Gilliam, -	"	"	Georgia,	New Orleans.
William D. Salter, -	"	"	New York,	Mediterranean.
Charles S. McCawley, -	"	"	Penn.	On furlough.
John H. Bell, -	"	"	N. Carolina,	New York, Ohio 74.
Thomas M. Newell, -	"	"	Georgia,	West India station.
Elie A. F. Vallette, -	"	"	N. Jersey,	Sloop Peacock.
William A. Spencer, -	"	"	New York,	Washington 74.
Francis B. Gamble, -	"	"	N. Jersey,	Frigate United States.
William Laughton, -	"	"	Virginia,	Frigate Constellation.
Nelson Webster, -	"	"	New Hamp.	Independence 74.
Richard Dashiell, -	"	"	Maryland,	Corvette Cyane.
Thomas T. Webb, -	"	"	Virginia,	Corvette John Adams.
John Percival, -	"	"	Mass.	Navy yard, Charlestown.
John H. Aulick, -	"	"	Virginia,	Sloop Ontario.
William V. Taylor, -	"	"	R. Island,	Newport, Rhode Island.
Mervine P. Mix, -	"	"	R. Island,	New York, Ohio 74.
Bladen Dulany, -	"	"	Virginia,	Frigate Guerriere.
James McGowan, -	"	"	Virginia,	Erie, Pennsylvania.
Silas H. Stringham, -	"	"	N. York,	Washington 74.
Nathaniel L. Montgomery, -	"	"	N. Jersey,	Sloop Erie.
William A. C. Farragut, -	"	"	Louisiana,	New Orleans.
George B. McCulloh, -	"	"	Penn.	Rendezvous, Philadelphia.
Stephen Champlin, -	"	"	Maryland,	Newport, Rhode Island.
William Lowe, -	"	"	Mass.	On furlough.
Richard G. Edwards, -	"	"	N. Carolina,	Navy yard, Washington.
Isaac Mayo, -	February 4,	1815,	Maryland,	Schooner Dolphin.
William K. Latimer, -	"	"	Maryland,	Rendezvous, Baltimore.
William Mervine, -	"	"	Penn.	Schooner Grampus.
Thomas Crabb, -	"	"	Maryland,	Sloop Peacock.
Edward B. Babbit, -	May 1,	"	Mass.	On furlough.
George W. Hammersley, -	May 3,	"	Maryland,	New York.
Thomas Paine, Jun. -	December 1,	"	R. Island,	Charleston, South Carolina.
James Armstrong, -	April 27,	1816,	Kentucky,	Columbus 74.
Joseph Smoot, -	"	"	Maryland,	Frigate Macedonian.
Robert B. Randolph, -	"	"	Virginia,	Norfolk, Virginia.
William Berry, -	"	"	Maryland,	Frigate Congress.
Samuel L. Breeze, -	"	"	New York,	Frigate Constitution.
John Evans, -	"	"	N. Jersey,	New York.
Benjamin Page, Jun. -	"	"	England,	Frigate Congress.
John T. Ritchie, -	"	"	Maryland,	Washington City.
John A. Wish, -	"	"	S. Carolina,	Navy yard, Washington.
John Gwinn, -	"	"	Maryland,	Philadelphia.
William A. Weaver, -	"	"	Virginia,	Franklin 74.
Thomas W. Wyman, -	"	"	Mass.	Portsmouth, New Hampshire.
James L. Morris, -	"	"	New York,	New York.
Andrew Fitzhugh, -	"	"	Virginia,	Frigate Congress.
William M. Caldwell, -	"	"	Mass.	Navy yard, Charlestown.
John K. Carter, -	"	"	New York,	New York.
Joseph Cross, -	"	"	Maryland,	Navy yard, Washington.
Abraham S. Ten Eick, -	"	"	New York,	Sloop Ontario.
Thomas S. Hammersley, -	"	"	Maryland,	Franklin 74.

## LIEUTENANTS—Continued.

Names.	Date of commission.		Where born.	Where stationed.
John White, -	April 27,	1816,	Mass.	Boston.
William M. Robins, -	"	"	Maryland,	Sackett's Harbor.
Hiram Paulding, -	"	"	New York,	Boston.
Jonathan D. Williamson, -	"	"	N. Jersey,	New York.
Uriah P. Levy, -	March 5,	1817,	Penn.	Schooner Revenge, gunboat 158.
Enoch H. Johns, -	"	"	Maryland,	On furlough.
Charles Lacy, -	"	"	N. Jersey,	Erie, Pennsylvania.
Clement W. Stevens, -	"	"	Maryland,	Washington 74.
Charles Boardman, -	"	"	Maryland,	Washington City.
French Forrest, -	"	"	Maryland,	Frigate Macedonian.
Edgar Freeman, -	"	"	N. Jersey,	New York.
William E. McKenney, -	"	"	New York,	New York.
William J. Belt, -	"	"	Maryland,	Columbus 74.
Charles H. Caldwell, -	"	"	Mass.	Newport, Rhode Island.
William Jameson, -	"	"	Virginia,	Corvette John Adams.
James W. H. Ray, -	"	"	Maryland,	Norfolk, Virginia.
William Boerum, -	"	"	New York,	Frigate Constitution.
Charles L. Williamson, -	"	"	N. Jersey,	Sloop Ontario.
Charles Gauntt, -	"	"	N. Jersey,	Philadelphia.
William W. Ramsay, -	"	"	Virginia,	Washington City.
Ralph Vorhees, -	"	"	N. Jersey,	Washington 74.
Alexander Eskridge, -	"	"	Virginia,	Sloop Hornet.
Ebenezer Ridgeway, -	"	"	Mass.	Franklin 74.
Thomas A. Conover, -	"	"	N. Jersey,	Sloop Erie.
Archibald S. Campbell, -	"	"	Virginia,	Navy yard, Gosport, Virginia.
William Taylor, -	"	"	Virginia,	Sloop Hornet.
John C. Long, -	"	"	N. Hamp.	On furlough.
Henry R. Warner, -	"	"	N. Hamp.	On furlough.
John H. Graham, -	"	"	Vermont,	Rendezvous, New York.
Nathaniel Carter, Jun., -	"	"	Mass.	Boston.
Henry Ward, -	"	"	Mass.	Independence 74.
Henry Henry, -	"	"	Maryland,	Franklin 74.
Samuel W. Downing, -	"	"	N. Jersey,	West India station.
Richard S. Hunter, -	"	"	N. Jersey,	Sloop Hornet.
William Pottenger, -	"	"	Maryland,	Steam frigate Fulton.
Henry W. Ogden, -	"	"	N. Jersey,	Franklin 74.
John H. Lee, -	"	"	Virginia,	Corvette John Adams.
Walter Abbot, -	"	"	Mass.	New York.
James M. McIntosh, -	April 1,	1818,	Georgia,	Brig Enterprise.
Josiah Tatnall, -	"	"	Georgia,	West India station.
William Temple, -	"	"	Virginia,	Schooner Shark.
George McCawley, -	"	"	Penn.	West India station.
Hugh N. Page, -	"	"	Virginia,	Corvette John Adams.
John A. Cook, -	"	"	Dist. Col.	Sloop Peacock.
William Inman, -	"	"	New York,	West India station.
Joel Abbot, -	"	"	Mass.	Not on duty.
Lewis E. Simonds, -	"	"	Mass.	Independence 74.
John M. Dale, -	"	"	Penn.	West India station.
Harrison H. Cocke, -	"	"	Virginia,	Schooner Nonesuch.
William H. Mott, -	"	"	Mass.	On furlough.
William J. McCluney, -	"	"	Penn.	Schooner Dolphin.
Albert G. Wall, -	"	"	Virginia,	Frigate Congress.
Ephraim D. Whitlock, -	"	"	N. Jersey,	West India station.
James F. Curtis, -	"	"	Mass.	On furlough.
James Goodrum, -	"	"	Virginia,	West India station.
John B. Montgomery, -	"	"	N. Jersey,	Sloop Erie.
Horace B. Sawyer, -	"	"	Vermont,	Schooner Dolphin.
Cornelius K. Stribling, -	"	"	S. Carolina,	Sloop Peacock.
James E. Legare, -	"	"	S. Carolina,	West India station.
Joshua R. Sands, -	"	"	New York,	Franklin 74.
Allen Griffin, -	"	"	Maryland,	West India station.
Richard M. Potter, -	"	"	Penn.	West India station.
John L. Cummings, -	"	"	N. Jersey,	Corvette John Adams.
Frederick S. Gibbon, -	"	"	Virginia,	Not on duty.
John J. Young, -	March 28,	1820,	New York,	Schooner Shark.
Charles H. Bell, -	"	"	New York,	Sloop Ontario.
Abraham Bigelow, -	"	"	Mass.	Sloop Ontario.
Otho Stallings, -	"	"	Maryland,	Baltimore.
Zachariah W. Nixon, -	"	"	Mass.	On furlough.
Henry C. Newton, -	"	"	Virginia,	Sloop Ontario.
Frank Ellery, -	"	"	R. Island,	Schooner Nonesuch.
Frederick Varnum, -	"	"	Mass.	Norfolk.
Frederick G. Wolbert, -	"	"	Penn.	West India station.
Joseph R. Jarvis, -	"	"	Mass.	Frigate Constitution.
Thomas W. Freelon, -	"	"	New York,	Schooner Grampus.
Pardon M. Whipple, -	"	"	New York,	Mediterranean.
James Williams, -	"	"	Maryland,	Brig Spark.
Samuel W. Lecompte, -	"	"	Maryland,	New York.
Charles T. Platt, -	"	"	New York,	Schooner Shark.
Wm. M. Armstrong, -	March 3,	1821,	Kentucky,	Frigate Congress.
William F. Shields, -	"	"	Georgia,	West India station.
Garret J. Pendergrast, -	"	"	Kentucky,	On furlough.
William C. Nicholson, -	"	"	Maryland,	Philadelphia.
James B. Cooper, -	April 22,	"	N. Jersey,	Philadelphia.



## SURGEONS.

Names.	Date of commission.	Where born.	Where stationed.
Edward Cutbush, -	June 24, 1799,	Penn.	Hospital, Washington.
Samuel R. Marshall, -	January 16, 1800,	Penn.	Hospital, New York.
Lewis Heerman, -	November 27, 1804,	Germany,	New Orleans hospital.
Joseph G. T. Hunt, -	" " "	New York,	Marine barracks, New York.
Jonathan Cowdry, -	" " "	Mass.	Rendezvous, Norfolk.
Samuel D. Heap, -	" " "	Penn.	Mediterranean.
Robert L. Thorn, -	March 3, 1809,	New York,	Navy yard, Portsmouth, New Hampshire.
William P. C. Barton,	April 28, " "	Penn.	Philadelphia.
George Logan, -	April 14, 1810,	S. Carolina,	Charleston, South Carolina.
Amos A. Evans, -	April 20, " "	Maryland,	On furlough.
Robert S. Kearney, -	April 28, " "	Ireland,	Washington City, ill health.
James Page, -	March 5, 1811,	Maryland,	Baltimore.
Thomas Harris, -	July 6, 1812,	Penn.	Marine hospital, Philadelphia.
William Turk, -	July 24, 1813,	New York,	White Hall, Lake Champlain.
Hyde Ray, -	" " "	Maryland,	Sloop Peacock.
Walter W. Buchanan,	" " "	N. Jersey,	Sackett's Harbor.
Charles Cotton, -	" " "	Mass.	Newport, Rhode Island.
Gerard Dayers, -	" " "	Flanders,	Columbus 74.
Robert R. Barton, -	" " "	Virginia,	On furlough, no pay.
Benjamin P. Kissam, -	" " "	New York,	Steam frigate Fulton.
John A. Kearney, -	" " "	Ireland,	Navy yard, Charlestown.
Richard C. Edgar, -	" " "	Maryland,	West India station.
Baily Washington, -	" " "	Virginia,	Philadelphia.
George T. Kennon, -	" " "	Virginia,	Hospital, Gosport, Virginia.
Walter W. New, -	October 6, " "	Virginia,	New Orleans.
Robert C. Randolph, -	April 15, 1814,	Virginia,	Marine barracks, New Orleans.
Charles B. Hamilton, -	" " "	Virginia,	Marine barracks, head-quarters.
Usher Parsons, -	" " "	New Hamp.	Boston.
William Swift, -	" " "	Mass.	Sloop Ontario.
Richard K. Hoffman, -	July 26, " "	New York,	Washington 74.
Thomas B. Salter, -	May 22, 1815,	N. Jersey,	Franklin 74.
William Barnwell, Jun.	April 27, 1816,	Ireland,	Corvette John Adams.
Peter Christie, -	" " "	N. Jersey,	Erie, Pennsylvania.
Charles M. Reese, -	" " "	S. Carolina,	Philadelphia.
Samuel Jackson, -	March 27, 1818,	New York,	Navy yard, New York.
Andrew B. Cook, -	" " "	New York,	New York.
John H. Gordon, -	" " "	Penn.	Frigate Congress.
Leonard Osborne, -	" " "	Maryland,	Frigate Constellation.
Thomas Williamson, -	" " "	Maryland,	Norfolk.
John Dix, -	" " "	Mass.	Corvette Cyane.
George S. Sproston, -	" " "	Maryland,	Frigate Constitution.
Elnathan Judson, -	" " "	Mass.	Vaccine agent.

## SURGEONS' MATES.

John Harrison, -	January 16, 1805,	Maryland,	Hospital, Washington.
Manuel Philips, -	July 18, 1809,	Penn.	Rendezvous, Philadelphia.
William Belt, -	September 23, 1811,	Maryland,	West India station.
John D. Armstrong, -	May 27, 1812,	Ireland,	Frigate Congress.
Benjamin Austin, -	July 24, 1813,	Mass.	West India station.
Wilmot F. Rodgers, -	" " "	Virginia,	Frigate Constitution.
John W. Peaco, -	June 23, " "	Maryland,	Philadelphia.
Alexander M. Montgomery,	July 16, " "	N. Jersey,	Schooner Nonesuch.
Benjamin A. Welles, -	December 10, " "	Maryland,	Under orders.
William D. Conway, -	" " "	Ireland,	West India station.
James Norris, -	" " "	New Hamp.	Washington 74.
Benajah Tickner, -	" " "	Vermont,	Frigate Congress.
Charles Chase, -	" " "	Maine,	Navy yard, Portsmouth, New Hampshire.
Thomas V. Wiesenenthal,	" " "	Maryland,	West India station.
William Birchmore, -	January 10, 1815,	England,	Navy yard, Charlestown.
John S. Wiley, -	December 20, 1815,	Maryland,	Schooner Shark.
James R. Boyce, -	April 27, 1816,	Virginia,	Hospital, Norfolk.
Richard Stevens, -	December 28, 1818,	Mass.	Schooner Dolphin.
John Fitzhugh, Jun. -	" " "	Maryland,	Brig Spark.
David S. Edwards, -	" " "	Conn.	Schooner Grampus.
Mordecai Morgan, -	" " "	Penn.	Sloop Peacock.
Francis S. Beattie, -	March 28, 1820,	Penn.	On furlough.
Joseph Kenz, -	" " "	Louisiana,	On furlough.
James Cornick, -	" " "	Virginia,	Franklin 74.
Robert F. Dandridge, -	" " "	Virginia,	Corvette John Adams.
William Williamson, -	" " "	N. Jersey,	New York.
William D. Babbitt, -	" " "	Mass.	West India station.
Robert T. Falconer, -	" " "	N. Carolina,	West India station.
Joseph B. Stillman, -	" " "	New York,	Sloop Ontario.
Thomas J. Boyd, -	" " "	Delaware,	Frigate Constitution.
George Terrill, -	" " "	Virginia,	Schooner Porpoise.
David N. Mahon, -	" " "	Penn.	On furlough.

## PURSERS.

Names.	Date of commission.		Where born.	Where stationed.
Isaac Garretson, -	April 25,	1812,	Maryland,	Baltimore.
Clement S. Hunt, -	"	"	Maryland,	Newport, Rhode Island.
Gwinn Harris, -	"	"	Maryland,	Not on duty.
John H. Carr, -	"	"	England,	Erie, Pennsylvania.
Nathaniel Lyde, -	"	"	Mass.	Navy yard, Portsmouth, New Hampshire.
Samuel Hambleton, -	"	"	Maryland,	Frigate Congress.
Robert C. Ludlow, -	"	"	New York,	Navy yard, Charlestown.
John B. Timberlake, -	"	"	Virginia,	Schooner Shark.
Thomas I. Chew, -	"	"	Mass.	Washington 74.
Thomas Shields, -	"	"	Delaware,	Not on duty.
Richard C. Archer, -	"	"	Maryland,	Alert, store ship.
Lewis Deblois, -	"	"	Mass.	On furlough.
George S. Wise, -	"	"	Virginia,	Navy yard, Brooklyn, New York.
Francis A. Thornton, -	"	"	Virginia,	West India station.
James M. Halsey, -	"	"	New York,	Not on duty.
Edward Fitzgerald, -	"	"	Penn.	Franklin 74.
Alexander P. Darrah, -	"	"	Delaware,	Norfolk navy yard.
William S. Rogers, -	February 26,	1813,	R. Island,	Independence 74.
Samuel P. Todd, -	March 2,	"	Penn.	Philadelphia.
George Beale, Jun., -	July 24,	"	Virginia,	Frigate United States.
James H. Clark, -	"	"	New York,	Frigate Guerriere.
Joseph Wilson, Jun., -	"	"	Mass.	Boston.
Joseph B. Wilkinson, -	March 26,	1814,	Kentucky,	New Orleans.
Benjamin F. Bourne, -	"	"	R. Island,	Frigate Constellation.
William Sinclair, -	"	"	Mass.	Charleston, South Carolina.
Matthew C. Attwood, -	"	"	Maryland,	Corvette Cyane.
John N. Todd, -	March 26,	1815,	Penn.	Sloop Ontario.
Timothy Winn, -	May 17,	"	Mass.	Navy yard, Washington.
William M. Sands, -	May 20,	"	New York,	Sackett's Harbor.
Joseph H. Terry, -	June 6,	"	New York,	Sloop Erie.
Thomas Breese, -	July 8,	"	R. Island,	Frigate Constitution.
Gardner Thomas, -	July 22,	"	Mass.	Sloop Hornet.
Ashton Y. Humphreys, -	July 22,	"	Penn.	Under orders.
John Debrece, -	December 29,	1817,	N. Jersey,	Sloop Peacock.
Charles O. Handy, -	"	"	R. Island,	Corvette John Adams.
Silas Butler, -	"	"	New York,	Receiving ship, New York.
Edward N. Cox, -	March 28,	1820,	New York,	Not on duty.
Nathaniel H. Perry, -	March 28,	1820,	R. Island,	Brig Enterprise.
J. N. Hambleton, acting, -	October 26,	1819,	Maryland,	Schooner Nonesuch.
Joseph Watson, acting, -	September 11,	1821,	Mass.	Schooner Dolphin.

## CHAPLAINS.

Andrew Hunter, -	March 5,	1811,	Penn.	Navy yard, Washington.
David P. Adams, -	May 10,	"	N. Hamp.	Norfolk.
John Cooke, -	May 9,	1812,	England,	Not on duty.
Cheever Felch, -	May 12,	"	Mass.	Surveying coast of Florida.
Nathaniel Andrews, -	August 16,	1816,	England,	Franklin 74.
John Ireland, -	August 16,	"	England,	New York navy yard.
James Brooks, -	December 29,	1818,	Virginia,	Sackett's Harbor.
James Everett, -	December 29,	"	Mass.	Navy yard, Charlestown.
Addison Searle, -	April 27,	1820,	N. Hamp.	Frigate Constitution.

## MIDSHIPMEN PASSED FOR PROMOTION.

1820.				
Daniel H. Mackay, -	April 16,	1813,	New York,	Norfolk.
Edward W. Carpenter, -	July 10,	"	New York,	Sloop Erie.
John L. Saunders, -	November 15,	1809,	Virginia,	Brig Spark.
Thomas B. Curtis, -	September 28,	1812,	Mass.	On furlough.
Joseph Hull, Jun., -	November 9,	1813,	Conn.	Franklin 74.
Jott S. Paine, -	"	"	Maine,	Frigate Constitution.
John E. Prentiss, -	"	"	Mass.	On furlough.
John M. Sullivan, -	March 1,	"	New York,	West India station.
Joseph Moorhead, -	November 9,	"	Ohio,	Schooner Shark.
1821.				
Samuel B. Phelps, -	May 20,	"	Conn.	Philadelphia.
Irvine Shubrick, -	May 12,	1814,	S. Carolina,	Sloop Hornet.
Charles Ellery, -	March 8,	"	R. Island,	Corvette John Adams.
Thomas R. Gerry, -	December 6,	"	Mass.	On furlough.
George W. Somerville, -	November 30,	"	Tennessee,	West India station.
John Kelly, -	February 1,	"	Penn.	West India station.
William Rice, -	November 9,	1813,	Maine,	On furlough.
Hugh Dulany, -	November 30,	1814,	S. Carolina,	On furlough.
William T. Rodgers, -	November 9,	1813,	New York,	West India station.
Edmund Byrne, -	February 1,	1814,	Penn.	West India station.
Edward S. Johnson, -	November 30,	"	R. Island,	Washington 74.
William H. Gardner, -	December 6,	"	Maryland,	Frigate Guerriere.
Frederick Jarrett, -	March 8,	"	Penn.	Corvette Cyane.
Arthur Bainbridge, -	February 28,	1815,	N. Jersey,	New York.
David G. Farragut, -	December 17,	1810,	Tennessee,	Corvette John Adams.
Richard S. Pinckney, -	August 3,	1814,	S. Carolina,	Charleston, South Carolina.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Stephen B. Wilson, -	January 1,	1812,	New York,	New Orleans.
Edward C. Rutledge, -	November 30,	1814,	N. Carolina,	On furlough.
William S. Harris, -	"	"	Kentucky,	Corvette John Adams.
Thomas Dornin, -	May 1,	"	New York,	Sloop Peacock.
Thomas Pettigru, -	January 1,	1812,	S. Carolina,	Brig Enterprise.
Benjamin S. Grimke, -	November 30,	1814,	S. Carolina,	Frigate Congress.
Benjamin Follet, -	December 6,	"	New York,	West India station.
John P. Tuttle, -	November 30,	"	Conn.	Corvette John Adams.
Robert B. Cunningham,	"	"	Virginia,	Schooner Shark.
James Glynn, -	March 4,	1815,	Virginia,	Brig Spark.
Joseph Myers, -	December 6,	1814,	N. Carolina,	Corvette Cyane.
William C. Wetmore, -	June 18,	1812,	New York,	West India station.
William B. Nicholson,	March 17,	1814,	Maryland,	On furlough.
Augustus Cutts, -	November 9,	1813,	Maine,	Frigate Congress.
Thomas R. Gedney, -	March 4,	1815,	S. Carolina,	New York.
John Bubier, -	November 9,	1813,	Mass.	Boston.
Victor M. Randolph, -	June 11,	1814,	Virginia,	Schooner Shark.
John S. Chauncey, -	January 1,	1812,	New York,	West India station.
Joseph Cutts, Jun., -	December 6,	1814,	Maine,	Corvette Cyane.
Jacob Crowninshield, -	March 11,	1815,	Mass.	On furlough.
Frederick Engle, -	December 6,	1814,	Penn.	West India station.
Thomas S. Brown, -	December 17,	1810,	Conn.	Independence 74.
Alexander J. Dallas Brown,	"	"	Conn.	Schooner Grampus.
Jesse Smith, -	March 11,	1815,	Mass.	On furlough.
John H. Smith, -	January 1,	"	New York,	West India station.
Merrit S. Scott, -	November 30,	1814,	Kentucky,	Sloop Ontario.
Francis Sanderson, -	February 3,	1815,	Maryland,	Schooner Grampus.
John Rudd, -	November 30,	1814,	R. Island,	Frigate Macedonian.
1822.				
Duncan N. Ingraham, -	June 18,	1812,	Virginia,	New York.
Henry Bruce, -	November 9,	1813,	Mass.	On furlough.
John Marston, Jun., -	April 15,	"	Mass.	Philadelphia.
David Conyngham, -	February 1,	1814,	Penn.	On furlough.
William D. Newman, -	"	"	New York,	Frigate Macedonian.
Robert Ritchie, -	"	"	Maryland,	Philadelphia.
David R. Stewart, -	"	"	Maryland,	Frigate Constellation.
Thomas Hayes, -	June 6,	1814,	Penn.	On furlough.
Alex. B. Pinkham, -	June 17,	"	Mass.	On furlough.
William H. Homer, -	November 30,	"	Mass.	New York.
James D. Knight, -	"	"	S. Carolina,	On furlough.
Joseph Mattison, -	"	"	New Jersey,	New York.
William W. McKean, -	"	"	Penn.	West India station.
William S. Walker, -	"	"	N. Hamp.	Boston.
Alexander Shidell, -	January 1,	1815,	New York,	New York.
James G. Boughan, -	January 11,	"	Maryland,	Frigate Macedonian.
Benjamin Tallmadge, Jun., -	January 24,	"	Connecticut	Washington 74.
Hubbard H. Hobbs, -	March 4,	"	Virginia,	Schooner Porpoise.
Samuel Mercer, -	"	"	S. Carolina,	Frigate Congress.
Franklin Buchanan, -	January 28,	"	Penn.	West India station.
George F. Pearson, -	March 11,	"	N. Hamp.	West India station.
Charles Lowndes, -	March 18,	"	S. Carolina,	Schooner Porpoise.

## MIDSHIPMEN.

Albert A. Alexander, -	September 1,	1811,	D. Colum.	Under orders.
Henry A. Adams, -	March 14,	1814,	Penn.	Franklin 74.
George Adams, -	January 1,	1818,	Maryland,	Frigate Congress.
Henry J. Auchmuty, -	May 10,	1820,	R. Island,	Frigate Constitution.
Isaac H. Abbot, -	May 10,	"	Maine,	Schooner Porpoise.
James W. Abbot, -	May 1,	1822,	Michigan,	Under orders.
Robert W. Alden, -	May 1,	"	N. Hamp.	Under orders.
Samuel Barron, -	January 1,	1812,	Virginia,	Corvette John Adams.
Russell Baldwin, -	May 17,	1813,	New York,	On furlough.
John D. Byrd, -	April 16,	1814,	Delaware,	Philadelphia.
Timothy G. Benham, -	November 30,	"	Conn.	Schooner Shark.
Lytleton M. Booth, -	June 1,	1815,	Virginia,	Navy yard, Washington.
Joseph Bowman, -	July 8,	"	Penn.	Under orders.
Archibald R. Bogardus, -	December 26,	"	New York,	Frigate Constitution.
Benjamin F. Bache, -	January 1,	1817,	Penn.	Receives no pay.
Oscar Bullus, -	January 1,	"	New York,	Washington 74.
Abraham Bennett, -	July 4,	"	Delaware,	Franklin 74.
Edward Barnwell, -	July 4,	"	New York,	On furlough.
Robert S. Bullus, -	January 1,	1818,	New York,	Receives no pay.
George S. Blake, -	"	"	Mass.	On furlough.
Joshua Barney, -	"	"	Maryland,	Frigate Congress.
Theodorus Baily, Jun., -	"	"	New York,	Franklin 74.
Joseph R. Blake, -	"	"	Virginia,	Navy yard, Washington.
T. McKean Buchanan, -	November 3,	"	Penn.	Brig Enterprise.
Edward Boutwell, -	March 3,	1819,	Virginia,	Corvette John Adams.
James Bradford, -	March 4,	"	Louisiana,	On furlough.
Joseph R. Brown, -	July 10,	"	Penn.	Philadelphia.
John Q. Adams Boyd, -	December 13,	"	Indiana,	Franklin 74.
John E. Bispham, -	December 13,	"	New Jersey,	Sloop Peacock.
Samuel M. Breckenridge, -	December 15,	"	Kentucky,	Schooner Dolphin.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Edward O. Blanchard,	May 10,	1820,	Mississippi,	Charleston, South Carolina.
G. Washington Bleecker,	May 10,	"	New York,	Franklin 74.
Augustus Barnhouse,	May 10,	"	Virginia,	Schooner Shark.
Robert B. Bell,	August 1,	1820,	New York,	New York.
Theodore Bland, Jun.	July 16,	1821,	Maryland,	Franklin 74.
John C. Bunner,	May 1,	1822,	New York,	Mediterranean.
John L. Ball,	December 4,	"	Virginia,	West India station.
Joseph S. Cornwell,	January 1,	1812,	New York,	Under orders.
Enos R. Childs,	June 18,	"	Maryland,	Under orders.
Joseph S. Cannon,	February 26,	1814,	Delaware,	Philadelphia.
Charles B. Childs,	January 28,	1815,	New York,	Washington 74.
Richard Cochrane,	February 7,	"	New York,	Under orders.
James H. Clinton,	April 24,	"	New York,	New York.
William H. Campbell,	May 30,	1816,	Maryland,	Brig Enterprise.
James E. Calhoun,	May 30,	"	S. Carolina,	On furlough.
John Redman Cox,	July 4,	1817,	Penn.	Franklin 74.
John Addison Carr,	July 4,	"	Maryland,	Sloop Peacock.
Samuel B. Cocke,	January 1,	1818,	Virginia,	Sloop Ontario.
Charles Edward Cutts,	November 3,	"	N. Hamp.	Columbus 74.
John Cassin,	May 10,	1820,	Penn.	Corvette John Adams.
John Calhoun,	January 25,	1821,	Penn.	Corvette Cyane.
William H. Capers,	March 27,	1822,	S. Carolina,	Under orders.
Thomas T. Craven,	May 1,	"	N. Hamp.	Not on duty.
Charles W. Chauncey,	May 1,	"	New York,	Not on duty.
George D. Dods,	November 30,	1814,	R. Island,	Schooner Shark.
Henry Dyson,	January 1,	1815,	Mass.	Sloop Hornet.
Samuel F. Dupont,	December 19,	"	New Jersey,	Frigate Congress.
Albert E. Downes,	January 1,	1818,	Mass.	Boston.
Nathaniel W. Duke,	May 1,	1823,	Kentucky,	West India station.
Henry Etting,	January 1,	1818,	Maryland,	Schooner Porpoise.
Henry Eagle, Jun.	January 1,	"	New York,	On furlough.
Francis B. Ellison,	May 28,	1819,	New York,	Frigate Constitution.
Thomas Evans,	October 23,	1820,	Penn.	Sloop Ontario.
William Foster,	February 4,	1814,	New York,	Philadelphia.
Robert Y. Fairlie,	May 4,	1816,	New York,	Brig Enterprise.
George B. Forrester,	January 1,	1818,	Georgia,	Norfolk.
Lewis C. F. Fatio,	March 8,	1822,	S. Carolina,	Sloop Peacock.
Andrew H. Foot,	December 4,	"	Conn.	Under orders.
Lewis M. Goldsborough,	June 18,	1812,	D. Colum.	Franklin 74.
Daniel Goodwin,	November 30,	1814,	Maine,	On furlough.
James T. Gerry,	December 20,	1815,	Mass.	On furlough.
William Green,	January 1,	1818,	Virginia,	Sloop Hornet.
Alexander G. Gordon,	"	"	D. Colum.	Frigate Constellation.
William M. Glendy,	"	"	Maryland,	West India station.
Charles W. Gay,	October 27,	"	Mass.	Boston.
Sylvanus Godon,	March 4,	1819,	Penn.	On furlough.
John Graham,	September 1,	"	D. Colum.	Columbus 74.
Samuel Gaillard,	May 10,	1820,	S. Carolina,	Under orders.
Farnefold Green,	May 1,	1822,	N. Carolina,	Schooner Shark.
Alexander Gibson,	July 4,	"	Virginia,	Schooner Shark.
Levi M. Harby,	June 18,	1812,	S. Carolina,	On furlough.
Joseph Le. C. Hardy,	"	"	S. Carolina,	New York.
James Hodge,	November 9,	1813,	Penn.	Sloop Peacock.
George N. Hollings,	February 1,	1814,	Maryland,	On furlough.
Harry D. Hunter,	November 30,	"	Penn.	On furlough.
John E. Heron,	January 1,	1816,	Virginia,	Under orders.
William L. Hudson,	January 1,	"	New York,	Schooner Dolphin.
Lucius C. Heylin,	January 1,	1817,	Penn.	On furlough.
Alexander H. Hopkinson,	September 25,	"	Penn.	Franklin 74.
Peyton T. Henley,	January 1,	1818,	Virginia,	Under orders.
Stern Humphreys,	"	"	New York,	Boston.
Andrew A. Harwood,	"	"	Penn.	West India station.
Charles E. Hawkins,	March 4,	"	New York,	Washington 74.
John Hamilton,	July 4,	"	New York,	Frigate Constitution.
James T. Homans,	December 3,	1819,	Mass.	Navy yard, Washington.
John W. Hunter, Jun.	May 10,	1820,	Penn.	Under orders.
Cary H. Hansford,	"	"	Virginia,	Franklin 74.
Paul Hamilton Hayne,	"	"	S. Carolina,	Under orders.
Jefferson Hansford,	December 4,	1822,	Virginia,	Sloop Peacock.
Thomas J. Harris,	May 1,	"	Penn.	West India station.
William W. Hunter,	"	"	Louisiana,	New Orleans.
John W. Hunt, Jun.	"	"	Kentucky,	Under orders.
Oscar Irving,	January 1,	1817,	New York,	On furlough.
George Izard,	January 1,	1818,	Penn.	Franklin 74.
Skeffington S. Jameson,	June 18,	1812,	Virginia,	Schooner Grampus.
Richard A. Jones,	"	"	Delaware,	Frigate Constitution.
Joshua H. Justin,	November 30,	1814,	R. Island,	Frigate Constellation.
Robert W. Jones,	January 1,	1818,	New York,	Franklin 74.
Zachariah F. Johnston,	January 1,	"	Maryland,	Corvette Cyane.
Charles H. Jackson,	May 4,	"	Georgia,	Schooner Dolphin.
John C. Jones,	May 12,	"	Maryland,	On furlough.
William H. Kennon,	January 1,	1817,	Virginia,	Corvette John Adams.
Stephen B. Kingston,	January 1,	"	Penn.	Philadelphia.
C. H. A. H. Kennedy,	February 10,	1819,	Virginia,	Norfolk, Virginia.
Edward A. Kerr,	June 1,	1821,	D. Colum.	Under orders.
James P. Kid,	November 24,	"	Penn.	Schooner Grampus.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
James A. Kirk, -	May 1,	1822,	New York,	Corvette Cyane.
Thomas J. Leib, -	September 1,	1811,	Penn.	Frigate Congress.
George H. Leverett, -	June 18,	1812,	N. Hamp.	Not on duty.
Stephen B. Lassalle,	November 4,	1814,	Penn.	Philadelphia.
Arthur Lewis, -	January 1,	1817,	Virginia,	Corvette John Adams.
Andrew K. Long, -	January 1,	1818,	Maryland,	Schooner Shark.
John H. Little, -	"	"	Maryland,	Frigate Constitution.
William F. Lynch, -	January 26,	1819,	Virginia,	On furlough.
James L. Lardner, -	May 10,	1820,	Penn.	Schooner Dolphin.
Edward S. Lewis, -	May 10,	"	Conn.	New York.
Samuel Lockwood, -	July 12,	"	Conn.	Frigate Congress.
Sidney Smith Lee, -	December 30,	"	Virginia,	Franklin 74.
Nathaniel C. Lawrence,	May 1,	1822,	New York,	Corvette Cyane.
William Leggett, -	December 4,	"	Illinois,	Under orders.
William B. McClean,	January 1,	1812,	New York,	On furlough.
Richard Mackall, -	"	"	Maryland,	Baltimore.
Daniel S. McCawley,	February 1,	1814,	Penn.	On furlough.
Robert F. Martin, -	May 1,	"	S. Carolina,	Washington 74.
Nicholas Marchand, -	November 30,	"	Louisiana,	On furlough.
Oliver H. Middleton,	January 10,	1816,	England,	On furlough.
Humphrey H. Morris,	January 1,	1817,	New York,	New York.
George A. Magruder, -	"	"	Georgia,	Frigate Congress.
James P. McCall, -	"	"	Georgia,	Frigate United States.
T. Jefferson Manning,	"	"	New Jersey,	Franklin 74.
John Marshall, -	"	1818,	Virginia,	Franklin 74.
Alexander M. Mull,	"	"	Maryland,	Sloop Ontario.
Charles V. Morris, -	"	"	New York,	Franklin 74.
Henry W. Morris, -	August 21,	1819,	New York,	Sloop Ontario.
John Manning, -	May 10,	1820,	N. Carolina,	New Orleans.
Richard D. Millen, -	"	"	Georgia,	Corvette Cyane.
Richard R. McMullin,	"	"	New York,	Corvette Cyane.
John White Mooers, -	"	"	New York,	Brig Spark.
Richard Hunt Morris,	"	"	Vermont,	Schooner Porpoise.
John H. Marshall, -	"	"	Virginia,	Frigate Constitution.
Francis Mallary, -	May 1,	1822,	Virginia,	Corvette John Adams.
Samuel Marshall, -	"	"	Virginia,	West India station.
Robert H. Nichols, -	September 1,	1811,	New York,	New York.
John S. Nicholas, -	June 6,	1815,	Virginia,	Brig Enterprise.
Joseph M. Nicholson,	August 30,	1816,	Maryland,	Schooner Shark.
Frederick A. Neville,	May 10,	1820,	Ohio,	Schooner Dolphin.
Lloyd B. Newell, -	"	"	Georgia,	Sloop Ontario.
William S. Ogden, -	July 26,	"	New York,	Frigate Congress.
Nathaniel A. Prentiss,	June 18,	1812,	Mass.	Frigate Java.
Edward Price, -	April 5,	1813,	New York,	Under orders.
William Pollard, -	March 8,	1814,	Penn.	On furlough.
David H. Porter, -	August 4,	"	Penn.	Franklin 74.
John W. Palmer, -	November 30,	"	Conn.	Schooner Nonesuch.
William P. Piercy, -	March 15,	1815,	Penn.	Sloop Peacock.
William H. Pennock,	April 20,	"	Virginia,	Norfolk, Virginia.
Edward C. Pinkney,	November 21,	"	Maryland,	West India station.
John Pope, -	May 30,	1816,	Maine,	Independence 74.
Levin M. Powell, -	March 1,	1817,	Virginia,	Mediterranean.
Elisha Peck, -	March 4,	"	Connecticut,	Franklin 74.
John H. Pleasonton,	July 4,	"	D. Columbia	Washington City.
Reuben R. Pinkham,	January 1,	1818,	Mass.	Franklin 74.
William Pearson, -	"	"	New Jersey,	Franklin 74.
Hugh Y. Purviance, -	November 4,	"	Maryland,	Franklin 74.
Henry Pinkney, -	"	"	Maryland,	Corvette Cyane.
Alexander F. Porter,	March 19,	1819,	Delaware,	Frigate Congress.
James M. Prevost, -	November 13,	"	New York,	Franklin 74.
Henry Potter, -	May 10,	1820,	N. Carolina,	Sloop Hornet.
Amasa Paine, Jun. -	May 1,	1822,	Vermont,	West India station.
L. Pennington, -	November 22,	"	Penn.	West India station.
Samuel Renshaw, -	July 4,	1805,	Penn.	Rendezvous Philadelphia.
Edmund M. Russell,	June 18,	1812,	Mass.	Frigate Constitution.
Charles C. Russell, -	"	"	Mass.	On furlough.
Samuel Rogers, -	November 9,	1813,	New Jersey,	Not on duty.
W. M. Rittenhouse,	November 30,	1814,	Penn.	Sloop Peacock.
John Reed, Jun. -	"	"	Penn.	Norfolk.
John G. Rodgers, -	July 4,	1817,	Maryland,	Sloop Peacock.
John M. Rinker, -	January 1,	1818,	Penn.	Schooner Dolphin.
Cadwalader Ringgold,	March 4,	1819,	Maryland,	West India station.
Hillary Rhodes, -	May 10,	1820,	D. Columbia	Schooner Porpoise.
H. H. Van Rensselaer,	"	"	New York,	Schooner Dolphin.
John G. Robb, Jun. -	September 6,	1821,	Virginia,	Schooner Grampus.
Daniel L. Randolph,	May 1,	1822,	R. Island,	West India station.
Ebenezer Reyner, -	"	"	Maryland,	West India station.
Richard Stewart, -	November 15,	1809,	Maryland,	On furlough.
William Skiddy, -	May 9,	1813,	New York,	On furlough.
John Swartwout, Jun. -	November 9,	"	New York,	On furlough.
Jon. W. Sherburne, -	November 30,	1814,	N. Hamp.	Surveying Florida.
Roger C. Shaw, -	"	"	Georgia,	Norfolk, Virginia.
William Shaw, -	April 23,	1815,	Penn.	Sloop Peacock.
Henry D. Scott, -	May 30,	1816,	Maryland,	Baltimore.
Joseph G. Smith, -	January 1,	1817,	Maryland,	West India station.
William Seton, -	July 4,	"	New York,	Corvette Cyane.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
George W. Simms, -	January 1, 1818, -	D. Columbia	West India station.
Thomas O. Selfridge, -	" " " -	Mass.	On furlough.
Charles H. Starr, -	November 3, " -	Georgia,	Corvette John Adams.
Albert G. Slaughter, -	" " " -	Virginia,	Under orders.
Robert Steed, -	February 10, 1819, -	Virginia,	Sloop Peacock.
Isaac S. Sterrett, -	March 24, " -	Maryland,	Frigate Congress.
Thompson D. Shaw, -	May 10, 1820, -	Penn.	Frigate Constitution.
Samuel Swartwout, -	" " " -	New York,	Corvette Cyane.
Thomas Sands, -	" " " -	Maryland,	Corvette Cyane.
Lewis Seeger, -	" " " -	Mass.	On furlough.
Charles F. Shoemaker, -	" " " -	Penn.	West India station.
Joseph Stallings, -	" " " -	Maryland,	Frigate Constellation.
Samuel W. Stockton, -	December 1, 1821, -	New Jersey,	West India station.
Sanford A. Street, -	March 4, 1822, -	New York,	Sloop Hornet.
David M. Stokes, -	May 1, 1822, -	N. Carolina,	Frigate Congress.
Francis Stone, -	" " " -	New Jersey,	Sloop Peacock.
Thomas B. Tilden, -	January 1, 1815, -	Maryland,	Baltimore.
William B. G. Taylor, -	February 13, " -	N. Carolina,	On furlough.
Alexander Thompson, -	January 1, 1817, -	New York,	Frigate Congress.
Richard Taylor, Jun., -	" " 1818, -	Virginia,	Sloop Peacock.
John Leeds Thomas, -	" " " -	Maryland,	Washington 74.
Griffin Tompkins, -	July 11, " -	New York,	New York.
Robert D. Thorburn, -	March 30, 1820, -	Virginia,	Corvette John Adams.
Charles C. Turner, -	May 10, " -	Virginia,	Frigate Congress.
Edward J. Tilton, -	May 1, 1822, -	Delaware,	Frigate Congress.
Robert Taylor, -	" " " -	New Jersey,	West India station.
George P. Upsher, -	April 23, 1818, -	Virginia,	Corvette John Adams.
James K. Vallette, -	June 1, 1815, -	Penn.	New York.
Gersham J. Van Brunt, -	January 1, 1818, -	New Jersey,	Navy yard, Charlestown.
Alexander Vandyke, -	May 10, 1820, -	Delaware,	Frigate Congress.
Edward M. Vail, -	December 1, 1821, -	France,	Schooner Shark.
William S. J. Washington, -	February 5, 1812, -	Virginia,	Norfolk, Virginia.
Clem. S. Whittington, -	June 18, " -	Maryland,	Navy yard, Washington.
George F. Weaver, -	August 3, 1816, -	Virginia,	Franklin 74.
James P. Wilson, -	January 1, 1817, -	Maryland,	Schooner Nonesuch.
William G. Woolsey, -	" " " -	Penn.	Franklin 74.
Rolla Weems, -	" " 1818, -	D. Columbia	On furlough.
Charles Wilkes, Jun., -	" " " -	New York,	Franklin 74.
Dudley Walker, -	May 8, " -	Mass.	Franklin 74.
John W. West, -	November 30, " -	Penn.	Frigate Congress.
William Conway Whittle, -	November 10, " -	Virginia,	Brig Spark.
Hampton Westcott, -	" " " -	New Jersey,	Philadelphia.
Simon W. Walsh, -	February 15, 1821, -	Miss.	Schooner Nonesuch.
Edwin Welsh, -	May 1, 1822, -	Alabama,	Under orders.
George J. Willard, -	" " " -	Ohio,	Under orders.
John R. H. Yieser, -	" " " -	Miss.	Under orders.
Thomas H. Yeatman, -	" " " -	Ohio,	Corvette Cyane.

## SAILING-MASTERS.

Edward Barry, -	February 28, 1809, -	Ireland,	Navy yard, Washington.
Abraham Bloodgood, -	June 25, 1812, -	New York,	Navy yard, New York.
Cornelius Bennett, -	December 9, " -	New York,	Newport, Rhode Island.
Salvadore Catalani, -	August 9, 1809, -	Sicily,	Navy yard, Washington.
John Clough, -	July 3, 1813, -	Mass.	Receiving ship, New York.
Alex. Cunningham, -	November 15, 1815, -	S. Carolina,	Norfolk, Virginia.
John Carlton, -	July 4, " -	Mass.	Washington 74.
Peter Carson, -	November 1, 1816, -	Penn.	New Orleans.
Briscoe S. Dosey, -	June 24, 1812, -	Maryland,	Corvette Cyane.
Marimaduke Dove, -	August 29, " -	Maryland,	Navy yard, Washington.
Daniel Dobbins, -	September 16, " -	Penn.	Not on duty.
George F. de la Roche, -	August 3, 1813, -	New York,	On furlough.
Shubael Downes, -	September 12, " -	Mass.	Boston.
John Drew, -	December 6, 1814, -	Mass.	Columbus 74.
Richard Dealy, -	" " " -	"	On furlough.
S. J. Dusenberry, -	June 2, 1821, -	New York,	New York.
Francis H. Ellison, -	July 3, 1813, -	New York,	Navy yard, New York.
Jonathan D. Ferris, -	February 28, 1809, -	"	New Orleans.
Augustus Ford, -	March 28, 1810, -	S. Carolina,	Not on duty.
James H. Ferguson, -	May 27, 1814, -	New York,	Frigate Constitution.
Samuel C. Hixon, -	April 30, 1814, -	Mass.	Frigate Congress.
Daniel Jones, -	May 8, 1812, -	England,	Steam frigate Fulton.
William Knight, -	October 23, 1799, -	Penn.	Navy yard, Philadelphia.
Simon Kingston, -	June 29, 1812, -	England,	Philadelphia.
Robert Knox, -	July 20, " -	Mass.	Navy yard, Charlestown.
Joseph Lindsay, -	March 17, 1814, -	Mass.	White Hall, Lake Champlain.
Jacob Mull, -	February 13, 1809, -	Maryland,	Frigate Java.
Francis Mallaby, -	July 18, 1813, -	New York,	On furlough.
William F. Malbone, -	April 4, 1814, -	R. Island,	Corvette John Adams.
Philip S. Meyer, -	November 18, " -	New York,	Frigate Constellation.
William Miller, -	January 28, 1815, -	Scotland,	Navy yard, Philadelphia.
Alex. W. Macomb, -	July 25, 1818, -	New York,	Sloop Ontario.
John Nantz, -	July 7, 1812, -	Ireland,	Schooner Asp.
David Phipps, -	January 1, 1801, -	Mass.	Steam frigate Fulton.



## SAILING-MASTERS—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
Lewis B. Page, -	March 9, 1809, -	Virginia, -	Navy yard, Gosport, Virginia.
James B. Ports, -	July 24, 1812, -	England, -	Navy yard, Gosport, Virginia.
William W. Polk, -	July 18, 1814, -	Maryland, -	Navy yard, New York.
John Quinn, -	November 1, 1816, -	-	New Orleans.
Edward Rumney, -	November 18, 1812, -	Mass. -	On furlough.
Samuel Rinker, -	September 3, 1813, -	Penn. -	Philadelphia.
Thomas Rutter, -	November 9, " -	Maryland, -	Philadelphia.
John Robinson, -	November 27, 1815, -	Mass. -	Boston.
William W. Sheed, -	May 5, 1813, -	S. Carolina, -	On furlough.
Nathaniel Stoodley, -	August 14, " -	N. Hamp. -	Navy yard, Portsmouth, N. Hampshire.
Daniel S. Stellwagon, -	May 14, 1814, -	Penn. -	Philadelphia.
Robert S. Tatem, -	July 21, " -	Penn. -	Philadelphia.
James Tewksbury, -	December 14, 1815, -	Mass. -	Erie, Pennsylvania.
William Vaughan, -	August 22, 1812, -	Penn. -	Sackett's Harbor.
Charles F. Waldo, -	March 10, 1813, -	Mass. -	Navy yard, Charlestown.
Joseph Williston, -	November 26, 1814, -	Mass. -	Sloop Peacock.
Nahum Warren, -	February 2, 1815, -	N. Hamp. -	Not on duty.
Henry Worthington, -	May 2, " -	Maryland, -	New York.

## BOATSWAINS.

James Banks, -	July 21, 1817, -	-	Franklin 74.
Stephen G. Clark, -	January 1, " -	-	Navy yard, Charlestown.
Eli Dill, -	June 25, 1818, -	-	Schooner Nonesuch.
James Evans, -	January 1, 1819, -	-	Frigate Constellation.
David Eaton, -	August 8, 1811, -	-	Frigate Congress.
Edward Linscott, -	March 29, 1809, -	-	Navy yard, Gosport, Virginia.
James Menzies, -	December 15, " -	New York, -	Navy yard, Washington.
Samuel F. Parker, -	" -	-	Brig Enterprise.
William L. Reynolds, -	June 14, 1822, -	-	Corvette Cyane.
Thomas R. Smith, -	November 5, 1814, -	-	Frigate Constitution.
John Smith, -	August 11, 1819, -	-	Sloop Ontario.
William Smith, -	January 1, " -	-	Washington 74.
John Smith, -	December 7, " -	-	New York, receiving vessel.
John Woods, -	July 8, 1815, -	-	Navy yard, Philadelphia.
James Thayer, -	April 1, 1822, -	New York, -	Sloop Hornet.
David Wesley, -	June 8, " -	-	Corvette John Adams.

## GUNNERS.

Thomas Barry, -	July 2, 1813, -	Penn. -	Navy yard, Washington.
James Bogman, -	December 14, 1815, -	-	Navy yard, Charlestown.
John Blight, -	May 3, 1821, -	-	Franklin 74.
Antonia Correai, -	January 28, 1809, -	Portugal, -	Navy yard, Portsmouth, N. Hampshire.
Wesley Cunningham, -	August 11, 1819, -	Maryland, -	Corvette Cyane.
James Cosgrove, -	August 30, 1813, -	-	Navy yard, Brooklyn, N. Y.
William C. Cowan, -	April 21, 1819, -	-	Corvette John Adams.
Samuel Doggett, -	September 20, 1821, -	-	Frigate Congress.
John Fair, -	July 8, 1815, -	-	Navy yard, Philadelphia.
George Jackson, -	February 2, 1810, -	-	Navy yard, New Orleans.
Stephen Jones, -	May 6, 1813, -	-	Steam Frigate Fulton.
John Lord, -	June 18, 1812, -	-	Washington 74.
George Marshall, -	July 15, 1809, -	-	Navy yard, Gosport, Virginia.
Thomas Marshall, -	- - - -	-	Brig Enterprise.
Elijah Merchant, -	- - - -	-	Schooner Nonesuch.
Elijah Whitten, -	January 1, 1818, -	-	New York.
Samuel Heberd, -	January 23, 1822, -	Connectic't, -	Navy yard, Gosport, Virginia.
Walter Corcoran, -	June 18, " -	-	Sloop Peacock.

## CARPENTERS.

Thomas Armstrong, -	June 17, 1822, -	-	Sloop Peacock.
Samuel Brown, -	December 18, 1816, -	-	Franklin 74.
Richard Berry, -	July 1, 1818, -	-	Washington 74.
John Deacon, -	- - - -	-	Brig Enterprise.
Zaccheus R. Fuller, -	April 12, 1815, -	-	Navy yard, Charlestown.
Ebenezer Harrington, -	April 1, 1822, -	Maine, -	Sloop Hornet.
John Justice, -	December 12, 1820, -	New Jersey, -	Erie, Pennsylvania.
Richard Lowell, -	- - - -	-	Navy yard, Brooklyn, New York.
Samuel Phillips, -	May 24, 1821, -	-	Corvette Cyane.
Nehemiah Parker, -	- - - -	-	Frigate Congress.
John Snider, -	January 1, 1818, -	-	Corvette John Adams.
William E. Sheffield, -	April 8, 1820, -	-	Navy yard, New Orleans.
Richard Thomas, -	January 22, 1814, -	-	Frigate Constitution.

## SAILMAKERS.

Names.	Date of warrant.		Where born.	Where stationed.
William H. Baldwin, -	May 31,	1817, -	-	Ship Ontario.
Samuel B. Bannister, -	June 24,	" -	-	Franklin 74.
Benjamin B. Burchsted, -	April 5,	1821, -	-	Frigate Constitution.
William B. Bingley, -	November 16,	" -	Virginia,	Corvette John Adams.
James Childs, -	June 8,	1822, -	-	Sloop Peacock.
Charles Cassell, -	-	-	-	Navy yard, Washington.
William Flemming, -	-	-	-	Navy yard, Brooklyn, New York.
Samuel Trebby, -	-	-	-	Frigate United States.
John Trimble, -	-	-	-	New York.
Isaac Hall, -	April 1,	1822, -	Maryland,	Sloop Hornet.
Nathan S. Angell, -	June 1,	" -	-	Navy yard, Gosport, Virginia.

## MASTERS' MATES.

Elias Taylor, -	November 16, 1816, -	-	New York.
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## UNITED STATES' MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

Names.	Date of commission.	Where born.	Where stationed.
Archibald Henderson, -	October 17, 1820, -	Virginia.	Head-quarters.

## CAPTAINS.

Richard Smith, -	March 13,	1812, -	Maryland,	New York.
Robert D. Wainright, -	September 29,	" -	S. Carolina,	Boston.
William Anderson, -	June 18,	1814, -	Penn.	Norfolk.
Samuel Miller, -	"	" -	Mass.	West India station.
John M. Gamble, -	"	" -	N. Jersey,	Philadelphia.
Alfred Grayson, -	"	" -	Kentucky,	Rendezvous Baltimore.
Francis B. De Bellevue, -	November 7,	1818, -	Louisiana,	New Orleans.
Samuel E. Watson, -	March 28,	1820, -	Virginia,	Portsmouth, N. H.
William H. Freeman, -	July 17,	1821, -	Connecticut	Under orders.

## FIRST LIEUTENANTS.

Joseph L. Kuhn, P. M. -	June 18,	1814, -	Maryland,	Head-quarters.
Charles R. Broom, -	"	" -	Delaware,	Head-quarters.
Benjamin Richardson, -	"	" -	Maryland,	Erie, Pennsylvania.
Levi Twiggs, -	"	" -	Georgia,	New York.
John Harris, -	"	" -	Penn.	Franklin 74.
Thomas A. Linton, -	April 18,	1817, -	Virginia,	Head-quarters.
Richard T. Auchmuty, -	"	" -	N. Jersey,	Frigate Constitution.
James Edelin, -	"	" -	Maryland,	Head-quarters.
P. G. Howle, A. & I., -	"	" -	Virginia,	Head-quarters.
Richard D. Green, -	"	" -	Mass.	Boston.
Robert M. Desha, -	"	" -	Kentucky,	Under orders.
Elijah J. Weed, Q. M. -	March 3,	1819, -	Penn.	Head-quarters.
Joseph C. Hall, -	"	" -	Maryland,	Head-quarters.
William W. Dulany, -	June 19,	" -	Virginia,	Head-quarters.
Thomas S. English, -	August 11,	" -	Mass.	Portsmouth, New Hampshire.
Henry W. Gardner, -	September 30,	" -	Mass.	Head-quarters.
Thomas B. Barton, -	October 17,	1820, -	Penn.	Corvette John Adams.
George W. Walker, -	March 3,	1821, -	D. Colum.	West India station.
Christopher C. Floyd, -	March 24,	" -	Georgia,	Boston.
Charles Grymes, -	July 20,	" -	Virginia,	Franklin 74.
George D. Brewerton, -	September 17,	" -	New York,	Philadelphia.
Ward Marston, -	October 30,	" -	Mass.	Frigate Congress.
Charles C. Tupper, -	January 21,	1822, -	Indiana,	Portsmouth, New Hampshire.



## SECOND LIEUTENANTS.

Names.	Date of commission.		Where born.	Where stationed.
Augustus A. Nicholson, -	March 28,	1820,	S. Carolina,	New York.
James McCawley, Jr. -	"	"	Penn.	Philadelphia.
Benjamin Macomber, -	"	"	R. Island,	New York.
George Cooper, -	"	"	Mass.	Boston.
Abraham N. Brevoort, -	"	"	New York,	Philadelphia.
Samuel S. Coejemen, -	"	"	N. Jersey,	Sloop Peacock.
Andrew Ross, -	March 3,	1821,	Louisiana,	New Orleans.
Stephen M. Rodgers, -	"	"	Penn.	West India station.
William A. Bloodgood, -	"	"	New York,	Norfolk, Virginia.
Richard Douglass, -	May 10,	1822,	N. Jersey,	Norfolk, Virginia.
Job S. Williams, -	"	"	New York,	Head-quarters.
Charles F. Spering, -	"	"	Penn.	Boston.
Alvin Edson, -	"	"	Vermont,	Boston.
Marcellus M. Little, -	"	"	Mass.	New York.
Horatio N. Crabb, -	"	"	Penn.	Head-quarters.
John Lowry, -	"	"	Kentucky,	Head-quarters.

## NAVAL AGENTS.

Names.	Where born.		Where employed.
Enoch G. Parrott, - - -	New Hampshire,	- - -	Portsmouth, New Hampshire.
Amos Binney, - - -	Massachusetts,	- - -	Boston.
Constant Taber, - - -	Rhode Island,	- - -	Newport, Rhode Island.
Joseph Hull, - - -	Connecticut,	- - -	Middletown, Connecticut.
Robert Swartwout, - - -	New York,	- - -	New York.
George Harrison, - - -	Pennsylvania,	- - -	Philadelphia.
James Riddle, - - -	Delaware,	- - -	Newcastle, Delaware.
James Beatty, - - -	Maryland,	- - -	Baltimore.
John Randall, - - -	Maryland,	- - -	Annapolis, Maryland.
Miles King, - - -	Virginia,	- - -	Norfolk, Virginia.
John Robertson, - - -	South Carolina,	- - -	Charleston, South Carolina.
John P. Henry, - - -	Georgia,	- - -	Savannah, Georgia.
Joseph H. Hawkins, - - -	Kentucky,	- - -	New Orleans.
Richard McCall, - - -	Pennsylvania,	- - -	Mediterranean.
Baring, Brothers, & Co. - - -	England,	- - -	London.

NOTE. Naval agents receive "one per cent." on their expenditures, not to exceed two thousand dollars.

## NAVAL STOREKEEPERS.

Names.	Where employed.		Where born.	Compensation.
John P. Decatur, - - -	New York,	- - -	Maryland,	\$1,700
Tunis Craven, - - -	Portsmouth, N. H. -	- - -	New Jersey,	1,500
George Bates, - - -	Charlestown, Mass. -	- - -	Massachusetts,	1,700
Robert Kennedy, - - -	Philadelphia, - - -	- - -	Pennsylvania,	1,200
Edward W. Duvall, - - -	Washington City, - -	- - -	Maryland,	1,700
Gabriel Gault, - - -	Gosport, Va. - - -	- - -	Virginia,	1,700
Samuel T. Anderson, - - -	New Orleans, - - -	- - -	Maryland,	1,700

## NAVAL CONSTRUCTORS.

Names.	Where employed.		Where born.	Compensation.
William Doughty, - - -	Washington City, - -	- - -	Pennsylvania,	\$2,300
John Floyd, - - -	New York, - - -	- - -	New York,	2,000
Samuel Humphreys, - - -	Philadelphia, - - -	- - -	Pennsylvania,	2,300
Francis Grice, - - -	Gosport, Va. - - -	- - -	- - -	2,000

## VESSELS OF WAR OF THE UNITED STATES.

LINE OF BATTLE SHIPS.			FRIGATES OF THE SECOND CLASS.			BRIGS.		
Independence, - - -	-	74	Congress, - - -	-	36	Enterprise, - - -	-	12
Washington, - - -	-	74	Constellation, - - -	-	36	Spark, - - -	-	12
Franklin, - - -	-	74	Macedonian, - - -	-	36	SCHOONERS.		
Columbus, - - -	-	74	Fulton steam frigate, - - -	-	30	Nonesuch, - - -	-	6
Ohio, - - -	-	74	CORVETTES.			Porpoise, - - -	-	12
North Carolina, - - -	-	74	John Adams, - - -			Dolphin, - - -	-	12
Delaware, - - -	-	74	Cyane, - - -			Shark, - - -	-	12
FRIGATES OF THE FIRST CLASS.			SLOOPS OF WAR.			Grampus, - - -	-	12
Constitution, - - -	-	44	Hornet, - - -	-	18	Asp, receiving vessel.	-	-
United States, - - -	-	44	Ontario, - - -	-	18	Lady of the Lake, - - -	-	1
Guerriere, - - -	-	44	Erie, - - -	-	18	GUNBOATS.		
Java, - - -	-	44	Peacock, - - -	-	18	Nos. 95, 8, 72, 76, 158, 168—one	-	-
Potomac, - - -	-	44	Alert, store ship.	-	-	gun each,	-	6
						Eight schooners employed in cruising in the West Indies.		

*Pay and subsistence allowed in the Navy of the United States to officers and petty officers.*

Rank or station.	Pay per month.	No. of rations pr. day.	Rank or station.	Pay per month.	No. of rations pr. day.
Captain of a vessel of 32 guns and upwards,	\$100	8	Carpenter,	-	2
Captain of a vessel of 20, and under 32 guns,	75	6	Midshipman,	-	1
Master commandant,	60	5	Master's mate,	-	1
Lieutenant commanding,	50	4	Captain's clerk,	-	1
Lieutenant,	40	3	Boatswain's mate,	-	1
Chaplain,	40	2	Carpenter's mate,	-	1
Surgeon,	50	2	Coxswain,	-	1
Surgeon's mate,	30	2	Quarter-gunner,	-	1
Sailing-master,	40	2	Quartermaster,	-	1
Purser,	40	2	Master-at-arms,	-	1
Schoolmaster,	25	2	Armorer,	-	1
Boatswain,	20	2	Steward,	-	1
Gunner,	20	2	Cooper,	-	1
Sailmaker,	20	2	Cook,	-	1

*Pay of the officers of the United States' Marine Corps.*

Lieutenant Colonel commandant,	\$75	6	First Lieutenant,	\$30	3
Captain,	40	3	Second Lieutenant,	25	2

NOTE. Whenever any officer shall be employed in the command of a squadron, on separate service, the allowance of rations shall be double during the continuance of such command, and no longer, except in the case of the commanding officer of the navy, whose allowance while in service shall always be at the rate of sixteen rations per day, agreeably to an act of Congress passed 25th February, 1799.

N. B. The commandant of marines receives, in addition to his pay, eight dollars per month for the forage of three horses. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

## RECAPITULATION.

Captains,	30
Master Commandants,	30
Lieutenants,	182
Surgeons,	42
Surgeons' mates,	32
Pursers,	40
Chaplains,	9
Midshipmen, passed for promotion,	75
Midshipmen,	250
Sailing-masters,	53
Boatswains,	16
Gunners,	18
Carpenters,	13
Sailmakers,	11
Masters' mates,	1
Total,	802

17th CONGRESS.]

No. 220.

[2d SESSION.

## NUMBER AND GRADE OF OFFICERS NECESSARY TO COMMAND VESSELS BELONGING TO THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 13, 1823.

NAVY DEPARTMENT, January 10, 1823.

SIR:

In compliance with a resolution of the House of Representatives, passed on the 30th ultimo, requiring a statement "containing the names and grade of the officers belonging to the naval establishment of the United States, and the duties each is performing, also the number of officers of each different grade necessary to command, in active service, the vessels of war at this time belonging to the navy," I have the honor to observe, that the Naval Register for the year 1823, transmitted to the House of Representatives on the 8th instant, will, it is presumed, be found to contain the information required, so far as relates to the names and grade of the officers, and the duties each is performing, as it shows to what navy yard, naval station, or cruising vessel, each officer is attached; and whether on furlough, or awaiting orders for active service.—[See No. 219.]

In reply to the second clause of the resolution, I have the honor to enclose a statement showing the number of commissioned and warrant officers, of each different grade, necessary to command, in active service, the vessels of war at this time belonging to the navy, including those afloat, and those on the stocks and building.

All which is respectfully submitted.

SMITH THOMPSON.

The Hon. the SPEAKER of the House of Representatives.



*Exhibit showing the number of commission and warrant officers of each different grade, necessary to command, in active service, the vessels of war at this time belonging to the navy, including those afloat, and those on the stocks and building, January, 1823.*

	Captains.	Masters commandant.	Lieutenants commanding.	Lieutenants.	Sailing-masters.	Midshipmen.	Sailing-masters' mates.	Surgeons.	Surgeons' mates.	Pursers.	Chaplains.	Schoolmasters.	Boatswains.	Gunners.	Carpenters.	Sailmakers.
Twelve ships of the line, -	12	-	-	108	24	288	36	12	36	12	12	12	12	12	12	12
Nine 44 gun ships, -	9	-	-	54	9	180	-	9	18	9	9	-	9	9	9	9
Three 36 gun ships, -	3	-	-	15	3	48	-	3	6	3	3	-	3	3	3	3
One steam frigate, -	1	-	-	5	1	12	-	1	1	1	1	-	1	1	1	1
One 24 gun ship, -	1	-	-	4	1	12	-	1	1	1	-	-	1	1	1	1
Five sloops of war, -	-	5	-	15	5	40	-	5	5	5	-	-	5	5	5	5
Two brigs, -	-	-	2	4	2	12	-	-	2	2	-	-	-	-	-	-
Five schooners, -	-	-	5	10	5	20	-	-	5	5	-	-	-	-	-	-
One gunboat, -	-	-	1	-	1	2	-	-	1	1	-	-	-	-	-	-
If divided into three squadrons, -	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	29	5	8	215	51	614	36	31	75	39	25	12	31	31	31	30
Required for the navy yards and shore stations, recruiting, ordnance, and hospitals, -	7	12	-	11	7	14	-	11	11	7	-	-	7	7	7	-
Board of Navy Commissioners, -	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	10	12	-	11	7	14	-	11	11	7	-	-	7	7	7	-
For steam-boat and small schooners now fitting out for special service, -	-	1	10	23	11	23	-	-	11	1	-	-	-	-	-	-
Whole number, -	39	18	18	249	69	651	36	42	97	47	25	12	38	38	38	30

The lieutenants commanding are taken from the corps of lieutenants, making the whole number of lieutenants required, 267.

The masters' mates are taken from the corps of midshipmen, making the whole number of midshipmen required, 687.

We have at present not a sufficient proportion of sloops of war, compared with larger vessels; hence, the number of masters commandant, as stated in the exhibit, is proportionately small.

The table makes no allowances for sickness and other casualties.

NOTE.—There are yet to be put on the stocks four large 44 gun frigates, and three steam batteries.

17th CONGRESS.]

No. 221.

[2d Session.

## NAVY PENSION FUND.

COMMUNICATED TO THE SENATE, JANUARY 13, 1823.

SIR:

NAVY DEPARTMENT, January 9, 1823.

On behalf of the Commissioners of the Navy Pension Fund, and in obedience to the act for the better government of the navy of the United States, I have the honor respectfully to report to Congress the statements in relation to that fund, as follows:

A. Showing the amount of United States' stock belonging to the Navy Pension Fund.

B. Showing the bank stock belonging to the Navy Pension Fund.

C. Abstract of warrants drawn by the Secretary of the Navy upon the Treasurer of the Pension Fund. [Aggregate amount, \$51,227 43.]

D. Account of the treasurer, Thomas T. Tucker, with the Commissioners of the Navy Pension Fund. [Balance in his hands, \$10,540 75.]

E. List of Navy Pensioners, and pensions allowed to each. [Total number, including widows and orphans, four hundred and thirty-one, and amount paid, \$38,772.]

All which is respectfully submitted.

SMITH THOMPSON.

The Hon. the PRESIDENT OF THE SENATE.

## A.

*Statement of the stocks on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, commissioners of the Navy Pension Fund, with the interest and reimbursement which accrued in the year 1822.*

Stocks.	Nominal am't.	Commencement of interest.	Interest and reimbursement for 1822.	Reimbursement of deferred stock to Dec. 31, 1822.	Unredeemed amount on the 1st Jan. 1823.
Deferred six per cent.	\$56,532 23	January 1, 1822,	4,522 56	49,875 35	6,656 88
Three per cent.	30,895 93	" "	926 88	-	30,895 73
Six per cent. of 1812,	79,000 00	" "	4,740 00	-	79,000 00
Exchanged six per cent. of 1812,	4,504 86	" "	270 28	-	4,504 86
Six per cent. of 1813, (16 million loan,)	18,400 00	" "	1,104 00	-	18,400 00
Ditto, " 7½ do.	134,235 02	" "	8,054 08	-	134,235 02
Ditto, 1814, 10 do.	248,593 51	" "	14,915 61	-	
Ditto, " " do.	9,090 90	" "	545 44	-	267,253 78
Ditto, " " do.	9,569 37	October 1, " "	143 54	-	
Ditto, " 6 do.	189,932 32	January 1, " "	11,395 92	-	189,932 32
Ditto, 1815, -	43,814 41	" "	2,628 88	-	43,814 41
Treasury note six per cent.	2,815 36	" "	168 92	-	2,815 36
	\$827,383 91		\$49,416 11	\$49,875 35	\$777,508 56

Nominal amount per statement of last year, January 1, 1822, - \$808,723 64  
Add six per cent. stock of 1814, loan of \$10,000,000 purchased in 1822, - 16,660 27

Nominal amount, as above, - 827,383 91  
Deduct reimbursement of deferred stock to the 31st December, 1822, as above, - 49,875 35

Unredeemed amount, as above stated, - \$777,508 56

TREASURY DEPARTMENT, REGISTER'S OFFICE, January 6, 1823.

JOSEPH NOURSE, Register.

## B.

*Statement of bank stocks belonging to the Navy Pension Fund.*

SHARES.	Nominal amount.	Amount of cost.
890 complete shares Columbian bank stock,	\$89,000	95,902 60
90 short shares do. do.	3,600	3,600 00
700 complete shares Washington do. do.	14,000	14,260 00
600 do. Union do.	15,000	15,340 50
	\$121,600	129,103 10

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 8, 1823.

CONSTANT FREEMAN, Fourth Auditor.

17th CONGRESS.]

No. 222.

[2d Session.]

## SURGEONS AND SURGEONS' MATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 16, 1823.

SIR:

NAVY DEPARTMENT, January 16, 1823.

In compliance with the resolution of the House of Representatives, passed on the 7th instant, requiring information respecting the surgeons and surgeons' mates of the navy of the United States, I have the honor to transmit to you a statement, which shows the names of the surgeons and surgeons' mates now on duty, their respective stations, and the amount that each receives annually, in pay, rations, and allowances.

In relation to that part of the resolution which requests an explanation of the nature and extent of the extra services performed by surgeons and surgeons' mates, for which additional pay is received, I have the honor to observe, that no additional pay has, since I have had the superintendence of the Department, been granted in consideration of extra services, except in a few cases of extraordinary fatigue and exposure, as it is considered that the time and professional talents of all naval officers are, by their respective commissions, placed at the disposal of the Government; but when a surgeon, or a surgeon's mate, is performing duty at a hospital, navy yard, or station, and is not supplied with the accommodations usually found on board our cruising vessels or vessels in ordinary, a reasonable allowance is made on account of house rent, fuel, &c. as will be seen on reference to the enclosed statement.

In two or three instances, an allowance has been made to the surgeons who have acted as purveyors, and superintendents of medicines, surgical instruments, and hospital stores; and it is believed, that the interest of the United States has been essentially promoted by the skill and economy used by those officers in the selection, preservation, and distribution of the medicines and stores required for the public service.

All which is respectfully submitted.

SMITH THOMPSON.

The Hon. the SPEAKER of the House of Representatives.



Statement showing the names of the surgeons and surgeons' mates of the navy of the United States now on duty; their respective stations; and the amount that each receive, annually, for pay, rations, and allowances.

Names.	Rank.	Pay per month.	Rations per day.	House rent per annum.	Chamber money per week.	Cords of wood per annum.	For caulkers per annum.	Servants' wages per month.	Pay as purveyor of medicines.	Total receipts per annum.	Station.
Edward Cutbush,*	Surgeon,	\$45	3	-	-	-	-	-	\$400	\$1,971 23	Navy yard, Washington.
S. R. Marshall,	ditto,	50	2	\$200	-	20	\$20	\$8	500	1,598 50	Hospital, New York.
Lewis Heerman,	ditto,	50	2	360	-	-	-	-	-	1,142 50	New Orleans.
James Page,	ditto,	50	2	200	-	-	-	-	-	982 50	Baltimore.
Robert L. Thorn,	ditto,	50	2	200	-	20	20	8	-	1,098 50	Navy y'd, Portsmouth, N. H.
Thomas Harris,	ditto,	50	2	200	-	20	20	8	-	1,098 50	Navy yard, Philadelphia.
William Turk,	ditto,	50	2	-	2	-	-	-	-	886 50	White Hall, New York.
W. W. Buchanan,	ditto,	50	2	300	-	-	-	-	-	1,082 50	Sackett's Harbor, N. Y.
John A. Kearney,	ditto,	50	2	200	-	20	20	8	-	1,098 50	Navy Yard, Charlestown.
G. T. Kennon,	ditto,	50	2	200	-	20	20	8	200	1,298 50	Navy yard, Gosport, Va.
George Logan,	ditto,	50	2	250	-	-	-	-	-	1,032 50	Charleston, South Carolina.
R. C. Randolph,	ditto,	50	2	240	-	-	-	-	-	1,022 50	New Orleans.
C. B. Hamilton,†	ditto,	50	2	-	2	-	-	-	-	982 50	Marine barracks, H. Q.
Peter Christie,	ditto,	50	2	-	2	-	-	-	-	886 50	Eric, Pennsylvania.
Samuel Jackson,	ditto,	50	2	145	-	14	16	6	-	1,015 50	Navy yard, New York.
John Harrison,§	Surgeon's mate,	30	2	-	-	-	-	-	-	868 50	Navy yard, Washington.
James R. Boyce,	ditto,	30	2	145	-	14	16	6	-	775 50	Navy yard, Gosport, Va.
W. Birchmore,	ditto,	30	2	145	-	14	16	6	-	775 50	Navy yard, Charlestown.
J. G. T. Hunt,	Surgeon,	50	2	-	-	-	16	-	-	782 50	Marine barracks, New York.
J. Cowdery,	ditto,	50	2	-	-	-	-	-	-	782 50	Rendezvous at Norfolk.¶
Samuel D. Heap,	ditto,	50	2	-	-	-	-	-	-	782 50	Mediterranean.
W. P. C. Barton,	ditto,	50	2	-	-	-	-	-	-	782 50	Philadelphia.
Charles Cotton,	ditto,	50	2	-	-	-	-	-	-	782 50	Newport, Rhode Island.
Gerard Dayers,	ditto,	50	2	-	-	-	-	-	-	782 50	Columbus, 74.
B. P. Kissam,	ditto,	50	2	-	-	-	-	-	-	782 50	Steam frigate, New York.
Richard C. Edgar,	ditto,	50	2	-	-	-	-	-	-	782 50	West India station.
B. Washington,	ditto,	50	2	-	-	-	-	-	-	782 50	Philadelphia.
Walter W. New,	ditto,	50	2	-	-	-	-	-	-	782 50	New Orleans.
Usher Parsons,	ditto,	50	2	-	-	-	-	-	-	782 50	Boston.
William Swift,	ditto,	50	2	-	-	-	-	-	-	782 50	Ship Ontario.
R. K. Hoffman,	ditto,	50	2	-	-	-	-	-	-	782 50	Washington, 74.
Thomas B. Salter,	ditto,	50	2	-	-	-	-	-	-	782 50	Franklin, 74.
W. Barnewell, jun.	ditto,	50	2	-	-	-	-	-	-	782 50	Corvette J. Adams.
Charles M. Reese,	ditto,	50	2	-	-	-	-	-	-	782 50	Philadelphia.
Andrew B. Cook,	ditto,	50	2	-	-	-	-	-	-	782 50	New York.
John H. Gordon,	ditto,	50	2	-	-	-	-	-	-	782 50	Frigate Congress.
Leonard Osborne,	ditto,	50	2	-	-	-	-	-	-	782 50	Philadelphia.
T. Williamson,	ditto,	50	2	-	-	-	-	-	-	782 50	Norfolk.
John Dix,	ditto,	50	2	-	-	-	-	-	-	782 50	Corvette Cyane.
G. S. Sproston,	ditto,	50	2	-	-	-	-	-	-	782 50	Ship Constitution.
Elnathan Judson,¶	ditto,	50	2	-	-	-	-	-	-	782 50	
Manuel Phillips,	Surgeon's mate,	30	2	-	-	-	-	-	-	542 50	Philadelphia.
William Belt,	ditto,	30	2	-	-	-	-	-	-	542 50	West India station.
J. D. Armstrong,	ditto,	30	2	-	-	-	-	-	-	542 50	Frigate Congress.
Benjamin Austin,	ditto,	30	2	-	-	-	-	-	-	542 50	West India station.
W. F. Rodgers,	ditto,	30	2	-	-	-	-	-	-	542 50	Ship Constitution.
John W. Peaco,	ditto,	30	2	-	-	-	-	-	-	542 50	Philadelphia.
A. M. Montgomery,	ditto,	30	2	-	-	-	-	-	-	542 50	Schooner Nonesuch.
W. D. Conway,	ditto,	30	2	-	-	-	-	-	-	542 50	West India station.
James Norris,	ditto,	30	2	-	-	-	-	-	-	542 50	Schooner Grampus.
Benajah Tickner,	ditto,	30	2	-	-	-	-	-	-	542 50	Frigate Congress.
Charles Chase,	ditto,	30	2	-	-	-	-	-	-	542 50	Navy yard, Portsmouth.
T. V. Wiesenthal,	ditto,	30	2	-	-	-	-	-	-	542 50	West India station.
John S. Wiley,	ditto,	30	2	-	-	-	-	-	-	542 50	Schooner Shark.
Richard Stevens,	ditto,	30	2	-	-	-	-	-	-	542 50	Schooner Dolphin.
John Fitzhugh, jun.	ditto,	30	2	-	-	-	-	-	-	542 50	Brig Spark.
D. S. Edwards,	ditto,	30	2	-	-	-	-	-	-	542 50	Washington, 74.
Mordecai Morgan,	ditto,	30	2	-	-	-	-	-	-	542 50	West India station.
James Cornick,	ditto,	30	2	-	-	-	-	-	-	542 50	Franklin, 74.
R. F. Dandridge,	ditto,	30	2	-	-	-	-	-	-	542 50	Corvette J. Adams.
W. Williamson,	ditto,	30	2	-	-	-	-	-	-	542 50	New York.
W. E. Babbitt,	ditto,	30	2	-	-	-	-	-	-	542 50	West India station.
R. T. Falconer,	ditto,	30	2	-	-	-	-	-	-	542 50	West India station.
Joseph B. Stillman,	ditto,	30	2	-	-	-	-	-	-	542 50	Ship Ontario.
Thomas J. Boyd,	ditto,	30	2	-	-	-	-	-	-	542 50	Ship Constitution.
George Terrill,	ditto,	30	2	-	-	-	-	-	-	542 50	Schooner Porpoise.

\*This officer's pay, &c. are fixed by law, and have been the same as stated, for a considerable time. For emoluments, see act 27th March, 1804.

†The allowance of \$200 to this officer, as purveyor of medicine, is only temporary.

‡This officer receives \$8 per month for fuel.

§This officer's pay, &c. are fixed by the act establishing a navy yard at Washington.

¶When a surgeon or mate attends a rendezvous, he receives \$1 50 for each day's attendance.

¶This officer is employed, successively, in the several seaports of the U. S. in the vaccination of seamen.

NOTE. Wood being delivered in kind, is not included in the column showing the annual receipts of each officer.

17th Congress.]

No. 223.

[2d Session.]

## PEACE ESTABLISHMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 20, 1823.

Mr. FULLER made the following report:

The Committee on Naval Affairs, to whom was committed the message of the President of the United States, transmitting a plan for the Peace Establishment of the navy of the United States, communicated at the present session of Congress, respectfully report:

Before the late war between the United States and Great Britain, several acts of Congress, at different periods, established the amount and character of the naval force which was then deemed commensurate with our national resources, and adapted to the state of our relations with foreign countries, existing or anticipated. The changes, however, were so frequent, and the efforts to increase our naval strength were so incessant, that it was found, in practice, unnecessary to limit the number of vessels to be constructed, except by a due appropriation of our fiscal means; and had these been greater at the period of the war, there is no doubt that the policy of our Government would have increased our navy in equal proportion, at least, with our other military defences.

Since that war, which so fully developed to our country and the world the vigor and efficiency of the American naval character, even when we possessed only an inconsiderable number of officers and ships of war, our Government has but fulfilled the wishes of the nation in adopting, and steadily adhering to, a liberal plan for the "gradual increase" and early respectability of our naval power.

The act appropriating the sum of eight millions of dollars to be employed in constructing nine ships of the line and twelve frigates, with a subsequent modification, extending the time for the accomplishment of the object, is still in force; and the ships proposed are in such a state of forwardness, that there is reason to expect their completion and equipment within the time contemplated, and without requiring additional appropriations.

While such has been our policy in regard to the construction of vessels of war, the Executive, not being restrained by any provision of existing laws, has continued to increase, by occasional promotions, and by new appointments in the inferior grades, the number of officers in our naval service; yet, though the present number in some of the grades, perhaps, exceeds the indispensable complement of the vessels already built, it falls far short of such complement for those which are in a train of speedy completion. The committee have also adverted to the circumstance, that a much larger number of sloops and small vessels of war will be wanted to form a just proportion to the ships of the larger classes, in the event of a contest with any maritime Power. They would remark, also, as proved by the experience of other nations, perhaps even more than our own, that ships may be constructed and equipped in far less time, on the approach of war, than is requisite to discipline and train a corps of officers, to whom the command of them might be safely entrusted. The committee, therefore, believe that it is not expedient to diminish the present number of officers in service; and they are disposed especially to refer to the discretion of the Executive the expediency of increasing, to a reasonable extent, the number of midshipmen, as a class of officers to whom our future navy must look for experience, discipline, and nautical science. Advantage might be supposed to accrue to the public service, by striking from the list of officers some whose age or infirmities render them no longer useful; but a power of so much delicacy ought never to be exercised by legislation. If its policy of justice were admitted, the Executive is the only organ of the constitution, which, in the discharge of such a duty, possesses the competent means of information, and which ought, therefore, to assume the responsibility. Yet it is believed, on no slight grounds, that the corps of naval officers in our service yield to no equal number of any nation in correctness of deportment and sobriety of habits, as well as in nautical skill, experience, and characteristic boldness.

A considerable expenditure will be saved by the provisions proposed in the organization of the several naval stations, and the recommendation of the Department of the Navy is deemed by the committee to be founded on just principles, in making a distinction between officers on shore and those who are either in active service, or for the most part remote from their families and their homes.

The medical department of the naval service has been fully considered by the committee, and they have had recourse to all the means of information in their power to discover the nature and extent of defects acknowledged to exist, for the purpose of proposing, if possible, an effectual remedy. They are fully convinced that appointments in that branch of service have hitherto been made with too little discrimination, and that many have entered it, who, on a due examination of their competency, would have been rejected. They are equally convinced that the pay and emoluments of surgeons and surgeons' mates, though perhaps sufficient to induce young practitioners to engage for a few years, with a view to avail themselves of the superior practical advantages to be found in the service, are very incompetent to retain in service many of the most able and faithful of the faculty. The compensation for the most learned, experienced, and useful surgeon, even after a life devoted to duty, is but little greater than that of a lieutenant; and his slender compensation is not, like that of the latter, submitted to for the present in prospect of approaching promotion. Neither honors nor increasing pay encourage him to improve in knowledge, and signalize himself by superior merit. Though many of the surgeons in our navy are men of skill and eminence, it is feared that many have abandoned the service in disgust, and that, of those who remain, some of the most valuable are retained by the hope of a more suitable provision being made by an enlightened country. The committee believe that the sections in the bill, which they have submitted, will place the medical corps of the navy on such a basis as comports with the true interests of the service.

These are some of the considerations which have guided the committee in proposing a Naval Peace Establishment of the character and extent provided in the bill which accompanies this report. They are not so sanguine as to expect that all its details, though generally founded upon the recommendation of the Secretary of the Navy, assisted by the practical experience of the Board attached to the Department, will meet the concurrence of the House. It may be proper to state, that the proposition of establishing higher grades of rank than have heretofore existed, may be deemed by some inexpedient at this time; and the committee are led to acquiesce in the recommendation of the Department, more with a view to the future condition of our navy, and to the part it must hereafter act, in any conflict with a maritime Power, than from an opinion that its present circumstances render the measure indispensable. Even in peace, however, they are of opinion that superior rank, in the naval as well as in the military service, will be conducive to subordination and wholesome discipline; and the inconsiderable addition of expense which it involves, ought not to present an obstacle to the attainment of an obvious benefit.

The committee are far from intending, by the measure now proposed, to arrest the progress, or to retard the development of our naval resources, so far as may correspond with the just views of policy, and the sound discretion of our Government; and they would hesitate to recommend its adoption at the present session of Congress, did they not deem its tendency propitious to that progress, and to those views. But in case it should be found otherwise, it will be perceived by those who shall hereafter be entrusted with the regulation of our maritime defences, and the error, when discovered, will, without doubt, be promptly corrected.



17th CONGRESS.]

No. 224.

[2d Session.

## NAVAL DEPOT AT KEY WEST.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 20, 1823.

WASHINGTON, January 20, 1823.

*To the House of Representatives:*

In compliance with the resolution of the 20th of December, requesting information "what appropriations will be required to fortify Thompson's Island, usually called Key West, and whether a naval depot, established at that island, protected by fortifications, will not afford facilities in defending the commerce of the United States, and in clearing the Gulf of Mexico and the adjacent seas, from pirates," I transmit a report from the Secretary of the Navy, which communicates all the information which I am at this time able to give.

JAMES MONROE.

SIR:

NAVY DEPARTMENT, December 29, 1822.

The Secretary of the Navy, to whom has been referred the resolution of the House of Representatives, of the 20th instant, requesting the President of the United States to inform the House "what appropriation will be required to enable him to fortify Thompson's Island, usually called Key West, and whether a naval depot, established at that island, protected by fortifications, will not afford facilities in defending the commerce of the United States, and in clearing the Gulf of Mexico, and the adjacent seas, from pirates," has the honor to report: That the geographical situation of the island referred to in the resolution, has for some time past attracted attention, and been considered peculiarly important, both as a military position, and in reference to the commerce of the United States.

The commander of one of our public vessels, cruising in that quarter, was accordingly directed, last winter, to touch at this island, and take possession of it as a part of the territory ceded by Spain to the United States, and to make such general examination as might be useful in forming an opinion of the advantages of the place, and the propriety of a further and more particular survey. From the report of Lieutenant Commandant Perry, who was charged with this duty, it has been satisfactorily ascertained, that this position affords a safe, convenient, and extensive harbor for vessels of war and merchant vessels. His instructions, however, did not require him to make so minute a survey as was necessary, in order to judge of the extent to which this place might be safely and advantageously occupied and improved as a naval depot.

Captain Patterson has since been instructed to make a further examination and survey, and is now engaged in that business; his report may be expected before the adjournment of Congress. There can be no doubt, however, of the importance of this island, and its contiguous waters, in various points of view. The harbor affords a safe and convenient rendezvous for our public vessels, cruising in the West Indies and the Gulf of Mexico; and the island a very suitable depot for provisions and supplies. From the peculiar dangers of the navigation along the coast and among the Florida Keys, our merchant vessels are frequently driven by distress, to seek a harbor; and, for want of one in our own waters, are under the necessity of making a port in the island of Cuba, which subjects them to considerable additional expense. This island, also, affords a very eligible depot for wrecked property, and which is highly necessary and advantageous, where the navigation is attended with so many dangers and difficulties. We are, at this time, in a great measure dependant on the wreckers of New Providence for the protection of our property in case of shipwreck. This not only gives employment to a great number of foreign vessels and seamen, but it subjects our merchants to heavy expenses. These are some of the obvious benefits of this position in time of peace; but its advantages in time of war with any European Power having West India possessions, are still more important, both as it respects the protection of our own commerce, and the annoyance of our enemy. An enemy, with a superior naval force, occupying this position, could completely intercept the whole trade between those parts of our country lying north and east of it and those to the west, and seal up all our ports within the Gulf of Mexico. It may, therefore, be safely answered, to one branch of the inquiry made by the resolution, that if this island is susceptible of defence, a naval depot established there would afford a great facility in protecting our commerce, and aid in the suppression of piracy. But this Department has not the means at present of forming any estimate of the appropriation necessary for protecting and defending this position by permanent fortifications; or of determining whether it is even practicable. It is believed, however, that it is susceptible of such defence, at an expense that would be justified by the importance of the place; but to form any tolerably satisfactory estimate of the amount, an accurate survey and calculation, by competent engineers, is indispensably necessary.

This island is considered so advantageous and convenient a place of rendezvous for our public vessels on the West India station, that it is intended to make it a depot for provisions and supplies, for the expedition against the pirates, lately authorized by Congress, to be secured in temporary buildings, under the protection of a guard of marines.

All which is respectfully submitted.

SMITH THOMPSON.

The PRESIDENT OF THE UNITED STATES.

17th CONGRESS.]

No. 225.

[2d Session.

## PENSION TO THE MOTHER OF THE LATE CAPTAIN OLIVER H. PERRY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 21, 1823.

Mr. FULLER, from the Committee on Naval Affairs, to whom was committed the petition of Sarah Perry, mother of Oliver H. Perry, late a captain in the navy of the United States, reported:

By the decease of the son of the petitioner, Captain Oliver H. Perry, and, subsequently, by the decease of another son, a lieutenant in the navy, she has been deprived of the support which those sons had successively bestowed; and is, as sufficiently appears to the committee, advanced in years, and incapable of providing for herself. The eminent services of her son first mentioned having called forth the bounty of the Government in providing for his widow and children, by an act for their relief, passed on the 3d of March, 1821, the committee believe that his mother, the present petitioner, is entitled to consideration, in at least an equal degree, and for similar reasons. They therefore report a bill in her favor.

*To the honorable the Speaker of the House of Representatives of the United States, the memorial of Sarah Perry, of the State of Rhode Island, respectfully sheweth:*

That your petitioner has at length determined to intrude her sorrows and distresses on your notice, confident of obtaining your sympathy and commiseration, should she even fail in adducing any claims to your justice and liberality.

Your petitioner, after the death of her husband, (who had the honor of bearing a commission in the naval service of his country,) subsisted on the bounty of her deceased son, Oliver Hazard Perry, whose filial devotion and affection were such as to leave none of her wants, and few of her desires, in this world, unsatisfied. During his life, he invariably set aside a liberal proportion of his pay and emoluments for the support of your petitioner, notwithstanding the many claims of his immediate family on his comparatively slender income.

The lamentable death of this son, on board of the John Adams, at Port Trinidad, in August, 1819, deprived your petitioner of this succor, and the burthen of the support of herself and an unmarried daughter devolved on the younger branches of her family, more especially on her son, the late Lieutenant James Alexander Perry, whose recent loss your petitioner has also to deplore:

It must be within the knowledge of your honorable body, that, after the death of your petitioner's son, Oliver H. Perry, a bill was introduced into the House of Representatives, and finally passed both branches of Congress, making a provision for his immediate family. In this bill, as originally reported by the committee to whom it was referred, there was a clause affording a competent support for your petitioner. In its progress, however, through the House, some of its best friends, fearful that the whole bill might be lost if too much was asked, consented that the clause in your petitioner's behalf should be stricken out, which was accordingly done; and, in this shape, the bill ultimately passed, with an unanimity on the part of Congress that conferred an inestimable value on the gifts of their patriotic benevolence.

Your petitioner did not repine that the consideration of her claims, whatever they might have been, should have been thus postponed; it was enough that such a sacrifice was deemed essential in procuring a support for the wife and children of such a son.

About this period, the son of your petitioner, James Alexander Perry, who had recently been promoted to a lieutenancy in the navy, returned from the Mediterranean, and forthwith contributed a large proportion of his pay and emoluments to the support of your petitioner. Had his precious life been spared, your petitioner would not have been constrained to make this application. The calamity by which this last resource has been cut off from your petitioner is known to you; and, although she cannot boast that this son has fallen in the battles of his country, she has the consolation of reflecting that, at the early age of thirteen, he fought by his brother's side in the memorable engagement on Lake Erie; and that the life which he had devoted to his country was sacrificed, ultimately, in a generous and noble effort for the preservation of that of another.

To confess our poverty is a humiliating declaration. Your petitioner is destitute, and her support, small as it is, is thrown on hands not inadequately capable of bearing it. She knows not that she has any other claims on the liberality of her country, than to say that she has reared five sons for its service, and that she is the mother of that hero who earned for his country a brilliant victory, and triumphed over your enemies, as well in magnanimity as by the invincible force of your arms.

Your petitioner therefore humbly hopes that your honorable body will take her situation into consideration, and that you will be pleased to place her on the pension list for five years, or grant her such other permanent support or relief as to you shall seem meet and proper.

And your petitioner, as in duty bound, will ever pray, &c.

SARAH PERRY.

17th Congress.]

No. 226.

[2d Session.

### RODGERS'S MARINE RAILWAY, OR INCLINED PLANE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 27, 1823.

*To the House of Representatives of the United States:*

JANUARY 27, 1823.

I transmit herewith a letter from the Secretary of the Navy, containing one from Captain John Rodgers, President of the Naval Board, accompanied by a description of the inclined plane, dock, and fixtures, for hauling up ships, and an estimate of the cost of materials and workmanship necessary for the completion of a dock and wharves, proposed to be connected with the inclined plane constructed at the navy yard, Washington, and recommend the same to the attentive consideration of Congress.

It is confidently believed that this invention combines advantages so highly useful as to justify the appropriation required.

JAMES MONROE.

SIR:

NAVY DEPARTMENT, January 17, 1823.

I have the honor to submit to your consideration a letter received from Captain John Rodgers, President of the Naval Board, accompanied by a description of the inclined plane and dock, and a specification of their properties and advantages for building, preserving, and repairing ships of war, of every class.

I have carefully examined the subject detailed in these papers, and I fully accord with the President of the Naval Board as to the utility and great importance of the inclined plane and dock for the purposes mentioned in the specification; and I recommend the same to your favorable consideration, with a view to obtain your sanction to an application to Congress for an appropriation of a sum of money sufficient for the construction of a dock and wharves, in connexion with the inclined plane erected in the navy yard, Washington.

I transmit herewith an estimate of the cost of materials and workmanship deemed necessary by Mr. Doughty, the naval constructor, for the completion of the dock and wharves contemplated to be constructed at the navy yard, if the same shall meet your approbation, and an appropriation be obtained for the object.

A model and draught of the dock and wharves are deposited in this Department, and they will be submitted to examination, and the several parts be fully explained by Captain Rodgers, at any place that may be designated as most convenient for the purpose.

I have the honor to be, with great respect, sir, your most obedient servant,

SMITH THOMPSON.

The President of the United States.



SIR:

WASHINGTON, December 23, 1822.

The accompanying description and specification as to the properties and advantages of the inclined plane and dock, for preserving, building, and repairing ships of every class, are respectfully submitted to your consideration. The invention is of so much national importance, in my estimation, as to induce me to request that you will be pleased to examine it particularly; and, should the result of such examination produce in your mind the same conviction that it has in mine, I would respectfully request of you to lay the subject before the President of the United States, who will dispose of it in such a manner as the best interests of the nation may, in his opinion, require.

The experiment made at this yard, under many disadvantages, has established the fact that a ship of any magnitude may be hauled up on an inclined plane, and placed under cover, perfectly protected from the sun, rain, &c. without incurring the least risk; and universal experience fully proves that a vessel, placed in such a situation, may be preserved for almost any length of time. The frigate *Potomac*, the vessel hauled up, may be seen under a house at the navy yard, where she may be preserved, *without further expense*, until she shall be required for actual service.

The whole plan, which is shown in the drawings herewith, embraces a dock and wharves on each side, in addition to the inclined plane and house, as now erected in this yard. Such dock and wharves would afford all the advantages and facilities of any other dock now in use, intended for the repair of vessels, while they can, probably, be completed for less than one-sixth of the expense of such as are used by other nations for similar purposes. It is believed that the sum of forty thousand dollars would be sufficient to complete the dock and wharves.

From various experiments made since the *Potomac* was hauled up, it has been satisfactorily ascertained that, by using friction rollers, as suggested in the specification, the time required and power necessary to haul a ship up may be diminished so far that the expense of the operation would not amount to a sum worthy of any consideration. With a plane having the inclination of the ways on which ships are ordinarily built, one hundred and forty men, with three three-fold purchases, (falls of ten inch rope,) would, I am fully persuaded, be sufficient to haul up, at the rate of four feet in a minute, the largest three-decker in the world, and this, too, without straining her in the slightest degree.

I have the honor to be, with great respect, sir, your most obedient servant.

JOHN RODGERS.

HON. SMITH THOMPSON, *Secretary of the Navy.*

*General description of "Rodgers's marine railway or inclined plane, dock, and fixtures for hauling up ships."*

Two walls, of stone or brick, solid or arched as far as high-water mark, or a double tier of piles, firmly driven, and so braced, transversely, diagonally, and horizontally, that each pile, by which the plane or railway is supported, shall receive its necessary proportion of the weight it is intended to bear in a perpendicular direction, without, in any degree, being liable to the effect of lateral pressure, which is to be carefully guarded against. These walls or tiers of piles are erected or driven parallel to each other, at such distance, apart, depth, and height, and projecting so far into the water, as to adapt them to the largest sized vessel proposed to be hauled up for repair or preservation, or to be built and launched. They are raised or driven so as to form inclined planes, precisely of the same height and inclination. The inclination may be as much as half of an inch to a foot, or more if necessary; though the greater the inclination the greater must necessarily be the purchase to haul up a vessel. Above high-water mark, on fast ground, strong pillars of stone or substantial wood piles must be used, and the walls or tiers of piles may be extended at pleasure.

On these walls or tiers of piles two platforms or railways are erected, fixed and braced so as to be immoveable, the inner sides forming clear uninterrupted parallel lines, of twenty inches width, more or less, and constituting what is called the ways. These ways may, and for heavy vessels ought to be, plated with iron, or other metallic substance. The surface may be perfectly smooth, or grooved, so as to admit cylinders on the male and female groove, or friction rollers. The sides of the cradle, which move on these ways and come immediately in contact with them, ought also, for very heavy vessels, to be plated underneath with iron or other metallic substance, and may be perfectly smooth, or grooved, so as to admit cylinders on the male and female groove, or friction rollers, adapting them to the ways and easing the friction. The inner sides of the ribands to be fixed with friction rollers, and the outer sides of the slides plated with iron or other metallic substance; or the outer sides of the slides may be fixed with friction rollers, and the inner sides of the ribands plated.

In the experiment made of hauling up the frigate *Potomac*, it was an object with the inventor to demonstrate the correctness of the principle at the least expense, consistently with public utility. He was fully apprised of the various means, hitherto discovered and used, by which friction and the attraction of cohesion might be overcome; but he was at the same time sensible that the adoption of those means would unavoidably involve additional expense. Perfectly confident of success without them, from a full persuasion that the principle was correct—a confidence arising from his own long and deliberate reflections upon the subject, and from a successful experiment upon a small scale—he made the experiment of hauling up the *Potomac* in the presence of the President of the United States, Senators and Representatives, heads of Departments, foreign ministers, and a numerous concourse of citizens; without any apprehensions as to the result, using only, for both slides and ways, wood of perfectly smooth surfaces. He well knew that two soft yielding bodies, pressing against each other, with a weight equal to one thousand seven hundred tons would occasion great friction and cohesion. Yet, notwithstanding these great disadvantages, the experiment fully confirmed his anticipations, and the ship was hauled up with comparative ease and perfect safety.

By railways or inclined planes, thus constructed, ships of every class, from a first-rate down to a schooner, may be drawn up with ease and convenience, under a house above high-water mark, either for preservation or repair; or a ship may be built under a house, having such ways attached to it, and launched with more facility and ease, and at the same time without any of the risks of straining or hogging her, incident to every mode of launching now in use.

They have important advantages over the docks now in use, of hauling up for preservation one or more ships, according to the extent of the plane; while, at the same time, the space between the railways, at the outer part of the planes, projecting into the water, forms a complete wet and dry dock for repairing vessels of every denomination, with the greatest ease, convenience, and expedition. To make the outer part of the plane a dry and wet dock, nothing more, it will be observed, is necessary, than to build a narrow wharf on each side, twenty or thirty feet wide, according to the depth of the water and strength required, parallel to the inside of, but embracing both tiers of piles, so as to form a gun wharf on one side, and a spar wharf, or wharf for any other purpose, on the other side, of such dimensions as may be required. The inner part of the dock thus formed, ought to be faced with stone, by which means it will be rendered permanent. In the experiment already made in hauling up the frigate *Potomac*, of one thousand seven hundred tons weight, including the chains, beams, &c., confining the cradle in which she was suspended, there was nothing to give efficiency to the piles on which the planes or railways rested, but wooden braces and shores to prevent lateral pressure; of course, the two wharves before mentioned would, in addition to them, not only render the work permanent, but insure it against the effects of lateral pressure.

In some situations, building several successive planes abreast of each other, at the required distance apart, might be found expedient, and probably more economical, than to give them great extent in length. For instance, three planes properly constructed, the centre one proportionally stronger than either of the others, because it would have two ways, one on each side, would admit of one or more vessels abreast, and there would be a saving in the cost.

FOR HAULING UP.

Beam pieces of sufficient size and length, and scarfed in the middle for convenience, are placed athwart the vessel, through each lower gun-deck port, projecting sufficiently from the sides of the vessel so as to embrace, with

firmness, the sides of the cradle, on which she is drawn out of the water; and to effect this by uniting all parts firmly, blocks under the beams, of a size corresponding to the sheer of the vessel, are placed so as to make the plane of the lower surface of the slides of the cradle correspond with the surface of the plane on which she is hauled up. To these beams, blocked and wedged according to rise and fall of tide, or length of piles, and secured both above and below, as well as laterally, by braces connecting them to the vessel, so as effectually to prevent their yielding, in any degree, from the position they are meant to maintain, and connected underneath by the slide part of the cradle, on each side the cradle is firmly attached.

The cradle consists of various parts, shown in the drawings; and, among others, the following:

The slides, which come immediately in contact with the ways.

The wooden braces, or shores, auxiliary to, and supporting, the chains, to sustain the upper works of the ship, independent of the chains; thereby relieving the chains of the weight of all that part of the ship above the lower gun-deck beams.

The vertical slings, composed of chains of iron, of strength adapted to the size and weight of the vessels to be hauled up. They embrace the vessel from her keel to her lower gun-deck ports. They are shackled to the keel-straps, and are thence taken up to the beams, to which they are attached by a strong screw shackled by screws and wedges, or by wedges alone; the latter is probably the better mode. Strong beam stirrups are shackled to the chains, admitting of wedging, &c., to tighten the chains. The keel-straps pass under the blocks, to which they are firmly bolted or screwed. The blocks prevent the keel from galling. They have each a jog on one side, and are let down so as to jog, alternately, starboard and larboard; so that, when the chains are secured or wedged to their proper positions, the vessel is perfectly steady on her keel. All these fixtures are put on when the vessel is afloat.

The vertical slings, which form so essential a part of the cradle, and constitutes so great a portion of the expense, if made full large for a frigate, will answer for hauling up a seventy-four or one hundred gun ship. The height of those ships being so much above the railway, admits of two or three tiers of shores, or wooden braces, from the sides to the ends of the cross beams, instead of one, as is used in a frigate; thus taking off from the slings all the weight of the vessel above the lower gun-deck.

The purchases for hauling up a vessel may be multiplied at pleasure; but it would not be advisable to apply any main purchase that should not embrace the whole body of the ship, so as to avoid every possible injury from a strain on any particular part of the ship. The main purchase used in hauling up the *Potomac* embraced the whole body of the ship. The side purchases were attached to the slides.

Steam or horse power may be used in hauling up; though men will be found abundantly sufficient; and they are manageable, and will generally be the cheapest.

Iron chains may be used instead of rope for the main purchases; though either will answer well.

The wharves heretofore mentioned being finished, a coffer-dam is formed across the entrance of the dock, or, in this state, more properly a slip. The gate made, hung, and shut, the water is pumped out, the foundation laid for the vessel, and the dock will be complete.

Sloops, or other small vessels, if similar docks and planes are not constructed for their particular use, may, with facility, be repaired or preserved, in the docks and planes intended for larger vessels.

Small vessels may, and, perhaps, large vessels might, be hauled up, upon skids, with or without rollers. It is thought, however, for vessels larger than a sloop of war that a railway will be found greatly preferable.

#### *Advantages of Rodgers's marine rail-way, or inclined plane, docks, and fixtures for hauling up ships.*

For repairing ships, this invention combines all the advantages of a dry dock.

For building, no preparation hitherto known is equal to it: because, while it furnishes all the facilities of a building slip, upon the most approved construction, it has, in launching, a decided preference over every other means heretofore practised. A vessel built on the inclined plane may be launched without incurring the slightest risk of hogging. She would descend the plane gradually, bearing equally upon it, until she becomes completely water-borne. There can be no plunge, as is the case from a slip.

For the preservation of ships not wanted for immediate service, it is confidently believed that no plan can be superior to it. A ship when built may be suffered to remain on the stocks until she is wanted; or a ship afloat may be taken up with perfect ease and safety, and placed in a state of preservation, under cover, protected from the sun, rain, &c. and all the evils thence arising.

It may, then, safely be affirmed that this invention combines all the advantages of all the various and most improved means heretofore used, for repairing, for building, and for preserving. That for launching, it is greatly preferable to any plan heretofore practised or made known; and the experiment made in hauling up the *Potomac* has demonstrated, beyond all question, that any ship, however large, may, by the means embraced by this invention, be taken out of the water, and moved up on fast land, any distance required, with perfect ease, and without incurring the slightest risk of straining the ship, or otherwise injuring her in the slightest degree.

All practical men concur in the opinion that many and great advantages arise from building ships under cover; and that mechanics can, in the same period of time, taking the year throughout, do more work when under cover, and protected from the scorching sun and rains of summer, the piercing cold, frost, snow, sleets, and rains of winter, than they can possibly do exposed to all these disadvantages, will not, it is presumed, be contended by any person of any experience.

Mechanics will work under cover for reduced wages: at 12½ per cent. less wages they can make more money, because they lose no time.

They can perform at least 20 per cent. more work throughout the year, under cover, than they can do if exposed to the weather.

By building under cover there is, then, a mutual gain on the part of the mechanic and his employer. The mechanic makes more money, and his employer gains in reduced wages, and in having 20 per cent. more work done in the same time at such reduced wages. Suppose the wages of mechanics, building in the ordinary way, to amount to \$100,000; by building under cover you save \$32,500; or 32½ per cent. whatever the wages may amount to.

This, however, is not all. The gain of time is a highly important consideration; and this the employer gains. In time of war the gain of a single day, and sometimes the gain even of an hour, is all important.

On examining the invention it will be found that none of these important advantages have been overlooked. It embraces them all, and in the best and most improved way.

A ship built under cover is known to be far more durable than one built in the ordinary way. If circumstances would permit her remaining under cover until she should become thoroughly seasoned, or should her timbers be thoroughly seasoned before she is built, there would be no computing her increased durability. Her repairs in twenty years would, probably, not be equal to 75 per cent. of her original cost; whereas, built in the ordinary way, they might, in that period, be safely estimated at 150 per cent. more than her original cost.

If the system of building under cover had been adopted at the commencement of the navy of the United States, say in 1795, there would have arisen, by this period, a saving certainly not less than five millions of dollars, arising from the increased durability imparted to the vessels by building them under cover; exclusively of the saving of 32½ per cent. in the first cost of the vessels, as heretofore stated.

In the United States we have no docks; nor have we any way of preparing our ships for repair, but by heaving them down; a process tedious, very expensive, and highly dangerous, particularly to large ships, which are always, in a greater or lesser degree, injured by it; nor is it possible to place a vessel hove down in such a situation as to enable the mechanics employed in her repair, to work on her to the best advantage: much time will unavoidably be lost.



The advantages and economy of docks, upon the principle of this invention, in repairing ships, when compared with the ordinary mode in the United States of heaving down, are innumerable. The vessel can be taken into dock with perfect ease and safety, and there placed in the position most favorable for her thorough examination and repair, from her keel up. Every facility to a minute examination and repair, and every advantage to the mechanics in performing their work, is afforded. Putting aside the risks and the loss of time in heaving down, it may be safely stated that the labor of repairing in a dock of this description would be at least one-third less than the labor of repairing a vessel hove down.

Docks upon the principle of this invention are preferable to the docks in ordinary use, because, when the ship shall be taken into dock, and the gates or entrance-way closed, there would not be more than half the usual quantity of water to pump out. Their cost, too, is infinitely less, while their durability will be equal.

The cost of the rail-way and house over it, if the whole should be charged to the invention, would not exceed the expense of heaving down a 44 twice, if the additional labor of repairing in this way be included; nor would it exceed the cost of repairing a ship, built in the ordinary way, after remaining five years in ordinary afloat.

The railway, with the house, dock, and all the fixtures for hauling up, would not, it is confidently believed, cost exceeding one hundred thousand dollars. It is, indeed, believed that ninety-five thousand dollars would be sufficient to construct them of sizes sufficient for the largest sized ship; and this estimate is predicated upon an extent of railway sufficient to admit of one such ship being laid up in ordinary in a state of perfect preservation above the dock, while the dock would admit the repair of another at the same time.

One dock at each navy yard in the United States, and one set of fixtures for hauling up at each, would probably be sufficient for some time to come.

The fixtures for hauling up, that is, the cradle, composed of vertical slings, beams, &c. as particularly described in the specification and drawings, may be estimated to cost eight thousand dollars.

The actual cost of the slings, beam, stirrups, and keel-straps, complete, being - - - \$6,989 22  
And the beams and blocks estimated at - - - 1,010 78

\$8,000 00

But the whole cost of the railway and house should not be charged to this invention, because they furnish conveniences which must be provided, whether the railway and house be erected or not. Among these conveniences may be enumerated a shelter for masts, spars, boats, water casks, guns, &c.; also two wharves. For these conveniences, which may be fairly estimated at one-fifth the cost of the railway and house, the invention is justly entitled to credit.

For the preservation of ships not wanted for immediate service, the invention claims justly, it is conceived, pre-eminent advantages, by providing the most effectual means of preservation, and by reducing many hundred per cent. the annual expense of taking care of them.

It will, it is presumed, be at once conceded that no better plan of preserving ships than that of taking them out of the water and placing them in a situation perfectly dry, under cover, protected from the sun, rain, snow, sleets, and piercing winds, yet admitting a free circulation of pure dry air, can be devised; and that no argument can be necessary to sustain a position so self-evident. It is proper, then, to proceed to show the annual saving in expense.

In estimating the value of the annual saving, we must consider:

1st. The annual expense saved in the care necessary to be taken of them.

2d: The annual deterioration avoided by placing the vessels in a situation where, like the furniture of a house, they can sustain no injury.

Suppose a navy to consist of twelve ships of the line, twenty heavy frigates, and twenty sloops of war: that, of this navy, two ships of the line, six frigates, and ten sloops are all that is required for active service; leaving ten ships of the line, fourteen frigates, and ten sloops, to be laid up in ordinary, and preserved until they shall be wanted for service.

The following table shows the cost, at this time, in the United States, of keeping in ordinary, afloat, one ship of the line, one 44, and one sloop. It also presents an estimate of the annual deterioration, which is confirmed by experience. It then shows the annual expense to which, if laid up in ordinary, under cover, as is provided for by the invention, they would be subject; and, deducting the amount of these expenses from the amount accruing, if in ordinary afloat, the annual saving is shown in each class of vessels.

Rate of vessel.	AFLOAT IN ORDINARY.					UNDER COVER, &c.			Whole annual saving.
	Number of men required.	Pay, rations, repairs, and contingent expenses.	Medicines and hospital stores.	Whole annual expense.	Annual deterioration.	Number of watches.	Annual expense.	Annual deterioration.	
74	25	\$8,932 50	250	9,182 50	10,000	3	900	0	\$18,282 50
44	18	6,802 75	200	7,002 75	6,000	2	600	0	12,402 75
Sloop,	10	3,564 50	100	3,664 50	2,500	1	300	0	5,864 50

The number of men, as stated in the above table, is the number at this time allowed. Some of them are, however, occasionally employed on objects not justly chargeable to the ships. We will therefore make a deduction from the expenses above stated, proportioned to the services rendered on objects other than the ships—twenty men for a ship of the line, fifteen for a 44, and seven for a sloop, would probably be sufficient to ventilate, and to keep the ships clean, dry, and tight. On this ground, instead of the annual saving, as above exhibited in the table, a reduction in the saving is admitted, so as to bring down the annual saving—

In a 74, to - - - \$16,000  
In a 44, to - - - 11,000  
In a sloop, to - - - 4,500

Then the saving annually in keeping ten ships of the line, fourteen frigates, and ten sloops, under covers, such as are provided on the marine railway, would be

10 ships of the line, at 16,000, - - - \$160,000  
14 frigates, 11,000, - - - 154,000  
10 sloops, 4,500, - - - 45,000  
\$359,000

In making this estimate, the temporary sheds erected over vessels afloat in ordinary, for the preservation of their upper works, the wear of cables, &c. have not been taken into consideration. These would form a considerable item, for which the invention should have credit, because it provides a much more effectual covering for the whole body of the vessels, than temporary sheds, which protect only their upper works, and renders the use of cables utterly unnecessary.

It has been stated above that one dock, at each navy yard in the United States would probably be sufficient for some time to come. But economy would probably suggest the having three docks at each yard; one for the largest sized ships, one for frigates, and one for sloops of war, so that a vessel of each class might be repairing at each yard at one and the same time.

A dock, as heretofore observed, with an extent of railway, admitting one ship of the line to be laid up under cover, and another to be repaired at the same time, together with a house over the whole, and all the fixtures for hauling up, would not cost exceeding one hundred thousand dollars.

A dock, &c. adapted to a frigate would cost considerably less; and one adapted to a sloop of war would cost still less: though in one for the largest sized ship, any vessel of inferior size may be repaired.

Docks with railways, &c. of size adapted to vessels still smaller than sloops of war, would probably be found advisable. Their expense, compared to the value of the vessels, would be inconsiderable.

By a system of docks for repairing, connected with railways and houses for building, and for hauling up and preserving vessels in ordinary, adapted in their dimensions to the several classes of vessels, you would, at all times, be enabled to build to every advantage; to repair most effectually and economically, and to keep in a state of perfect preservation and constant readiness for service, all vessels not required for immediate service, together with their masts, spars, boats, water casks, guns, &c. all under the same cover, ready to be put on board at a moment's warning. You may thus calculate your actual naval force with as much precision as you could count your muskets in an armory.

*Advantages of "Rodgers's marine railway, dock, and fixtures for hauling up," briefly enumerated.*

*In building ships.*—A saving in labor of at least thirty-two and a half per cent.; a durability so much greater, as to be equal in twenty years to at least seventy-five per cent., and a great gain in point of time.

*In repairing.*—When contrasted with the plan of heaving down—every risk avoided, thirty-three and one-third per cent. gained in the labor—a more perfect examination, repair, and greater despatch also gained.

*In ordinary.*—When contrasted with vessels in ordinary afloat, decay effectually guarded against; ships kept in a state of perfect preservation, so as to be prepared for service at the shortest notice, and so great a reduction in the actual annual expenses, that they would not be more than one-twentieth part of what they are at present.

*In launching.*—Hogging and every possible risk effectually guarded against.

The inventor, after having made every inquiry in his power, as to the expenses of the navies of other countries, and examining minutely the expenses of our own navy, has no hesitation in expressing, in the most decisive terms, his opinion, that, by adopting in its full extent the proposed system, the United States would save, annually, in time of peace, a sum fully equal to one-fourth of the annual expense now incurred in building, and repairing ships of war; and that the expense of keeping them in ordinary afloat, would be reduced so far that they would not exceed one-twentieth part of the expenses at this time incurred.

With a plane having the inclination of the ways on which ships are ordinarily built, one hundred and forty men, with three three-fold purchases, (falls of ten inch rope,) would be sufficient to haul up, at the rate of four feet in a minute, the largest three decker in the world, and this, too, without straining her in the slightest degree.

From the best estimate that can be formed at this time, it is believed that a dock can be attached to the railway and house, as now constructed in this yard, and completed, so as to give all the advantages of a wet and dry dock, for the sum of fifty thousand dollars, as shown in the estimate herewith, prepared by Mr. Doughty, the naval constructor. It is, however, believed that this estimate is too high, as labor and materials of every description appear to be estimated at from five to seven per cent. higher than will be found to be the actual cost.

*Estimate of the cost of the materials and workmanship of a dry dock, to be built within the "inclined plane," as per draught and model. Prepared by William Doughty.*

WHARVES.			
26,400 cubic feet of logs,	at 25 cents,		\$6,600 00
2,250 cubic feet of logs for ties,	25 do.		550 00
800 feet of eight inch plank,	24 do.		192 00
360 feet of three inch plank,	9 do.		32 40
14,970 pounds of square iron for bolts,	7 do.		1,047 90
2,000 trenails,	30 do.		60 00
1,400 days of workmanship,	1 50 do.		2,100 00
200 perches of stone, for sinking wharf,	1 00 do.		200 00
			10,782 30
COFFER-DAM.			
39,480 feet of eight inch plank,	at 24 cents,		9,475 20
798 cubic feet of logs,	25 do.		199 50
3,000 pounds square iron bolts,	7 do.		210 00
6,533 feet of four inch plank,	12 do.		783 96
1,000 pounds spikes,	10 do.		100 00
150 perches stone, for sinking boxes,	1 00 do.		150 00
400 cubic yards of earth, for filling between coffer and wharves,	25 do.		100 00
2,070 days' workmanship,	1 50 do.		3,105 00
			14,123 66
DOCK.			
23,798 cubic feet of logs,	at 25 cents,		5,949 50
21,499 pounds of iron,	7 do.		1,504 93
7,550 feet of eight inch plank,	24 do.		1,812 00
400 feet of four inch plank,	12 do.		48 00
9,000 feet of three inch plank, for platform and steps,	9 do.		810 00
3,000 feet of three inch plank, for stages,	9 do.		270 00
5,200 feet of six inch plank, for bottom,	18 do.		2,736 00
5,875 pounds of spikes,	10 do.		587 50
2,200 days' work,	1 50 do.		3,300 00
400 days' caulking,	1 50 do.		600 00
Oakum, &c.,			300 00
Composition metal, &c. for gate,			300 00
			18,217 93
<i>Contingencies.</i> —Moving timber, making platforms, tallow, &c.; 1,340,509 gallons			
of water to be pumped out,			4,600 61
9,102 cubic yards of excavation,	at 25 cents,		2,275 50
			6,876 11
			<u>\$50,000 00</u>



17th CONGRESS.]

No. 227.

[2d Session.

## NAVAL HOSPITAL FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 3, 1823.

Mr. FULLER, from the Committee on Naval Affairs, to whom was committed a report of the Commissioners of Naval Hospitals, made on the 9th of January last,\* reported:

By an act of Congress passed on the 26th of February, 1811, a deduction of twenty cents a month from the pay of the officers and seamen of the navy of the United States, and of the marines, for the purpose of erecting navy hospitals; and, by a report of the commissioners before mentioned, and their report on the 21st December, 1821, it appears that of the whole amount of the deductions made in pursuance of that act, being \$168,946 57, only \$43,335 87 has been placed at the disposal of the commissioners for the purposes provided by the act, and that the balance of the amount first mentioned, being \$125,610 70, has been absorbed in the pay of the navy, and has consequently never been placed at the disposal of the commissioners.

As the contributions of the officers and seamen and of the marines, by virtue of the act before mentioned, have been regularly made, and have been employed by the Government in so far reducing the annual appropriations, justice seems to require that the balance so absorbed should be reimbursed, and that the purposes of its original destination should be no longer frustrated or delayed.

It appears by the commissioners' report that they are taking the necessary measures to erect navy hospitals, as the act provides, and that the funds arising from the contributions before stated are indispensably necessary, and are deemed sufficient to accomplish the object.

The committee therefore report a bill for that purpose.

17th CONGRESS.]

No. 228.

[2d Session.

## CONTRACTS FOR THE YEAR 1822.

COMMUNICATED TO THE SENATE, FEBRUARY 4, 1823.

SIR:

NAVY DEPARTMENT, February 3, 1823.

I have the honor of transmitting, herewith, a statement of the contracts made by the Commissioners of the Navy, during the year 1822, prepared in obedience to the act of the 3d March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, very respectfully, your obedient servant,

SMITH THOMPSON.

HON. SPEAKER of the House of Representatives.

## Statement of contracts made by the Navy Commissioners during the year 1822.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Ashbel Symonds,	1822. Jan. 1,	Bread and groceries, fresh beef and vegetables: Flour, - Navy bread, - Suet, - Cheese, - Butter, - Peas, - Rice, - Molasses, - Vinegar, - Whiskey, - Candles, - Fresh beef, - Navy mess pork, - Salt beef, -	\$4 00 per barrel, 3 per pound, 9 per pound, 7 per pound, 11½ per pound, 50 per bushel, 6 per pound, 60 per gallon, 16 per gallon, 22 per gallon, 15 per pound, 3 per pound, 9 00 per barrel, 7 00 per barrel,	When required. ditto, ditto, ditto, ditto, ditto, ditto, ditto, ditto, ditto, ditto, ditto, ditto, ditto,	Erie, Penn. ditto ditto ditto ditto ditto ditto ditto ditto ditto ditto ditto ditto ditto
William Yeaton,	Jan. 15,	Ship chandlery: Brushes, scrubbing, with handles. Brushes, clamp, - Brushes, paint, - Brushes for scrubbing paint. Brushes, whitewash, - Brooms, hickory, - Brooms, birch, -	5 40 per dozen, 4 00 per dozen, 4 50 per dozen, 2 50 per dozen, 7 50 per dozen, 1 75 per dozen, 1 00 per dozen,	During 1822, ditto, ditto, ditto, ditto, ditto, ditto,	Washington, D. C. ditto ditto ditto ditto ditto ditto ditto

\* See No. 218, page 853.

## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
William Yeaton,	1822. Jan. 15,	Ship chandlery:			
		Bristles, -	60 per pound,	During 1822,	Washington, D. C.
		Buckets, paint, -	50 each,	ditto,	ditto
		Bunting, -	11 00 per piece,	ditto,	ditto
		Calls, silver, -	3 75 each,	ditto,	ditto
		Chips, log, -	50 each,	ditto,	ditto
		Chalk, white, -	4 per pound,	ditto,	ditto
		Chalk, red, -	30 per pound,	ditto,	ditto
		Cocks, brass, -	50 each,	ditto,	ditto
		Cocks, common, -	40 each,	ditto,	ditto
		Fids, splicing, -	4 00 per dozen,	ditto,	ditto
		Fids, cable, -	7 50 per dozen,	ditto,	ditto
		Hatchets, -	7 00 per dozen,	ditto,	ditto
		Harpoons, -	10 00 per dozen,	ditto,	ditto
		Hooks, fish, assorted, -	2 00 per gross,	ditto,	ditto
		Hooks and thimbles, -	15 per pound,	ditto,	ditto
		Hides, raw, -	20 per pound,	ditto,	ditto
		Hides, half tanned, -	25 per pound,	ditto,	ditto
		Horn for lanterns, -	10 per sq. or piece,	ditto,	ditto
		Hinges, butt, -	4 00 per dozen,	ditto,	ditto
		Hinges, brass, -	6 00 per dozen,	ditto,	ditto
		Hinges, chest, -	3 00 per dozen,	ditto,	ditto
		Hooks, boat, with staves, -	2 00 each,	ditto,	ditto
		Hooks, without staves, -	1 00 each,	ditto,	ditto
		Handspikes, -	4 00 per dozen,	ditto,	ditto
		Glasses, two hours, -	24 00 per dozen,	ditto,	ditto
		Glasses, one hour, -	18 00 per dozen,	ditto,	ditto
		Glasses, half hour, -	15 00 per dozen,	ditto,	ditto
		Glasses, 28 seconds, -	8 00 per dozen,	ditto,	ditto
		Glasses, 14 seconds, -	8 00 per dozen,	ditto,	ditto
		Glasses, spying, first quality, -	10 00 each,	ditto,	ditto
		Glasses, spying, second quality, -	4 00 each,	ditto,	ditto
		Glasses, spying, third quality, -	3 00 each,	ditto,	ditto
		Glasses, night, -	20 00 each,	ditto,	ditto
		Glass, window, -	14 per foot,	ditto,	ditto
		Glass illuminators, polished, -	20 00 per dozen,	ditto,	ditto
		Glass illuminators, unpolished, -	18 00 per dozen,	ditto,	ditto
		Glue, -	20 per pound,	ditto,	ditto
		Lines, deep sea, 100 fathoms, -	38 per pound,	ditto,	ditto
		Lines, hand, -	38 per pound,	ditto,	ditto
		Lines, fishing, assorted, -	38 per pound,	ditto,	ditto
		Lines, log, 100 fathoms, -	40 per pound,	ditto,	ditto
		Line, marline, -	38 per skein,	ditto,	ditto
		Line, house line, -	38 per skein,	ditto,	ditto
		Line, Hambro, -	38 per pound,	ditto,	ditto
		Line, grommet, -	38 per pound,	ditto,	ditto
		Line, bonnet, -	38 per pound,	ditto,	ditto
		Lanterns, horn, -	20 00 per dozen,	ditto,	ditto
		Lanterns, tin, -	8 50 per dozen,	ditto,	ditto
		Lanterns, glass, -	6 00 each,	ditto,	ditto
		Log board, or stall, -	3 00 each,	ditto,	ditto
		Lead, bar, -	10 per pound,	ditto,	ditto
		Lead, sheet, -	12½ per pound,	ditto,	ditto
		Lead, black, -	30 per pound,	ditto,	ditto
		Leather, pump, -	30 per pound,	ditto,	ditto
		Leather, scupper, -	30 per pound,	ditto,	ditto
		Leather, bellows, -	40 per pound,	ditto,	ditto
		Leather for rigging, -	30 per pound,	ditto,	ditto
		Locks, pad, -	4 00 per dozen,	ditto,	ditto
		Locks, brass, door, -	24 00 per dozen,	ditto,	ditto
		Locks, iron, door, -	18 00 per dozen,	ditto,	ditto
		Locks, chest, -	2 00 per dozen,	ditto,	ditto
		Lime, -	2 00 per barrel,	ditto,	ditto
		Lamps, patent binnacle, -	10 50 per half dozen,	ditto,	ditto
		Mallets, serving, -	3 00 per dozen,	ditto,	ditto
		Mauls, top, -	80 each,	ditto,	ditto
		Do. commander's, wood, -	50 each,	ditto,	ditto
		Marline spikes, -	6 00 per dozen,	ditto,	ditto
		Muslin for charts, -	4 00 per piece,	ditto,	ditto
		Mortars and pestle, bell metal, -	3 75 each,	ditto,	ditto
		Mortars and pestle, wood, -	2 00 each,	ditto,	ditto
		Mops, -	4 00 per dozen,	ditto,	ditto
		Measures, tin, gallon, -	60 each,	ditto,	ditto
		Measures, tin, half gallon, -	30 each,	ditto,	ditto
		Measures, tin, quart, -	25 each,	ditto,	ditto
		Measures, tin, pint, -	12½ each,	ditto,	ditto
		Measures, tin, half pint, -	10 each,	ditto,	ditto



## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
William Yeaton,	1892. Jan. 15.	Ship chandlery:			
		Nets, seine, -	50 per pound,	During 1892.	Washington, D. C.
		Nets, trudge, -	50 per pound,	ditto,	ditto
		Nets, trawl, -	50 per pound,	ditto,	ditto
		Needles, sewing, -	2 50 per gross,	ditto,	ditto
		Needles, roping, -	3 00 per gross,	ditto,	ditto
		Needles, marline, -	50 per dozen,	ditto,	ditto
		Palm irons, mounted, -	2 00 per dozen,	ditto,	ditto
		Palm irons, not mounted, -	50 per dozen,	ditto,	ditto
		Pencils, lead, -	50 per dozen,	ditto,	ditto
		Pencils, slate, -	13 per dozen,	ditto,	ditto
		Putty, -	14 per pound,	ditto,	ditto
		Paper, cannon cartridge, -	9 00 per ream,	ditto,	ditto
		Paper, musket cartridge, -	9 00 per ream,	ditto,	ditto
		Paper, pistol cartridge, -	7 00 per ream,	ditto,	ditto
		Paper, sheathing, -	4 00 per ream,	ditto,	ditto
		Paper, sand, -	50 per quire,	ditto,	ditto
		Paper, emery, -	50 per quire,	ditto,	ditto
		Pitch, -	4 00 per barrel,	ditto,	ditto
		Pumps, hand, copper, -	20 00 per dozen,	ditto,	ditto
		Pumps, hand, wood, -	8 00 per dozen,	ditto,	ditto
		Oil, lamp, -	1 25 per gallon,	ditto,	ditto
		Oil, olive, -	2 50 per gallon,	ditto,	ditto
		Reels, log, -	75 each,	ditto,	ditto
		Reels, deep, sea, -	1 50 each,	ditto,	ditto
		Rosin, -	2 per pound,	ditto,	ditto
		Rivets, assorted, -	16 per pound,	ditto,	ditto
		Soap, -	13 per pound,	ditto,	ditto
		Scissors, -	50 per pair,	ditto,	ditto
		Shears, sheep, -	1 00 per pair,	ditto,	ditto
		Saltpetre, -	12½ per pound,	ditto,	ditto
		Sulphur, crude, -	8 per pound,	ditto,	ditto
		Sulphur, flour, -	10 per pound,	ditto,	ditto
		Scales and weights, -	5 00 per set,	ditto,	ditto
		Tallow, -	17 per pound,	ditto,	ditto
		Tar, -	3 00 per barrel,	ditto,	ditto
		Thread, white, red, and blue, -	1 50 per pound,	ditto,	ditto
		Twine, whipping, -	50 per pound,	ditto,	ditto
		Twine, roping, -	50 per pound,	ditto,	ditto
		Twine, sewing, -	50 per pound,	ditto,	ditto
		Twine, seine, -	50 per pound,	ditto,	ditto
		Trumpets, hand, -	9 00 per dozen,	ditto,	ditto
		Trumpets, draw, -	4 00 each,	ditto,	ditto
		Thimbles, assorted, -	17 per pound,	ditto,	ditto
		Tin, sheets of, double, -	20 00 per box,	ditto,	ditto
		Tin, sheets of, single, -	14 00 per box,	ditto,	ditto
		Tin, block, -	40 per pound,	ditto,	ditto
		Turpentine, -	13 per gallon,	ditto,	ditto
		Wick, lamp, -	30 per pound,	ditto,	ditto
		Wax, bees', -	60 per pound,	ditto,	ditto
		Nails, copper, -	40 per pound,	ditto,	ditto
		Nails, spike, -	13 per pound,	ditto,	ditto
		Nails, brad, -	40 per pound,	ditto,	ditto
		Nails, scupper, -	39 per pound,	ditto,	ditto
		Tacks, pump, -	60 per pound,	ditto,	ditto
		Brushes, scrubbing, with handles, -	5 40 per dozen,	ditto,	Norfolk, Virginia.
		Brushes, clamp, -	4 00 per dozen,	ditto,	ditto
		Brushes, paint, -	4 50 per dozen,	ditto,	ditto
		Brushes, for scrubbing paint, -	2 50 per dozen,	ditto,	ditto
		Brushes, whitewash, -	7 50 per dozen,	ditto,	ditto
		Brooms, hickory, -	1 75 per dozen,	ditto,	ditto
		Brooms, birch, -	1 00 per dozen,	ditto,	ditto
		Bristles, -	60 per pound,	ditto,	ditto
		Buckets, paint, -	50 each,	ditto,	ditto
		Bunting, -	11 00 per piece,	ditto,	ditto
		Calls, silver, -	3 75 each,	ditto,	ditto
		Chips, log, -	50 each,	ditto,	ditto
		Chalk, white, -	4 per pound,	ditto,	ditto
		Chalk, red, -	30 per pound,	ditto,	ditto
		Cocks, brass, -	50 each,	ditto,	ditto
		Cocks, common, -	40 each,	ditto,	ditto
		Fids, splicing, -	4 00 per dozen,	ditto,	ditto
		Fids, cable, -	7 50 per dozen,	ditto,	ditto
		Hatchets, -	7 00 per dozen,	ditto,	ditto
		Harpoons, -	17 00 per dozen,	ditto,	ditto
		Hooks, fish, assorted, -	2 00 per gross,	ditto,	ditto
		Hooks and thimbles, -	15 per pound,	ditto,	ditto
		Hides, raw, -	20 per pound,	ditto,	ditto
		Hides, half tanned, -	25 per pound,	ditto,	ditto
		Horn for lanterns, -	10 per sq. or piece	ditto,	ditto
		Hinges, butt, -	4 00 per dozen,	ditto,	ditto

## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
William Yeaton,	1822. Jan. 15,	Ship chandlery:		During 1822,	Norfolk, Virginia.
		Hinges, brass, - -	8 00 per dozen,	ditto,	ditto
		Hinges, chest, - -	3 00 per dozen,	ditto,	ditto
		Hooks, boat, with staves,	2 00 each,	ditto,	ditto
		Hooks, boat, without do.	1 00 each,	ditto,	ditto
		Handspikes, - -	24 00 per dozen,	ditto,	ditto
		Glasses, 2 hours, - -	24 00 per dozen,	ditto,	ditto
		Glasses, 1 hour, - -	18 00 per dozen,	ditto,	ditto
		Glasses, $\frac{1}{2}$ hour, - -	15 00 per dozen,	ditto,	ditto
		Glasses, 28 seconds, -	8 00 per dozen,	ditto,	ditto
		Glasses, 14 seconds, -	8 00 per dozen,	ditto,	ditto
		Glasses, spying, first quality, - -	12 00 each,	ditto,	ditto
		Glasses, spying, second quality, - -	6 00 each,	ditto,	ditto
		Glasses, spying, third quality, - -	3 00 each,	ditto,	ditto
		Glasses, night, - -	20 00 each,	ditto,	ditto
		Glass, window, - -	14 per foot,	ditto,	ditto
		Glass illuminators, polished, - -	31 00 per dozen,	ditto,	ditto
		Glass illuminators, unpolished, - -	20 00 per dozen,	ditto,	ditto
		Glue, - -	20 per pound,	ditto,	ditto
		Lines, deep sea, 100 fath's	38 per pound,	ditto,	ditto
		Lines, hand, - -	38 per pound,	ditto,	ditto
		Lines, fishing, assorted,	38 per pound,	ditto,	ditto
		Lines, log, 100 fathoms,	38 per pound,	ditto,	ditto
		Line, marline, - -	38 per skein,	ditto,	ditto
		Line, house line, - -	38 per skein,	ditto,	ditto
		Line, Hambro', - -	38 per pound,	ditto,	ditto
		Line, grommett, - -	38 per pound,	ditto,	ditto
		Line, bonnet, - -	38 per pound,	ditto,	ditto
		Lanterns, horn, - -	20 00 per dozen,	ditto,	ditto
		Lanterns, tin, - -	9 00 per dozen,	ditto,	ditto
		Lanterns, glass, - -	6 00 each,	ditto,	ditto
		Log board, or stall, -	3 00 each,	ditto,	ditto
		Lead, bar, - -	10 per pound,	ditto,	ditto
		Lead, sheet, - -	12½ per pound,	ditto,	ditto
		Lead, black, - -	30 per pound,	ditto,	ditto
		Leather, pump, - -	30 per pound,	ditto,	ditto
		Leather, scupper, - -	30 per pound,	ditto,	ditto
		Leather, bellows, - -	40 per pound,	ditto,	ditto
		Leather for rigging, -	30 per pound,	ditto,	ditto
		Locks, pad, - -	6 00 per dozen,	ditto,	ditto
		Locks, brass, door, -	30 00 per dozen,	ditto,	ditto
		Locks, iron, door, -	18 00 per dozen,	ditto,	ditto
		Locks, chest, - -	2 00 per dozen,	ditto,	ditto
		Lime, - -	2 00 per barrel,	ditto,	ditto
		Lamps, patent, binnacle,	11 00 half dozen,	ditto,	ditto
		Mallets, serving, - -	3 00 per dozen,	ditto,	ditto
		Mauls, top, - -	80 each,	ditto,	ditto
		Mauls, com'der's, wood,	50 each,	ditto,	ditto
		Marline spikes, - -	6 00 per dozen,	ditto,	ditto
		Muslin, for charts, -	4 00 per piece,	ditto,	ditto
		Mortars and pestle, bell metal, - -	3 75 each,	ditto,	ditto
		Mortars and pestle, wood,	2 00 each,	ditto,	ditto
		Mops, - -	4 00 per dozen,	ditto,	ditto
		Measures, tin, gallon, -	60 each,	ditto,	ditto
		Measures, tin, half do.	30 each,	ditto,	ditto
		Measures, tin, quart, -	25 each,	ditto,	ditto
		Measures, tin, pint, -	12½ each,	ditto,	ditto
		Measures, tin, half pint,	10 each,	ditto,	ditto
		Nets, seine, - -	67 per pound,	ditto,	ditto
		Nets, trudge, - -	67 per pound,	ditto,	ditto
		Nets, trawl, - -	67 per pound,	ditto,	ditto
		Needles, sewing, - -	2 50 per gross,	ditto,	ditto
		Needles, roping, - -	3 00 per gross,	ditto,	ditto
		Needles, marline, - -	50 per dozen,	ditto,	ditto
		Palm irons, mounted, -	2 00 per dozen,	ditto,	ditto
		Palm irons, not mounted,	50 per dozen,	ditto,	ditto
		Pencils, lead, - -	50 per dozen,	ditto,	ditto
		Pencils, slate, - -	14 per dozen,	ditto,	ditto
		Putty, - -	14 per pound,	ditto,	ditto
		Paper, cannon cartridge,	9 00 per ream,	ditto,	ditto
		Paper, musket cartridge,	9 00 per ream,	ditto,	ditto
		Paper, pistol cartridge,	7 00 per ream,	ditto,	ditto
		Paper, sheathing, - -	4 00 per ream,	ditto,	ditto
		Paper, sand, - -	50 per quire,	ditto,	ditto
		Paper, emery, - -	50 per quire,	ditto,	ditto
		Pitch, - -	4 00 per barrel,	ditto,	ditto
		Pumps, hand, copper, -	20 00 per dozen,	ditto,	ditto
		Pumps, hand, wood, -	8 00 per dozen,	ditto,	ditto



## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
William Yeaton,	1822. Jan. 15,	Ship chandlery:			
		Oil, lamp, - - -	1 25 per gallon,	During 1822,	Norfolk, Virginia.
		Oil, olive, - - -	2 50 per gallon,	ditto,	ditto
		Reels, log, - - -	75 each,	ditto,	ditto
		Reels, deep sea, -	1 50 each,	ditto,	ditto
		Rosin, - - -	2 per pound,	ditto,	ditto
		Rivets, assorted, -	16 per pound,	ditto,	ditto
		Soap, - - -	13 per pound,	ditto,	ditto
		Scissors, - - -	50 per pair,	ditto,	ditto
		Shears, sheep, - -	1 00 per pair,	ditto,	ditto
		Saltpetre, - - -	12½ per pound,	ditto,	ditto
		Sulphur, crude, - -	8 per pound,	ditto,	ditto
		Sulphur, flour, - -	10 per pound,	ditto,	ditto
		Scales and weights, -	5 00 per set,	ditto,	ditto
		Tallow, - - -	17 per pound,	ditto,	ditto
		Tar, - - -	3 00 per barrel,	ditto,	ditto
		Thread, white, red, and blue, - - -	1 50 per pound,	ditto,	ditto
		Twine, whipping, - -	50 per pound,	ditto,	ditto
		Twine, roping, - - -	50 per pound,	ditto,	ditto
		Twine, seine, - - -	50 per pound,	ditto,	ditto
		Twine, sewing, - - -	50 per pound,	ditto,	ditto
		Trumpets, hand, - -	9 00 per dozen,	ditto,	ditto
		Trumpets, draw, - -	5 00 each,	ditto,	ditto
		Thimbles, assorted, -	17 per pound,	ditto,	ditto
		Tin, sheets of, double, -	20 00 per box,	ditto,	ditto
		Tin, sheets of, single, -	14 00 per box,	ditto,	ditto
		Tin, block, - - -	40 per pound,	ditto,	ditto
		Turpentine, - - -	13 per gallon,	ditto,	ditto
		Wick, lamp, - - -	30 per pound,	ditto,	ditto
		Wax, bees', - - -	60 per pound,	ditto,	ditto
		Nails, copper, - - -	40 per pound,	ditto,	ditto
		Nails, spike, - - -	13 per pound,	ditto,	ditto
		Nails, brad, - - -	40 per pound,	ditto,	ditto
		Nails, scupper, - - -	20 per pound,	ditto,	ditto
		Tacks, pump, - - -	60 per pound,	ditto,	ditto
Tucker & Carter,	Jan. 21,	Cordage, ship chandlery, paints, and oil:			
		Tarred cordage of every description,			
		If patent make,	9 <sup>00</sup> / <sub>100</sub> per pound,	ditto,	New York.
		If common make,	11 <sup>70</sup> / <sub>100</sub> per pound,	ditto,	ditto
		Standing rigging, patent make, - - -	12 <sup>21</sup> / <sub>100</sub> per pound,	ditto,	ditto
		White rope, patent make, -	16 <sup>10</sup> / <sub>100</sub> per pound,	ditto,	ditto
		White do. common make, -	18 <sup>20</sup> / <sub>100</sub> per pound,	ditto,	ditto
		Brushes, scrubbing, with handles, - - -	4 50 per dozen,	ditto,	ditto
		Brushes, clamp, - - -	3 00 per dozen,	ditto,	ditto
		Brushes, paint, - - -	7 00 per dozen,	ditto,	ditto
		Brushes, for scrubbing paint, - - -	2 00 per dozen,	ditto,	ditto
		Brushes, whitewash, - -	4 00 per dozen,	ditto,	ditto
		Brooms, hickory, - - -	1 25 per dozen,	ditto,	ditto
		Brooms, birch, - - -	30 per dozen,	ditto,	ditto
		Bristles, - - -	70 per pound,	ditto,	ditto
		Buckets, paint, - - -	12 each,	ditto,	ditto
		Bunting, average, - - -	6 62 per piece,	ditto,	ditto
		Calls, silver, - - -	3 50 each,	ditto,	ditto
		Chips, log, - - -	12 each,	ditto,	ditto
		Chalk, white, - - -	1 per pound,	ditto,	ditto
		Chalk, red, - - -	16 per pound,	ditto,	ditto
		Cocks, brass, - - -	50 each,	ditto,	ditto
		Cocks, common, - - -	12 each,	ditto,	ditto
		Fids, splicing, - - -	3 00 per dozen,	ditto,	ditto
		Fids, cable, average, -	12 00 per dozen,	ditto,	ditto
		Hatchets, - - -	4 00 per dozen,	ditto,	ditto
		Harpoons, - - -	8 00 per dozen,	ditto,	ditto
		Hooks, fish, assorted, -	1 25 per gross,	ditto,	ditto
		Hooks and thimbles, - -	12 per pound,	ditto,	ditto
		Hides, raw, - - -	12 per pound,	ditto,	ditto
		Hides, half tanned, - -	25 per pound,	ditto,	ditto
		Horn for lanterns, - -	10 per sq. or piece	ditto,	ditto
		Hinges, butt, - - -	1 25 per dozen,	ditto,	ditto
		Hinges, brass, - - -	3 00 per dozen,	ditto,	ditto
		Hinges, chest, - - -	2 00 per dozen,	ditto,	ditto
		Hooks, boat, with staves, -	50 each,	ditto,	ditto
		Hooks, boat, without do.	37 each,	ditto,	ditto
		Handspikes, - - -	3 50 per dozen,	ditto,	ditto
		Glasses, 2 hours, - - -	20 00 per dozen,	ditto,	ditto
		Glasses, 1 hour, - - -	19 00 per dozen,	ditto,	ditto
		Glasses, ½ hour, - - -	9 50 per dozen,	ditto,	ditto
		Glasses, 28 seconds, - -	5 00 per dozen,	ditto,	ditto
		Glasses, 14 seconds, - -	5 00 per dozen,	ditto,	ditto

## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Tucker & Carter,	1822. Jan. 21,	Ship chandlery:			
		Glasses, spying, first quality, -	8 00 each,	During 1822,	New York.
		Glasses, spying, second quality, -	4 00 each,	ditto,	ditto
		Glasses, spying, third quality, -	3 00 each,	ditto,	ditto
		Glasses, night, -	15 00 each,	ditto,	ditto
		Glass window, -	12 per foot,	ditto,	ditto
		Glass illuminators, polished, -	16 00 per dozen,	ditto,	ditto
		Glass illuminators, unpolished, -	16 00 per dozen,	ditto,	ditto
		Glue, -	25 per pound,	ditto,	ditto
		Lines, deep sea, 100 fathoms, -	20 per pound,	ditto,	ditto
		Lines, hand, -	20 per pound,	ditto,	ditto
		Lines, fishing, assorted, -	36 per pound,	ditto,	ditto
		Lines, log, 100 fathoms, -	36 per pound,	ditto,	ditto
		Line, marline, -	6 per skein,	ditto,	ditto
		Line, house, -	6 per skein,	ditto,	ditto
		Line, Hambro', -	20 per pound,	ditto,	ditto
		Line, grommett, -	18 per pound,	ditto,	ditto
		Line, bonnet, -	18 per pound,	ditto,	ditto
		Lanterns, horn, -	15 00 per dozen,	ditto,	ditto
		Lanterns, tin, -	5 00 per dozen,	ditto,	ditto
		Lanterns, glass, -	2 00 each,	ditto,	ditto
		Log board, or stall, -	50 each,	ditto,	ditto
		Lead, bar, -	8 per pound,	ditto,	ditto
		Lead, sheet, -	8 per pound,	ditto,	ditto
		Lead, black, -	15 per pound,	ditto,	ditto
		Leather, pump, -	30 per pound,	ditto,	ditto
		Leather, scupper, -	25 per pound,	ditto,	ditto
		Leather, bellows, -	40 per pound,	ditto,	ditto
		Leather, for rigging, -	40 per pound,	ditto,	ditto
		Locks, pad, -	4 50 per dozen,	ditto,	ditto
		Locks, brass door, -	13 50 per dozen,	ditto,	ditto
		Locks, iron door, -	6 00 per dozen,	ditto,	ditto
		Locks, chest, -	2 00 per dozen,	ditto,	ditto
		Lime, -	1 50 per barrel,	ditto,	ditto
		Lamps, patent, binacle, -	6 00 per half dozen,	ditto,	ditto
		Mallets, serving, -	4 00 per dozen,	ditto,	ditto
		Mauls, top, -	1 00 each,	ditto,	ditto
		Mauls, commanders, wood	50 each,	ditto,	ditto
		Marline spikes, -	4 50 per dozen,	ditto,	ditto
		Muslin for charts, -	2 00 per piece,	ditto,	ditto
		Mortar and pestle, bell metal, -	3 00 each,	ditto,	ditto
		Mortar and pestle, wood, -	62 each,	ditto,	ditto
		Mops, with handles, -	6 00 per dozen,	ditto,	ditto
		Measures, tin, gallon, -	50 each,	ditto,	ditto
		Measures, tin, half gallon, -	30 each,	ditto,	ditto
		Measures, tin, quart, -	16 each,	ditto,	ditto
		Measures, tin, pint, -	8 each,	ditto,	ditto
		Measures, tin, half pint, -	6 each,	ditto,	ditto
		Nets, seine, -	50 per pound,	ditto,	ditto
		Nets, trudge, -	50 per pound,	ditto,	ditto
		Nets, trawl, -	50 per pound,	ditto,	ditto
		Needles, sewing, -	1 00 per gross,	ditto,	ditto
		Needles, roping, -	1 50 per gross,	ditto,	ditto
		Needles, marline, -	50 per dozen,	ditto,	ditto
		Palm irons, mounted, -	1 50 per dozen,	ditto,	ditto
		Palm irons, not mounted, -	75 per dozen,	ditto,	ditto
		Pencils, lead, -	75 per dozen,	ditto,	ditto
		Pencils, slate, -	6 per dozen,	ditto,	ditto
		Putty, -	8 per pound,	ditto,	ditto
		Paper, cannon cartridge, -	5 00 per ream,	ditto,	ditto
		Paper, musket cartridge, -	3 00 per ream,	ditto,	ditto
		Paper, pistol cartridge, -	3 00 per ream,	ditto,	ditto
		Paper, sheathing, -	2 00 per ream,	ditto,	ditto
		Paper, sand, -	37 per quire,	ditto,	ditto
		Paper, emery, -	37 per quire,	ditto,	ditto
		Pitch, -	2 25 per barrel,	ditto,	ditto
		Pumps, hand, copper, -	50 00 per dozen,	ditto,	ditto
		Pumps, hand, wood, -	4 00 per dozen,	ditto,	ditto
		Oil, lamp, -	1 25 per gallon,	ditto,	ditto
		Oil, olive, -	1 25 per gallon,	ditto,	ditto
		Reels, log, -	37 each,	ditto,	ditto
		Reels, deep sea, -	1 00 each,	ditto,	ditto
		Rosin, -	2 per pound,	ditto,	ditto
		Rivets, assorted, -	20 per pound,	ditto,	ditto
		Soap, -	10 per pound,	ditto,	ditto
		Scissors, -	25 per pair,	ditto,	ditto



## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Tucker & Carter,	1822. Jan. 21,	Ship chandlery:		During 1822.	New York.
		Shears, sheep, -	50 per pair,		
		Saltpetre, -	11 per pound,		
		Sulphur, crude, -	3 per pound,		
		Sulphur, flour, -	5 per pound,		
		Scales and weights, -	5 50 per set,		
		Tallow, -	15 per pound,		
		Tar, -	2 12 per barrel,		
		Thread, white, red and blue.	87 per pound,		
		Twine, whipping, -	32 per pound,		
		Twine, roping, -	32 per pound,		
		Twine, seine, -	40 per pound,		
		Twine, sewing, -	42 per pound,		
		Trumpets, hand, -	6 00 per dozen,		
		Trumpets, draw, -	1 25 each,		
		Thimbles, assorted, -	25 per pound,		
		Tin, sheets of double, -	13 00 per box,		
		Tin, sheets of single, -	12 00 per box,		
		Tin, block, -	25 per pound,		
		Turpentine, -	10 per gallon,		
		Wick, lamp, -	40 per pound,		
		Wax, bees, -	37 per pound,		
		Nails, iron, -	14 per pound,		
		Nails, copper, -	28 per pound,		
		Nails, spike, -	11 per pound,		
		Nails, brad, -	35 per pound,		
		Nails, scupper, -	20 per pound,		
		Tacks, pump, -	50 per pound,		
		White lead, dry, American.	12 00 per cwt.		
		White lead, in oil, American, first quality.	13 50 per cwt.		
		White lead, dry, foreign, English \$12, Dutch \$11 50.	11 75 per cwt. (average.)		
		White lead, in oil, foreign, -	13 00 per cwt.		
		Red lead, foreign, -	9 00 per cwt.		
		Red lead, American, -	9 00 per cwt.		
		Litharge, powd'd, ground \$9, brown \$7 75.	8 37 per cwt. (average.)		
		Litharge, powdered, foreign.	8 37 per cwt.		
		Yellow ochre, in oil, French \$10, American \$5.	7 50 per cwt.		
		Yellow ochre, dry, American.	1 50 per cwt.		
		Stone ochre, -	12 per pound,		
		Spanish brown, dry, -	2 50 per cwt.		
		Spanish brown, in oil, -	7 00 per cwt.		
		Venetian red, dry, -	6 50 per cwt.		
		Venetian red, in oil, -	9 00 per cwt.		
		Verdigris, -	56 per pound,		
		Vermilion, -	75 per pound,		
		Green paint, in oil, -	36 per pound,		
		Lampblack, -	12 per pound,		
		Black paint, in oil, -	13 per pound,		
		Chromic yellow, -	1 25 per pound,		
		Patent yellow, -	18 per pound,		
		Prussian blue, -	1 25 per pound,		
		Blue paint, in oil, -	37 per pound,		
		Whiting, -	1 00 per cwt.		
		Rose pink, -	20 per pound,		
		Drop lake, -	75 per ounce,		
		Spirits of turpentine, -	56 per gallon,		
		Black varnish, -	37 per gallon,		
		Bright varnish, -	37 per gallon,		
		Copal varnish, \$5, \$4, \$3, \$2.	3 50 per gallon, (average.)		
		Paint oil, raw, -	94 per gallon,		
		Paint oil, boiled, -	1 06 per gallon,		
Winslow, Lewis, & Co.	Jan. 21,	Ship chandlery:		ditto	Portsmouth, N.H. and Boston, Mass.
		Brushes, scrubbing, with handles.	5 00 per dozen,		
		Brushes, clamp, -	3 50 per dozen,		
		Brushes, paint, -	4 00 per dozen,		
		Brushes for scrubbing paint	1 50 per dozen,		
		Brushes, whitewash, best metal \$9, No. 2 \$4.	6 50 per dozen, (average.)		
		Brooms, hickory, -	1 50 per dozen,		
		Brooms, birch, -	25 per dozen,		
		Bristles, -	50 per pound,		
		Buckets, paint, -	12½ each,		
		Bunting, -	6 75 per piece,		

## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Winslow, Lewis, & Co.	1822, Jan. 21,	Ship chandlery:		During 1822,	Portsmouth, N. H. and Boston, Mass.
		Calls, silver, -	3 00 each,	ditto	ditto
		Chips, log, -	8 each,	ditto	ditto
		Chalk, white, -	2 per pound,	ditto	ditto
		Chalk, red, -	4 per pound,	ditto	ditto
		Cocks, brass, -	50 each,	ditto	ditto
		Cocks, common, -	8 each,	ditto	ditto
		Fids, splicing, -	2 00 per dozen,	ditto	ditto
		Fids, cable, \$5, \$10, and \$15, average, -	10 00 per dozen,	ditto	ditto
		Hatchets, -	9 00 per dozen,	ditto	ditto
		Harpoons, -	9 00 per dozen,	ditto	ditto
		Hooks, fish, assorted, -	1 50 per gross,	ditto	ditto
		Hooks and thimbles, -	12½ per pound,	ditto	ditto
		Hides, raw, -	15 per pound,	ditto	ditto
		Hides, half tanned, -	25 per pound,	ditto	ditto
		Horn for lanterns, -	12½ per sq. or piece	ditto	ditto
		Hinges, butt, -	1 25 per dozen,	ditto	ditto
		Hinges, brass, -	3 00 per dozen,	ditto	ditto
		Hinges, chest, -	1 25 per dozen,	ditto	ditto
		Hooks, boat, with staves, -	75 each,	ditto	ditto
		Hooks, boat, without do. -	50 each,	ditto	ditto
		Handspikes, hickory, \$5, ash \$2, average, -	3 50 per dozen,	ditto	ditto
		Glasses, 2 hours, -	10 00 per dozen,	ditto	ditto
		Glasses, 1 hour, -	9 00 per dozen,	ditto	ditto
		Glasses, ½ hour, solid, -	9 50 per dozen,	ditto	ditto
		Glasses, 28 seconds, -	6 00 per dozen,	ditto	ditto
		Glasses, 14 seconds, -	6 00 per dozen,	ditto	ditto
		Glasses, spying, first quality, -	12 00 each,	ditto	ditto
		Glasses, spying, second quality, -	4 00 each,	ditto	ditto
		Glasses, spying, third quality, -	2 00 each,	ditto	ditto
		Glasses, night, -	18 00 each,	ditto	ditto
		Glass, window, 6 by 8, to 8 by 10, Boston, -	16 per foot,	ditto	ditto
		Glass illuminators, polished, -	18 00 per dozen,	ditto	ditto
		Glass illuminators, unpolished, -	16 00 per dozen,	ditto	ditto
		Glue, -	25 per pound,	ditto	ditto
		Lines, deep sea, 100 fath's -	25 per pound,	ditto	ditto
		Lines, hand, -	30 per pound,	ditto	ditto
		Lines, fishing, assorted, -	37½ per pound,	ditto	ditto
		Lines, log, 100 fathoms, -	37½ per pound,	ditto	ditto
		Line, marline, -	8 per skein,	ditto	ditto
		Line, house, -	9 per skein,	ditto	ditto
		Line, Hambro', -	10 per skein,	ditto	ditto
		Line, grommett, -	20 per pound,	ditto	ditto
		Line, bonnet, -	20 per pound,	ditto	ditto
		Lanterns, horn, No. 1, \$12; No. 2, \$18; No. 3, \$20, average, -	16 6⅔ per dozen,	ditto	ditto
		Lanterns, tin, -	6 00 per dozen,	ditto	ditto
		Lanterns, glass, -	2 00 each,	ditto	ditto
		Log board, or stall, -	75 each,	ditto	ditto
		Lead, bar, -	8 per pound,	ditto	ditto
		Lead, sheet, -	9 per pound,	ditto	ditto
		Lead, black, -	20 per pound,	ditto	ditto
		Leather, pump, -	30 per pound,	ditto	ditto
		Leather, scupper, -	25 per pound,	ditto	ditto
		Leather, bellows, -	40 per pound,	ditto	ditto
		Leather for rigging, -	28 per pound,	ditto	ditto
		Locks, pad, iron, -	5 50 per dozen,	ditto	ditto
		Locks, brass, door, -	13 50 per dozen,	ditto	ditto
		Locks, iron, door, -	5 50 per dozen,	ditto	ditto
		Locks, chest, -	2 00 per dozen,	ditto	ditto
		Lime, -	2 00 per barrel,	ditto	ditto
		Lamps, patent, binacle, -	6 00 per half dozen,	ditto	ditto
		Mallets, serving, -	4 00 per dozen,	ditto	ditto
		Mauls, top, -	87½ each,	ditto	ditto
		Mauls, com'der's, wood, -	50 each,	ditto	ditto
		Marline spikes, -	4 50 per dozen,	ditto	ditto
		Muslin for charts, -	2 00 per piece,	ditto	ditto
		Mortar and pestle, bell metal, -	2 00 each,	ditto	ditto
		Mortar and pestle, wood, -	62½ each,	ditto	ditto
		Mops, -	6 00 per dozen,	ditto	ditto
		Measures, tin, gallon, -	50 each,	ditto	ditto
		Measures, tin, half gallon, -	30 each,	ditto	ditto
		Measures, tin, quart, -	25 each,	ditto	ditto
		Measures, tin, pint, -	20 each,	ditto	ditto





## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Winslow, Lewis, & Co.	1822. Jan. 28,	Paints and oils:			
		Litharge, powd'd, American,	8 37½ per cwt.	During 1822,	Portsmouth, N. H.
		Litharge, powdered, foreign,	8 37½ per cwt.	ditto,	and Boston, Mass.
		Yellow ochre, in oil, foreign,	7 50 per cwt.	ditto,	ditto
		Yellow ochre, dry, American,	1 50 per cwt.	ditto,	ditto
		Stone ochre,	15 per pound,	ditto,	ditto
		Spanish brown, dry,	2 25 per cwt.	ditto,	ditto
		Spanish brown, in oil,	7 84 per cwt.	ditto,	ditto
		Venetian red, dry,	6 50 per cwt.	ditto,	ditto
		Venetian red, in oil,	11 00 per cwt.	ditto,	ditto
		Verdigris,	55 per pound,	ditto,	ditto
		Vermilion,	75 per pound,	ditto,	ditto
		Green paint, in oil,	36 per pound,	ditto,	ditto
		Lampblack,	12½ per pound,	ditto,	ditto
		Black paint, in oil,	13 per pound,	ditto,	ditto
		Chromic yellow,	1 00 per pound,	ditto,	ditto
		Patent yellow,	20 per pound,	ditto,	ditto
		Prussian blue,	1 25 per pound,	ditto,	ditto
		Blue paint, in oil,	37½ per pound,	ditto,	ditto
		Whiting, American,	1 25 per cwt.	ditto,	ditto
		Rose pink,	20 per pound,	ditto,	ditto
		Drop lake,	75 per ounce,	ditto,	ditto
		Spirits of turpentine,	56 per gallon,	ditto,	ditto
		Black varnish,	35 per gallon,	ditto,	ditto
		Bright varnish,	37 per gallon,	ditto,	ditto
		Copal varnish,	3 25 per gallon,	ditto,	ditto
		Paint, oil, raw,	1 00 per gallon,	ditto,	ditto
		Paint, oil, boiled,	1 10 per gallon,	ditto,	ditto
Tucker & Carter,	Feb. 5,	Paints and oils:			
		White lead, dry, Amer'n	13 50 per cwt.	ditto,	Washington and
		White lead, in oil, do.	12 66 per cwt.	ditto,	Norfolk.
		White lead, dry, foreign,	13 50 per cwt.	ditto,	ditto
		White lead, in oil, do.	13 16 per cwt.	ditto,	ditto
		Red lead, in oil, do.	9 00 per cwt.	ditto,	ditto
		Red lead, in oil, American	9 00 per cwt.	ditto,	ditto
		Litharge, powdered, do.	9 00 per cwt.	ditto,	ditto
		Litharge, powdered, foreign,	9 00 per cwt.	ditto,	ditto
		Yellow ochre, in oil,	7 50 per cwt.	ditto,	ditto
		Yellow ochre, dry American,	1 50 per cwt.	ditto,	ditto
		Stone ochre,	12 per pound,	ditto,	ditto
		Spanish brown, dry,	2 50 per cwt.	ditto,	ditto
		Spanish brown, in oil,	7 50 per cwt.	ditto,	ditto
		Venetian red, dry,	6 50 per cwt.	ditto,	ditto
		Venetian red, in oil,	9 00 per cwt.	ditto,	ditto
		Verdigris, in oil,	50 per pound,	ditto,	ditto
		Vermilion,	75 per pound,	ditto,	ditto
		Green paint, in oil,	34 per pound,	ditto,	ditto
		Lampblack,	14 per pound,	ditto,	ditto
		Black paint, in oil,	14 per pound,	ditto,	ditto
		Chromic yellow,	1 25 per pound,	ditto,	ditto
		Patent yellow,	18 per pound,	ditto,	ditto
		Prussian blue,	2 00 per pound,	ditto,	ditto
		Blue paint, in oil,	37 per pound,	ditto,	ditto
		Whiting,	1 00 per cwt.	ditto,	ditto
		Rose pink,	20 per pound,	ditto,	ditto
		Drop lake,	75 per ounce,	ditto,	ditto
		Spirits of turpentine,	56 per gallon,	ditto,	ditto
		Black varnish,	37 per gallon,	ditto,	ditto
		Bright varnish,	37 per gallon,	ditto,	ditto
		Copal varnish,	3 82 per gallon,	ditto,	ditto
		Paint oil, raw,	1 06 per gallon,	ditto,	ditto
		Paint oil, boiled,	1 19 per gallon,	ditto,	ditto
James Moore, Jr.	Feb. 7,	Fresh beef and vegetables,	5 per pound beef 1 do. vegetables	ditto,	Washington, D. C.
John Turner, Jr. & Co.	Feb. 8,	Ship chandlery, paints, and oils:			
		Brushes, scrubbing, with handles,	4 50 per dozen,	ditto,	Philadelphia.
		Brushes, clamp,	2 50 per dozen,	ditto,	ditto
		Brushes, paint,	6 00 per dozen,	ditto,	ditto
		Brushes for scrubbing paint	4 50 per dozen,	ditto,	ditto
		Brushes, whitewash,	3 50 per dozen,	ditto,	ditto
		Brooms, hickory,	1 27 per dozen,	ditto,	ditto
		Brooms, birch,	75 per dozen,	ditto,	ditto
		Bunting,	10 00 per piece,	ditto,	ditto
		Chips, log,	20 each,	ditto,	ditto
		Chalk, white,	1 per pound,	ditto,	ditto



## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
John Turner, Jun. & Co.	1822. Feb. 8,	Ship chandlery, &c.		During 1822.	Philadelphia.
		Chalk, red, -	12½ per pound,		
		Cocks, brass, -	37½ each,		
		Cocks, common, -	25 each,		
		Hooks and thimbles, -	10 per pound,		
		Hides, raw, -	19 per pound,		
		Hides, half tanned, -	6 00 per hide,		
		Hinges, butt, -	2 00 per dozen,		
		Hooks, boat, with staves, -	62½ each,		
		Hooks, boat, without do. -	37½ each,		
		Handspikes, -	5 00 per dozen,		
		Glass, twindow, -	8 per foot,		
		Glue, -	12½ per pound,		
		Lines, deep sea, 100 fath's -	23 per pound,		
		Lines, hand, -	25 per pound,		
		Lines, fishing, assorted, -	36 per pound,		
		Lines, log, 100 fathoms, -	36 per pound,		
		Line, marline, -	8 per skein,		
		Line, house, -	8 per skein,		
		Line, Hambro', -	25 per skein,		
		Line, grommett, -	25 per pound,		
		Line, bonnet, -	25 per pound,		
		Lanterns, horn, -	12 00 per dozen,		
		Lanterns, tin, -	8 00 per dozen,		
		Lead, bar, -	8 per pound,		
		Lead, sheet, -	10 per pound,		
		Lead, black, -	20 per pound,		
		Leather, pump, -	30 per pound,		
		Leather, scupper, -	30 per pound,		
		Leather, bellows, -	8 00 per hide,		
		Leather for rigging, -	6 50 per hide,		
		Locks, pad, -	6 00 per dozen,		
		Lime, -	1 50 per barrel,		
		Mallets, serving, -	3 00 per dozen,		
		Mauls, top, -	1 00 each,		
		Mops, -	6 00 per dozen,		
		Measures, tin, gallon, -	50 each,		
		Measures, tin, half gallon, -	37½ each,		
		Measures, tin, quart, -	25 each,		
		Measures, tin, pint, -	12½ each,		
		Measures, tin, half pint, -	10 each,		
		Needles, marline, -	36 per dozen,		
		Palm irons, not mounted, -	20 per dozen,		
		Pencils, slate, -	25 per dozen,		
		Putty, -	6 per pound,		
		Paper, cannon cartridge, -	5 00 per ream,		
		Paper, musket cartridge, -	4 50 per ream,		
		Paper, pistol cartridge, -	4 00 per ream,		
		Paper, sheathing, -	3 00 per 100 lbs.		
		Paper, sand, -	30 per quire,		
		Pitch, -	2 75 per barrel,		
		Oil, lamp, -	1 37½ per gallon,		
		Reels, log, -	75 each,		
		Rosin, -	1 per pound,		
		Rivets, assorted, -	25 per pound,		
		Soap, -	10 per pound,		
		Tallow, -	13 per pound,		
		Tar, -	2 25 per barrel,		
		Twine, whipping, -	37½ per pound,		
		Twine, roping, -	40 per pound,		
		Twine, seine, -	40 per pound,		
		Twine, sewing, -	47 per pound,		
		Trumpets, hand, -	7 50 per dozen,		
		Trumpets, draw, -	1 00 each,		
		Thimbles, assorted, -	20 per pound,		
		Wick, lamp, -	40 per pound,		
		Wax, bees', -	40 per pound,		
		Nails, iron, -	11 per pound,		
		Nails, spike, -	9 per pound,		
		Nails, brad, -	50 per pound,		
		Nails, scupper, -	90 per pound,		
		Tacks, pump, -	75 per pound,		
		White lead, dry, Ame- rican, -	12 00 per cwt.		
		White lead, in oil, Ame. -	13 00 per cwt.		
		White lead, dry, foreign, -	12 00 per cwt.		
		White lead, in oil, do. -	14 00 per cwt.		
		Red lead, foreign, -	9 50 per cwt.		
		Red lead, American, -	9 00 per cwt.		
		Litharge, powdered, do. -	11 00 per cwt.		
		Litharge do. foreign, -	11 00 per cwt.		
		Yellow ochre, in oil, -	8 00 per cwt.		
		Yellow ochre, dry, -	2 00 per cwt.		
		Stone ochre, -	12½ per pound,		

## STATEMENT—Continued.

[illegible]





## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Thomas Barron,	1822, March 1,	Groceries:			
		Candles, spermaceti, -	47 per pound,	During 1822,	New Orleans.
		Candles, mould, -	18 per pound,	ditto,	ditto
Geo. M. Ogden,	March 1,	Cordage:			
		Tarred cordage, -	11 per pound,	ditto,	ditto
		White rope, -	11½ per pound,	ditto,	ditto
Joseph Prados,	March 1,	Fresh beef and vegetables:			
		Beef, -	8 per pound,	ditto,	ditto
		Vegetables, -	6½ per pound,	ditto,	ditto
Prieur & Pascal,	March 1,	Paints and oil:			
		White lead, dry, American, -	20 00 per cwt.	ditto,	ditto
		White lead, in oil, do. -	16 00 per cwt.	ditto,	ditto
		White lead, dry, foreign, -	25 00 per cwt.	ditto,	ditto
		White lead, in oil, do. -	18 00 per cwt.	ditto,	ditto
		Red lead, in oil, foreign, -	25 00 per cwt.	ditto,	ditto
		Red lead, in oil, American, -	22 00 per cwt.	ditto,	ditto
		Litharge, powdered, do. -	28 00 per cwt.	ditto,	ditto
		Litharge, powdered, foreign, -	28 00 per cwt.	ditto,	ditto
		Yellow ochre, in oil, -	14 00 per cwt.	ditto,	ditto
		Yellow ochre, dry, -	11 20 per cwt.	ditto,	ditto
		Spanish brown, dry, -	16 00 per cwt.	ditto,	ditto
		Spanish brown, in oil, -	14 00 per cwt.	ditto,	ditto
		Venetian red, dry, -	20 00 per cwt.	ditto,	ditto
		Venetian red, in oil, -	18 00 per cwt.	ditto,	ditto
		Verdigris, -	1 25 per pound,	ditto,	ditto
		Vermilion, China, -	3 00 per pound,	ditto,	ditto
		Green paint, in oil, -	1 00 per pound,	ditto,	ditto
		Lampblack, -	37½ per pound,	ditto,	ditto
		Black paint, in oil, -	16 per pound,	ditto,	ditto
		Chromic yellow, -	5 00 per pound,	ditto,	ditto
		Patent yellow, -	1 50 per pound,	ditto,	ditto
		Prussian blue, -	5 00 per pound,	ditto,	ditto
		Blue paint, in oil, -	75 per pound,	ditto,	ditto
		Whiting, -	11 20 per cwt.	ditto,	ditto
		Spirits of turpentine, -	1 00 per gallon,	ditto,	ditto
		Black varnish, -	62½ per gallon,	ditto,	ditto
		Bright varnish, -	75 per gallon,	ditto,	ditto
		Copal varnish, -	8 00 per gallon,	ditto,	ditto
		Paint oil, raw, -	1 50 per gallon,	ditto,	ditto
William Liddle,	March 1,	Navy bread, -	6 50 for 100 lbs.	ditto,	ditto
Russel Ball,	March 1,	Ship chandlery:			
		Brushes, scrubbing, with handles, -	8 00 per dozen,	ditto,	ditto
		Brushes, clamp, -	4 00 per dozen,	ditto,	ditto
		Brushes, paint, -	5 00 per dozen,	ditto,	ditto
		Brushes for scrubbing paint, -	2 50 per dozen,	ditto,	ditto
		Brushes, whitewash, -	9 00 per dozen,	ditto,	ditto
		Brooms, hickory, -	2 50 per dozen,	ditto,	ditto
		Brooms, birch, -	2 00 per dozen,	ditto,	ditto
		Bristles, -	75 per pound,	ditto,	ditto
		Buckets, paint, -	50 each,	ditto,	ditto
		Bunting, -	20 00 per piece,	ditto,	ditto
		Calls, silver, -	7 00 each,	ditto,	ditto
		Chips, log, -	12½ each,	ditto,	ditto
		Chalk, white, -	6 per pound,	ditto,	ditto
		Chalk, red, -	50 per pound,	ditto,	ditto
		Cocks, brass, -	75 each,	ditto,	ditto
		Cocks, common, -	25 each,	ditto,	ditto
		Fids, splicing, -	5 00 per dozen,	ditto,	ditto
		Fids, cable, -	6 00 per dozen,	ditto,	ditto
		Hatchets, -	12 00 per dozen,	ditto,	ditto
		Harpoons, -	12 00 per dozen,	ditto,	ditto
		Hooks, fish, assorted, -	2 50 per gross,	ditto,	ditto
		Hooks and thimbles, -	36 per pound,	ditto,	ditto
		Hides, raw, -	25 per pound,	ditto,	ditto
		Hides, half tanned, -	25 per pound,	ditto,	ditto
		Horn for lanterns, -	25 per sq. or piece	ditto,	ditto
		Hinges, butt, -	2 00 per dozen,	ditto,	ditto
		Hinges, brass, -	3 00 per dozen,	ditto,	ditto
		Hinges, chest, -	3 00 per dozen,	ditto,	ditto
		Hooks, boat, with staves, -	1 00 each,	ditto,	ditto
		Hooks, without staves, -	75 each,	ditto,	ditto
		Handspikes, -	8 00 per dozen,	ditto,	ditto
		Glasses, two hours, -	12 00 per dozen,	ditto,	ditto
		Glasses, one hour, -	12 00 per dozen,	ditto,	ditto
		Glasses, half hour, -	9 00 per dozen,	ditto,	ditto
		Glasses, 28 seconds, -	9 00 per dozen,	ditto,	ditto
		Glasses, 14 seconds, -	9 00 per dozen,	ditto,	ditto
		Glasses, spying, first quality, -	18 00 each,	ditto,	ditto



## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When to be delivered.	Where to be delivered.
Russell Ball,	1892. March 1,	Ship chandlery:			
		Glasses, spying, second quality.	15 00 each,	During 1892,	New Orleans.
		Glasses, spying, third quality.	12 00 each,	ditto,	ditto
		Glasses, night,	12 00 each,	ditto,	ditto
		Glass, window,	1 50 per foot,	ditto,	ditto
		Glass illuminators, polished.	6 00 per dozen,	ditto,	ditto
		Glass illuminators, unpolished.	3 00 per dozen,	ditto,	ditto
		Glue,	37½ per pound,	ditto,	ditto
		Lines, deep sea, 100 faths.	37½ per pound,	ditto,	ditto
		Lines, hand,	37½ per pound.	ditto,	ditto
		Lines, fishing, assorted,	50 per pound,	ditto,	ditto
		Lines, log, 100 fathoms,	50 per pound,	ditto,	ditto
		Line, marline,	12½ per skein,	ditto,	ditto
		Line, house,	18 per skein,	ditto,	ditto
		Line, Hambro,	25 per pound,	ditto,	ditto
		Line, grommett,	16 per pound,	ditto,	ditto
		Line, bonnet,	25 per pound,	ditto,	ditto
		Lanterns, horn,	24 00 per dozen,	ditto,	ditto
		Lanterns, tin,	9 00 per dozen,	ditto,	ditto
		Lanterns, glass,	2 00 each,	ditto,	ditto
		Log, board, or stall,	4 00 each,	ditto,	ditto
		Lead, bar,	8 per pound,	ditto,	ditto
		Lead, sheet,	12½ per pound,	ditto,	ditto
		Lead, black,	25 per pound,	ditto,	ditto
		Leather, pump,	25 per pound,	ditto,	ditto
		Leather, scupper,	25 per pound,	ditto,	ditto
		Leather, bellows,	25 per pound,	ditto,	ditto
		Leather for rigging,	25 per pound,	ditto,	ditto
		Locks, pad,	6 00 per dozen,	ditto,	ditto
		Locks, brass, door,	24 00 per dozen,	ditto,	ditto
		Locks, iron, door,	18 00 per dozen,	ditto,	ditto
		Locks, chest,	4 50 per dozen,	ditto,	ditto
		Lime,	1 50 per barrel,	ditto,	ditto
		Lamps, patent binacle,	12 00 per half dozen,	ditto,	ditto
		Mallets, serving,	10 00 per dozen,	ditto,	ditto
		Mauls, top,	1 50 each,	ditto,	ditto
		Do. commander's, wood,	75 each,	ditto,	ditto
		Marline spikes,	3 00 per dozen,	ditto,	ditto
		Muslin for charts,	2 50 per piece,	ditto,	ditto
		Mortars and pestle, bell metal.	2 00 each,	ditto,	ditto
		Mortars and pestle, wood,	50 each,	ditto,	ditto
		Mops,	8 00 per dozen,	ditto,	ditto
		Measures, tin, gallon,	1 00 each,	ditto,	ditto
		Measures, tin, half gallon,	75 each,	ditto,	ditto
		Measures, tin, quart,	50 each,	ditto,	ditto
		Measures, tin, pint,	37 each,	ditto,	ditto
		Measures, tin, half pint,	25 each,	ditto,	ditto
		Nets, seine,	1 00 per pound,	ditto,	ditto
		Nets, trudge,	1 00 per pound,	ditto,	ditto
		Nets, trawl,	1 00 per pound,	ditto,	ditto
		Needles, sewing,	1 50 per gross,	ditto,	ditto
		Needles, roping,	2 00 per gross,	ditto,	ditto
		Needles, marline,	3 00 per dozen,	ditto,	ditto
		Palm irons, mounted,	3 00 per dozen,	ditto,	ditto
		Palm irons, not mounted,	75 per dozen,	ditto,	ditto
		Pencils, lead,	75 per dozen,	ditto,	ditto
		Pencils, slate,	25 per dozen,	ditto,	ditto
		Putty,	17 per pound,	ditto,	ditto
		Paper, cannon cartridge,	5 00 per ream,	ditto,	ditto
		Paper, musket cartridge,	5 00 per ream,	ditto,	ditto
		Paper, pistol cartridge,	5 00 per ream,	ditto,	ditto
		Paper, sheathing,	4 00 per ream,	ditto,	ditto
		Paper, sand,	50 per quire,	ditto,	ditto
		Paper, emery,	50 per quire,	ditto,	ditto
		Pitch,	4 50 per barrel,	ditto,	ditto
		Pumps, hand, copper,	60 00 per dozen,	ditto,	ditto
		Pumps, hand, wood,	9 00 per dozen,	ditto,	ditto
		Oil, lamp,	1 50 per gallon,	ditto,	ditto
		Oil, olive,	3 50 per gallon,	ditto,	ditto
		Reels, log,	1 00 each,	ditto,	ditto
		Reels, deep sea,	1 50 each,	ditto,	ditto
		Rosin,	6 per pound,	ditto,	ditto
		Rivets, assorted,	25 per pound,	ditto,	ditto
		Soap,	12½ per pound,	ditto,	ditto
		Scissors,	37 per pair,	ditto,	ditto
		Shears, sheep,	50 per pair,	ditto,	ditto
		Saltpetre,	18 per pound,	ditto,	ditto
		Sulphur, crude,	6½ per pound,	ditto,	ditto
		Sulphur, flour,	12½ per pound,	ditto,	ditto

## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When and where to be delivered.
Russell Ball,	1822. March 1,	Ship chandlery, &c. Scales and weights,	2 00 per set,	During 1822, New Orleans.
		Tallow,	18½ per pound,	ditto
		Tar,	4 00 per barrel,	ditto
		Thread, white, red, and blue,	1 00 per pound,	ditto
		Twine, whipping,	75 per pound,	ditto
		Twine, roping,	75 per pound,	ditto
		Twine, seine,	75 per pound,	ditto
		Twine, sewing,	75 per pound,	ditto
		Trumpets, hand,	75 per pound,	ditto
		Trumpets, draw,	7 50 per dozen,	ditto
		Thimbles, assorted,	2 00 each,	ditto
		Tin, sheets of double,	25 per pound,	ditto
		Tin, sheets of single,	16 00 per box,	ditto
		Tin, block,	15 00 per box,	ditto
		Turpentine,	50 per pound,	ditto
		Wick, lamp,	50 per gallon,	ditto
		Wax, bees',	75 per pound,	ditto
		Nails, iron,	37½ per pound,	ditto
		Nails, copper,	12½ per pound,	ditto
		Nails, spike,	75 per pound,	ditto
		Nails, brad,	12½ per pound,	ditto
		Nails, scupper,	12½ per pound,	ditto
		Tacks, pump,	25 per pound,	ditto
Richard Parrott,	March 5,	Tarred cordage of every description, except standing rigging:	1 00 per pound,	ditto
Epenetus Wheeler,	Jan. 1,	If common make,	11½ per pound,	During 1822, Washington, D. C.
		Fresh beef, vegetables, bread, and groceries:		
		Fresh beef,	5½ per pound,	During 1822, Whitehall, Lake Champlain.
		Vegetables,	2 per pound,	ditto
		Bread, navy,	3½ per pound,	ditto
		Whiskey,	40 per gallon,	ditto
		Molasses,	45 per gallon,	ditto
		Vinegar,	20 per gallon,	ditto
		Rice,	3 per pound,	ditto
		Tobacco,	15 per pound,	ditto
		Butter,	18 per pound,	ditto
		Cheese,	8 per pound,	ditto
		Candles, spermaceti,	42 per pound,	ditto
		Candles, mould,	20 per pound,	ditto
S. J. Isaacs & Co.	July 17,	2,580 lbs. copper rods for 7 in. spikes,		
		2,800 lbs. copper rods for 10 in. do.		
		23 lbs. bolt do. to follow ¾ auger,		
		1,984 lbs. bolt do. to follow ¾ auger,		
		6,213 lbs. bolt do. to follow 1½ auger,		
		1,216 lbs. sheathing nails, 1½ inch,		
		75 lbs. do. nails, for 14 oz. copper,		
		13 sheets 34 oz. sheathing copper,		
		308 sheets 14 oz. sheathing copper,		
		2,000 lbs. of 1½ inch copper bolts,		
		2,000 lbs. of 1½ inch copper bolts,		
		2,000 lbs. of ¾ inch copper bolts,		
		1,500 lbs. of ¾ inch copper bolts,		
		1,000 lbs. of copper spike rods,		
		650 sheets 28 oz. copper,		
		658 sheets 30 oz. copper,		
		658 sheets 32 oz. copper,		
		150 sheets 18 oz. copper,		
		350 sheets 16 oz. copper,		
		23 cwt. copper sheathing nails,		
		4,000 lbs. rod copper, ¾ inch square,		
		5,600 lbs. rod copper, ¾ inch square,		
		5,000 lbs. rod copper, 1½ inch square,		
		2,000 lbs. rod copper, ¾ inch square,		
		500 lbs. rod copper, ¾ inch square,		
		500 lbs. rod copper, ¾ inch square,		
		500 lbs. round copper, ¾ inch round,		
		300 lbs. round copper ¾ inch round,		
		700 feet of 1½ inch bolt copper, to follow 1½ inch augers,		
			27 per pound,	On or before the 1st of October next, Charlestown, Mas.
			27 per pound,	On or before the 20th of August next, N. York.
S. J. Isaacs & Co.	June 25,	4,000 lbs. rod copper, ¾ inch square,		
		5,600 lbs. rod copper, ¾ inch square,		
		5,000 lbs. rod copper, 1½ inch square,		
		2,000 lbs. rod copper, ¾ inch square,		
		500 lbs. rod copper, ¾ inch square,		
		500 lbs. rod copper, ¾ inch square,		
		500 lbs. round copper, ¾ inch round,		
		300 lbs. round copper ¾ inch round,		
		700 feet of 1½ inch bolt copper, to follow 1½ inch augers,		
			27½ per pound,	As early as practicable, Washington, D. C.
			27½ per pound,	As early as practicable, Philadelphia.
Charles Ridgely, of Hampton.	May 18,	16½ tons iron, 5 to 2½ inches broad, 2½ to ¾ inches thick,		
		13 tons iron, 2½ to ¾ inch square,		
		4,000 lbs. iron, 1½ inch,		
		3,900 lbs. iron, ¾ inch,		
		2,400 lbs. iron, 2½ inches,		
		20,500 lbs. of spike rods,		
		17,000 lbs. of hoop iron, from 20d to 40,		
		10,500 lbs. of iron for nail rods,		
			100 00 per ton of 2,240 lbs.	During 1822, Washington, D. C.
Evan T. Ellicott & Co.	May 18,		5 per pound,	ditto



## STATEMENT—Continued.

Contractors' names.	Date.	Articles contracted for.	Price of articles.	When and where to be delivered.
Thos. Worthington,	1822, Sept. 23,	400 barrels of pork,	13 00 per barrel,	Between 1st March and 1st June next, Washington.
Wm. McKenney,	Feb. 19,	Bread and groceries: Bread, navy,	3½ per pound,	During 1822, Washington, D. C.
		Whiskey,	37½ per gallon,	ditto
		Molasses,	37½ per gallon,	ditto
		Vinegar,	20 per gallon,	ditto
		Rice,	4 per pound,	ditto
		Tobacco,	15 per pound,	ditto
		Butter,	15 per pound,	ditto
		Cheese,	12½ per pound,	ditto
		Candles, spermaceti,	44 per pound,	ditto
		Candles, mould,	19 per pound,	ditto
P. L. Mills and Napier.	Feb. 28,	Bread and groceries: Bread, navy,	3 per pound,	During 1822, N. York.
		Whiskey,	35 per gallon,	ditto
		Molasses,	34 per gallon,	ditto
		Vinegar,	14 per gallon,	ditto
		Rice,	3½ per pound,	ditto
		Tobacco,	12½ per pound,	ditto
		Butter,	18 per pound,	ditto
		Cheese,	8 per pound,	ditto
		Candles, spermaceti,	40 per pound,	ditto
		Candles, mould,	16½ per pound,	ditto
Peter S. V. Hamet,	March 1,	Bread and groceries: Bread, navy,	3 per pound,	During 1822, Erie, Pa.
		Whiskey,	23 per gallon,	ditto
		Molasses,	1 00 per gallon,	ditto
		Vinegar,	25 per gallon,	ditto
		Rice,	13 per pound,	ditto
		Tobacco,	20 per pound,	ditto
		Butter,	10 per pound,	ditto
		Cheese,	10 per pound,	ditto
		Candles, spermaceti,	63 per pound,	ditto
		Candles, mould,	20 per pound,	ditto
John Mason,	April 5,	Ordnance: 20 forty-two pound carronades,	185 00 each,	In the course of 12 months from date, at the foundry.
		34 thirty-two pound long guns,	125 00 per ton of 2,240 lbs.	ditto
		Turning and chiseling,	8 00 per ditto,	ditto
		2,000 forty-two pound round shot,	5 per pound,	ditto
		3,400 thirty-two pound round shot,	5 per pound,	ditto
		600 stands forty-two pound grape shot,	8 per pound,	ditto
		680 stands thirty-two do.	8 per pound,	ditto
		Stools,	5½ per pound,	ditto
Cary Selden,	May 31,	2,000 bushels of coal,	38 per bushel,	During 1822, at Portsmouth, N. H.
		1,800 bushels of coal,	38 per bushel,	Boston.
		4,000 bushels of coal,	33 per bushel,	New York.
		3,000 bushels of coal,	35 per bushel,	Philadelphia.
		13,000 bushels of coal,	30 per bushel,	Washington.
		2,000 bushels of coal,	27 per bushel,	Norfolk.
William Fontaine,	July 3,	From 80 to 100 white oak logs,	23 per cubic foot,	On or before 1st of January next, at Washington.
Gouverneur Kemble.	Sept. 12,	Caronades for United States' ship Erie,	To receive those now on board the Erie, and cast others agreeably to forms prescribed by the Navy Commissioners; the price to be determined on completion of the contract.	1st December next, navy yard, Brooklyn, N. Y.
E. J. Dupont de Nemours & Co.	Sept. 20,	For refining 30 tons of saltpetre,	2½ cents per pound,	In the course of 12 months from date, where required.

[17th CONGRESS.]

No. 229.

[2d SESSION.]

## RODGERS'S MARINE RAILWAY, OR INCLINED PLANE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 12, 1823.

Mr. FULLER, from the Committee on Naval Affairs, to whom was committed a message from the President of the United States upon the subject of the marine railway or inclined plane, [See No. 226.] reported:

That they have given due attention to the documents accompanying the message of the President, and have also examined the model of a dock proposed to be constructed in connexion with the inclined plane already constructed at the navy yard in the city of Washington, and they are of opinion that the plan proposed is well adapted to the object of building, repairing, and preserving the public vessels, and that an appropriation ought to be made for the purpose of carrying into effect the plan proposed, and completing the railway and dock at the navy yard aforesaid; for which purpose they recommend the following resolution:

*Resolved*, That the sum of fifty thousand dollars ought to be appropriated for the purpose of constructing a dock and wharves for building, repairing, and constructing vessels of the United States at the navy yard in the city of Washington.

[17th CONGRESS.]

No. 230.

[2d SESSION.]

## MIDSHIPMEN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 17, 1823.

Mr. FULLER, from the Committee on Naval Affairs, to whom was committed a resolution respecting the equal selection of midshipmen for the navy from the different States, reported:

By the second section of the second article of the constitution of the United States, the President is vested with power, by and with the advice and consent of the Senate, to nominate and appoint all officers whose appointment is not otherwise provided for by the constitution; thus giving him the exercise of his discretion, without any limitation as to place of birth or residence in such appointments. This latitude in selecting persons of suitable character and qualifications must have been deemed indispensable to enable the Executive power to fulfil the high trust of providing for the "faithful execution" of the laws, and at the same time involves a responsibility which would have been considerably diminished by such a restriction as is suggested by the resolution. In appointing officers in the *civil* department, for the performance of duties which are local in their nature, the committee believe that a regard to the circumstance of residence and of the political and individual relations of the persons selected must frequently be among the considerations most important to a just decision. Nor is there any reason to doubt that a due regard to this consideration, in accordance with local predilections and the spirit and genius of a free people, has guided the Executive of the United States as far, hitherto, as the public good requires.

In the army and the navy less scope is afforded to the Executive in filling the higher grades of service, as long established usage limits the selection of suitable persons to an inconsiderable number, whose education and probationary character are deemed to render them the only subjects of such selection. It is only in the appointments to the lower grades, from which at a future day the highest ranks of the military and naval corps are to be filled, that the utmost latitude is afforded to the President for consulting the future interests of the country, by enrolling in her defence an adequate number of brave, intelligent, patriotic, and virtuous officers; and the committee are of opinion that any restriction by law, even if permitted by the constitution, would be highly pernicious in its operation, and might often result in the appointment of persons incompetent and unsuitable.

In regard to the appointment of midshipmen, the particular subject of the present inquiry, it appears, by the letter of the Secretary of the Navy Department accompanying this report, that a disposition sufficiently favorable to a general and fair participation of naval preferment has constantly pervaded that Department, and has been no otherwise counteracted than was unavoidable from circumstances beyond its control.

The committee fully concur in the propriety and policy of enrolling in the naval service the meritorious young men of the interior States, whenever they manifest a solicitude to enter it; and they are persuaded that such a disposition on their part has always been encouraged, and will continue to be so, as far as a due regard to the constitutional discretion and responsibility of the Executive will permit. They therefore recommend the following resolution:

*Resolved*, That any provision, by law, restraining the Executive of the United States in the selection of midshipmen, is inexpedient.

NAVY DEPARTMENT, January 25, 1823.

SIR:

In answer to the inquiry in your letter of the 21st instant, whether any general rules are adopted in the Department by which the selection of midshipmen is made, particularly as relates to their residence, I have the honor to state that the general rule by which I have been governed in this respect, is, to apportion them among the several States, according to the ratio of representation in Congress, when the applicants were unexceptionable as to character and qualifications for the service. The disproportion, however, was so great that I have not as yet been able to bring about an apportionment among the several States, according to the rule alluded to. But as, in all new appointments, due regard is had to the principle, the object will before long be effected. Whether it would be expedient to adopt by law this rule, leaving no discretion on the subject to the Department, may well be questioned. Although the applicants in the aggregate are very numerous, yet there are some States from which there are but few; and if the Department should be bound by law to conform in all cases to this rule, the selection might not always be of the most deserving and best qualified.

I have the honor to be, very respectfully, sir, your obedient servant,

SMITH THOMPSON.

Hon. TIMOTHY FULLER, *Chairman Naval Committee, House of Representatives.*



[17th CONGRESS.]

[No. 231.]

[2d Session.]

## PRIZE AGENTS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 24, 1823.

*To the House of Representatives:*

FEBRUARY 22, 1823.

In compliance with a resolution of the House of Representatives of the 11th of this month, requesting information whether any prize agents have neglected to render an account of their agency, and to pay over the money in their hands; the names of those who have failed; the sums unaccounted for; and whether any of those thus failing are in the employ of the Government, and their compensation has been in consequence suspended, I transmit a report from the Secretary of the Navy, with the documents referred to by him.

JAMES MONROE.

NAVY DEPARTMENT, *February 17, 1823.*

SIR:

To meet the several inquiries contained in the resolution of the House of Representatives of the 11th instant, in relation to prize agents, which you have been pleased to refer to this Department, I have the honor to transmit to you a report from the Fourth Auditor of the Treasury, which shows the names of prize agents who have accounts open on the books of the Treasury; the amount paid to each, and for what object; the amount accounted for, as well as that which remains to be accounted for; and whether the agents are or are not in the employ of the United States.

No compensation has been retained from the agents who are in the employ of the United States, as, from the correspondence had with the Attorney General on the accountability of prize agents, a copy of which is herewith enclosed, it does not appear to be certain that they are legally bound to render to the Government an account of the distribution.

I have the honor to be, with the highest respect, sir, your obedient servant,

SMITH THOMPSON.

The PRESIDENT OF THE UNITED STATES.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *February 15, 1823.*

SIR:

In pursuance of a resolution of the House of Representatives of the 11th instant, I have the honor to hand you, herewith, a report of the names of the prize agents who have accounts open on the books of this office, exhibiting the amount paid to each, the amount accounted for, and the balances remaining to be accounted for, with such other information as the records and files of this office do furnish.

I have the honor to be, sir, very respectfully, your obedient servant,

CONSTANT FREEMAN, *Fourth Auditor.*The Hon. SMITH THOMPSON, *Secretary of the Navy.*

*Report of the Prize Agents of the moneys they have received; for what objects; of the balances which appear to be unexpended; and of those of them who are now in employ of the United States.*

Names of the agent.	Residence, and whether in the employ of the United States.	When and for what objects appropriated.	Am't appropriated and paid to agents.	Amount accounted for by agents.	Balances remaining unaccounted for by agents.	REMARKS.
Chas. W. Goldsborough,	Washington City. Chief clerk in the office of the Navy Commissioners.	2d Session, 12th Congress, chap. 193, March 3, 1813, for the capture of the British frigates Guerriere and Java.	\$100,000 00	\$96,729 60	\$3,270 40	The amount accounted for has been ascertained from vouchers rendered, but his account has not been audited. He states he has vouchers for fifteen or sixteen hundred dollars, paid since he rendered his account.
George S. Wise, Jun.	New York. Purser in the Navy.	2d Session, 12th Congress, chap. 193, March 3, 1813, for the capture of the British sloop of war Frolic.	25,000 00	22,842 52	2,157 48	
Edward N. Coxe, and Jas. L. Montauvert,	New York. Purser in the Navy.	1st Session, 13th Congress, chap. 8, July 13, 1813, for the capture of the British brig Peacock.	37,000 00	23,494 22	13,505 78	
Samuel Hambleton,	New York. Not in the employ of the United States. St. Michael's, Md. Purser in the Navy.	2d Session, 13th Congress, chap. 129, April 18, 1814, for the purchase of vessels captured on Lake Erie.	242,250 00	236,567 54	5,682 46	He has vouchers for the payment of \$429 78, not yet rendered.
George Beale, Jun.	Washington City. Purser in Navy.	3d Session, 13th Congress, chap. 88, March 3, 1815, for the purchase of vessels captured on Lake Champlain.	290,438 19	266,711 17	23,727 02	He has vouchers for the payment of \$4,762 38, not yet rendered.
White Youngs,	Formerly of the army,	3d Session, 13th Congress, chap. 88, March 3, 1815, for the purchase of vessels captured on Lake Champlain.	13,853 49	13,612 25	240 84	The amount accounted for has been ascertained from vouchers rendered, but his account has not been stated.
Charles Biddle,	Philadelphia. Not in the employ of the United States.	1st Session, 14th Congress, chap. 21, February 28, 1816, for the capture and destruction of the British sloop of war Penguin.	25,000 00	-	25,000 00	In suit.
Buller Cocke,	Norfolk, Va. Not in the employ of the United States.	1st Session, 14th Congress, chap. 65, April 20, 1816, for the capture and destruction of the British armed vessels Reindeer and Arvon.	50,000 00	38,994 73	11,005 27	He was appointed by the Secretary of the Navy, pursuant to the provisions of the 3d section of the act referred to. Suit has been instituted for the recovery of the balance.
John McCauley,	Philadelphia. Not in the employ of the United States.	1st Session, 14th Congress, chap. 79, April 26, 1816, for the capture of the British sloop of war Levant.	25,000 00	-	25,000 00	
Littleton W. Tazewell,	Norfolk, Va. Commissioner for the Florida Claims.	1st Session, 14th Congress, chap. 119, April 27, 1816, for the Algerine vessels captured, and restored to the Dey of Algiers.	100,000 00	75,689 35	24,310 65	
John McCauley,	Philadelphia. Not in the employ of the United States.	2d Session, 15th Congress, chap. 15, February 4, 1819, for rewarding the representatives of Commodore Edward Preble, and the officers and crew of the brig Syren.	2,500 00	-	2,500 00	

All the above named prize agents, except Buller Cocke, disclaim any right of this office to call them to account for the moneys they have received, as they hold themselves responsible to the captors only, for the proper distribution of their money. This they found, in some measure, on the opinion of the Attorney General of the United States, November 29, 1821, in the case of Charles Biddle. None of the agents, except Buller Cocke, have been appointed by the Government, nor have they, except Mr. Cocke, been required by law to refund the balances which remain unexpended for any public service whatever.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *February 15, 1822.*

CONSTANT FREEMAN, *Fourth Auditor.*



NAVY DEPARTMENT, *November 28, 1821.*

SIR:

By an act of Congress of February 28, 1816, 1st session 14th Congress, chapter 21, the President of the United States is authorized to have distributed, as prize money, to the officers and crew of the sloop of war *Hornet*, \$25,000. Under this act, Charles Biddle, by a power of attorney from the captors, was appointed prize agent, and received the \$25,000, and gave the receipt, a copy of which you also have.

Your opinion is requested, whether, under these circumstances, Mr. Biddle is accountable to the Navy Department, or any other department of the Government, for the distribution of this money, or whether he is responsible only to the individuals entitled to the money, for a faithful distribution of the same.

I am, respectfully, &amp;c.

SMITH THOMPSON.

HON. WILLIAM WIRT, *Attorney General of the United States.*

No. —.

Received, March 25, 1816, a warrant, No. 5,636, drawn by the Secretary of the Navy on the Treasurer of the Navy, in my favor, for \$25,000, with which I am to be charged, and held accountable at the office of the Accountant of the Navy.

CHARLES BIDDLE, JUN.

*Agent for the crew of the United States' ship Hornet.*OFFICE OF THE ATTORNEY GENERAL, U. S. *November 29, 1821.*

SIR:

If Charles Biddle was duly authorized by the officers and the crew of the *Hornet* to receive from the Government the \$25,000 appropriated to their use, by the act of the 28th of February, 1816, they have no longer a right to look to the President of the United States, under that act, to superintend the distribution, and enforce on Mr. Biddle a faithful execution of the trust confided to him by them. The stipulation in Mr. Biddle's receipt, that he was "to be charged and held accountable at the office of the Accountant of the Navy," appears to have been *ex abundanti cautela*; yet it is a stipulation, to the enforcement of which he could not object, successfully, if a case should occur to make it necessary for the Government to insist on it. He has given them the power, and they may exercise it, if they choose; the officers and crew, however, who constituted Mr. Biddle their agent, have no right to complain if the Government decline the exercise of the power.

I am, respectfully, &amp;c.

WILLIAM WIRT.

HON. SMITH THOMPSON, *Secretary of the Navy.*

18th CONGRESS.]

No. 232.

[1st SESSION.]

## NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 12, 1824.

SIR:

NAVY DEPARTMENT, *January 7, 1824.*

In obedience to the act of Congress for the better government of the navy of the United States, I have the honor, on behalf of the Commissioners of the Navy Pension Fund, to transmit, herewith, the annual statement in relation to that fund, as follows:

A. Statement of the United States' stock belonging to the Navy Pension Fund.

B. Statement of bank stock belonging to the Navy Pension Fund, and abstract of warrants drawn by the Secretary of the Navy upon the Treasurer of the Navy Pension Fund. [Amount, \$37,428.]

C. Account of Thomas T. Tucker, Treasurer, with the Commissioners of the Navy Pension Fund. [Balance against him, \$23,269 49.]

D. List of Navy Pensioners, and the pensions allowed to each. [Number, including widows and orphans, four hundred and twenty-three, and amount paid, \$37,248.]

All which is respectfully submitted.

SAMUEL L. SOUTHARD.

The Hon. the SPEAKER of the House of Representatives.

## A.

*Statement of the stocks on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, commissioners of the Navy Pension Fund, with interest and reimbursement which accrued in the year 1823.*

STOCKS.	Nominal amount.	Commencement of interest.	Interest for 1823.	Reimbursement of deferred stock in 1823.	Total reimbursement of deferred stock, paid to Dec. 31, 1823.	Unredeemed amount on the 1st Jan'y 1823.
		1823.				
Deferred six per cent., - - -	56,532 23	Jan. 1,	330 49	4,192 07	54,067 42	2,464 81
Three per cent., - - -	30,895 93	do.	926 88	-	-	30,895 93
Six per cent. of 1812, - - -	79,000 00	do.	4,740 00	-	-	79,000 00
Exchanged six per cent. of 1812, -	4,504 86	do.	270 38	-	-	4,504 86
Six per cent. of 1813, (16,000,000 loan,) -	18,400 00	do.	1,104 00	-	-	18,400 00
Six per cent. of 1813, 7,500,000 -	134,235 02	do.	8,054 08	-	-	134,235 02
Six per cent. of 1814, 10,000,000 -	267,253 78	do.	16,035 22	-	-	-
Six per cent. of 1814, 10,000,000 -	3,809 52	Ap'l 1,	151 43	-	-	275,349 01
Six per cent. of 1814, 10,000,000 -	4,285 71	July 1,	128 57	-	-	-
Six per cent. of 1814, 6,000,000 -	169,932 32	Jan. 1,	11,395 92	-	-	169,932 32
Six per cent. of 1815, - - -	43,814 41	do.	2,628 88	-	-	43,814 41
Treasury note, six per cent., -	2,815 36	do.	168 92	-	-	2,815 36
	\$835,479 14	-	\$45,924 67	\$4,192 07	\$54,067 42	\$781,411 72

Nominal amount per statement of the last year, January 1, 1823, - - - \$927,383 91

Add six per cent. of 1814, loan of ten millions, purchased in 1823, - - - 8,095 23

Nominal amount as above, - - - 835,479 14

Deduct reimbursement of deferred stocks to 31st December, 1823, as above, - - - 54,067 42

Unredeemed amount as above, - - - \$781,411 72

TREASURY DEPARTMENT, REGISTER'S OFFICE, December 29, 1823.

JOSEPH NOURSE, *Register*.

## B.

*Statement of Bank Stocks belonging to the Navy Pension Fund.*

	Nominal value.	Amount of costs.
890 complete shares Columbia Bank stock, - - -	89,000	95,902 60
90 short shares Columbia Bank stock, - - -	3,600	3,600 00
700 complete shares Washington Bank stock, - - -	14,000	14,260 00
600 complete shares Union Bank stock, - - -	15,000	15,340 50
	\$121,600	\$129,103 10

Of the United States' stocks, reported by the Register of the Treasury, \$17,664 60 has been purchased of the Privateer Pension Fund, and transferred within the year 1823.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 5, 1824.

CONSTANT FREEMAN, *Auditor*.

18th CONGRESS.]

No. 233.

[1st SESSION.

## TEN ADDITIONAL SLOOPS OF WAR.

COMMUNICATED TO THE SENATE BY THE CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS, JANUARY 13, 1824.

NAVY DEPARTMENT, January 7, 1824.

SIR:

In answer to your letter of the 17th of December last, I have the honor to enclose a short memorandum respecting the "sloops of war in the navy during the late war with Great Britain," by which it appears that in 1812 there were two sloops, one of which was lost in October of that year. In 1813 six were built, and in the latter part of that year and the commencement of 1814 seven were in the service, which was the largest number at any one time during that war. Of these seven, three have been lost; the remaining four are now in commission, and there are none in ordinary. In addition to these there are, however, in our navy two ships, the Cyane and John Adams, now in commission, which do not differ much from sloops of war of the largest size, either in armament or expense.

I am of opinion that the good of the service and a suitable apportionment of the naval force require that ten additional sloops of war should be built; and on this subject I beg leave to ask your attention to the enclosed papers,



one of which is a copy of a letter to the chairman of the Naval Committee of the House of Representatives, in answer to a resolution of that body; the other two are estimates, made at your request, showing the cost of building, equipping, manning, and keeping in service, each of said vessels.

With great respect I am, sir, your obedient servant,

SAMUEL L. SOUTHARD.

Hon. JAMES LLOYD, *Chairman of the Naval Committee, U. S. Senate.*

NAVY DEPARTMENT, January 7, 1824.

SIR:

In answer to your letter of the 16th December last, communicating the resolution of the House of Representatives of the 15th of that month, that the Committee on Naval Affairs be instructed to inquire into the expediency of authorizing the construction of ten additional sloops of war, I have the honor to state:

1. That there are at this time in the navy but *four* sloops of war, and no more are authorized to be built, while the laws provide for twelve ships of the line, twelve frigates of the largest class, and three of the second class. The disproportion, therefore, between the number of sloops and the number of the larger vessels is very great, and must be productive of inconvenience when the situation of the nation shall require that all be in commission and in active service.

2. That sloops of war are competent to most of the objects for which our navy is employed in a time of peace, and often save the necessity of keeping in commission vessels of a larger class; and in war they are very useful both for annoyance and defence. It is believed, therefore, that economy requires an addition to their number.

3. They are also the proper command for masters commandant, and are indispensable to give to them that skill and experience which alone can qualify them to command vessels of a larger size. With the number now in service it is impossible that opportunities of acquiring this skill and experience can be furnished to this grade of officers, and their want of them may be felt and regretted when we are least able to remedy the evil.

From these considerations I feel it my duty respectfully to recommend that the number mentioned in the resolution be built, and of the largest class; and I communicate herewith a copy of a letter from the Commissioners of the Navy, furnishing estimates of the cost of building, equipping, and maintaining in commission for one year, one sloop of this size.

I am, very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

Hon. B. W. CROWNINSHIELD,

*Chairman of the Committee on Naval Affairs, House of Representatives.*

*Estimate of the cost of building a sloop of war of the first class.*

Materials of wood,	-	-	-	-	\$19,494 00
Materials of copper,	-	-	-	-	9,691 76
Materials of iron, including work,	-	-	-	-	1,680 50
Carpenters' work, joiners' work, and coppering,	-	-	-	-	15,650 00
					\$46,516 26
Equipment,	-	-	-	-	37,087 95
Contingencies,	-	-	-	-	1,395 79
					\$85,000 00

*Estimate of the annual expense of a sloop of war of the first class.*

Number and description of officers and men.	Pay per month.	Rations per day.	Number of rations.	Price of rations.	Amount of pay and rations.
1 Master commandant,	\$60	4	1,460	25 cts.	\$1,085 00
4 Lieutenants,	40	2	2,920	do.	2,670 00
1 Master,	40	1	365	do.	571 25
2 Masters' mates,	20	1	730	do.	662 50
9 Midshipmen,	19	-	-	-	2,052 00
1 Boatswain,	20	1	365	do.	331 25
1 Gunner,	20	1	365	do.	331 25
1 Sailmaker,	20	1	365	do.	331 25
1 Carpenter,	20	1	365	do.	331 25
1 Purser,	40	1	365	do.	571 25
1 Surgeon,	50	1	365	do.	691 25
1 Surgeon's mate,	30	1	365	do.	451 25
1 Captain's clerk,	25	-	-	-	300 00
1 Sailmaker's mate,	19	-	-	-	228 00
2 Boatswain's mates,	19	-	-	-	456 00
1 Gunner's mate,	19	-	-	-	228 00
1 Carpenter's mate,	19	-	-	-	228 00
1 Steward,	18	-	-	-	216 00
1 Cooper,	18	-	-	-	216 00
1 Armorer,	18	-	-	-	216 00
1 Master-at-arms,	18	-	-	-	216 00
6 Quartermasters,	18	-	-	-	1,296 00
4 Quartermasters,	18	-	-	-	864 00
3 Yeomen,	18	-	-	-	648 00
1 Coxswain,	18	-	-	-	216 00
1 Ship's corporal,	18	-	-	-	216 00
1 Cook,	18	-	-	-	216 00
62 Able seamen,	12	-	-	-	8,928 00
48 Ordinary seamen,	10	-	-	-	5,760 00
12 Boys,	6	-	-	-	864 00
172 Provisions—62,780 rations,	-	-	-	25 cts.	\$31,391 50
					15,695 00

## GENERAL ESTIMATE.

For pay and subsistence,	-	-	-	-	\$31,391 50
For provisions,	-	-	-	-	15,695 00
Repairs, including wear and tear,	-	-	-	-	12,000 00
Hospital stores,	-	-	-	-	2,000 00
					<u>\$61,086 50</u>

NAVY DEPARTMENT, January 7, 1824.

Sloop of war Wasp, 18 guns, after taking the Frolic, British sloop of war, was, with her prize, captured by the Poictiers 74 in October, 1812.

Sloop of war Hornet, 18 guns; in service; built at Baltimore in 1805.

Sloop of war Wasp, 18 guns; built at Newburyport, Massachusetts, in 1813; commanded by Johnston Blakely, Esq.; not heard from since October, 1814.

Sloop of war Frolic, 18 guns; built at Boston, Massachusetts, 1813; captured by the British frigate Orpheus in 1814.

Sloop of war Erie, 18 guns; built at Baltimore, 1813; in service.

Sloop of war Ontario, 18 guns; built at Baltimore, 1813; in service.

Sloop of war Argus, 18 guns; built at Washington, 1813; burnt August 24, 1814.

Sloop of war Peacock, 18 guns; built at New York, 1813; in service.

Corvette John Adams; in service.

Corvette Cyane; in service.

18th CONGRESS.]

No. 234.

[1st Session.

## TEN ADDITIONAL SLOOPS OF WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 20, 1824.

Mr. CROWNINSHIELD made the following report:

The Committee on Naval Affairs, to whom was committed the resolution of the House of Representatives of the 15th of December, directing an inquiry into the expediency of authorizing the construction of ten additional sloops of war, respectfully report:

That, by a letter from the Secretary of the Navy, dated January 7, 1824, to your committee, it appears there are, at this time, in the Navy of the United States, but four sloops of war, and no more are authorized to be built, while the laws provide for twelve ships of the line, twelve frigates of the largest class, and three of the second. The disproportion, therefore, between the number of sloops and the number of larger vessels is very great, and must be productive of inconvenience when all are to be employed in active service; and when, too, that class of vessels must become very useful when employed singly or in fleets.

Your committee are further of opinion that sloops of war can, in time of peace, be employed for all the ordinary purposes for which vessels of war are wanted, with more expedition in fitting them for sea, at a much less expense, and would often supersede the necessity of the employment of the larger vessels of war; so that, on the score of economy, they seem to be required.

They are useful, as your committee do believe, in another respect; some such vessels are required, and the want thereof much felt, as they seem to be the proper command for masters commandant, and the command of which will give them that skill and knowledge which are absolutely necessary they should have before they can be fully competent to command ships of the largest class, and the want of which, at some future day, may be sensibly felt by the nation.

Your committee also find, by estimates from the Navy Commissioners to the Secretary of the Navy, dated 23d of December, 1823, that the expense of constructing, together with the cost of all the materials of all descriptions, for a sloop of war of the largest class, will amount to eighty-five thousand dollars; and the expense of officering, manning, and victualling the same, for employment, will amount to sixty-one thousand two hundred dollars per annum.

Your committee, therefore, seeing the importance of these sloops of war, do most respectfully and earnestly recommend the building of ten additional sloops of war, to be forthwith commenced; and they beg leave to report a bill accordingly.

18th CONGRESS.]

No. 235.

[1st Session.

## LIST OF OFFICERS, DATES OF COMMISSIONS, AND LENGTH OF SERVICE AT SEA, SINCE JANUARY 1, 1815.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 22, 1824.

SIR:

NAVY DEPARTMENT, January 20, 1824.

In answer to a resolution of the House of Representatives of the 16th of December last, I have the honor to transmit "A list of the officers of the Navy of the United States, denoting the periods of their admission into the public service, the dates of their present commissions, and the time of their actual service at sea, since the first of January, 1815."



This list has been rendered as accurate, in relation to the "actual service at sea," as the records of the Department would permit, but it is believed not to be free from some errors. Officers have sometimes served at sea, and been transferred from one vessel to another, (thereby increasing or diminishing the length of their cruise,) under orders from superiors, which have not been regularly returned.

It has not been possible to ascertain when each vessel in commission went to sea or returned into port. It has, therefore, been necessary to take the time that each officer was attached to vessels in commission for sea service, as the time of his "actual service at sea." It is proper, also, to remark, that this list does not furnish the means of a just estimate of the services rendered by each of the officers since they were attached to the navy.

Some of those who appear to have performed but little or no "actual service at sea," since the 1st of January, 1815, had, before that time, rendered long and active service at sea; and have, since that time, been usefully employed at yards, stations, and hospitals.

I have the honor to be, with the highest respect, sir, your obedient servant,

SAMUEL L. SOUTHARD.

Hon. HENRY CLAY, *Speaker of the House of Representatives.*

*List of the Commissioned Officers now in the Navy of the United States; the periods of their admission into the public service; the dates of their present commissions, and the time of their actual service at sea, since the first day of January, 1815; made in obedience to a resolution of the House of Representatives of the United States, of December 16, 1823.*

#### CAPTAINS.

Names.	Date of admission into the public service.	Date of present commission.	Time of service at sea, since January 1, 1815.		
			In what vessels.	Years.	M <sup>th</sup> s.
John Rodgers,	March 9, 1798,	March 5, 1799,	On a visit to Thompson's island, from 6th October to 16th November, 1823, in schooner Shark,	-	2
James Barron,	March 9, 1798,	May 22, 1799,	None since January 1, 1815.	-	-
William Bainbridge,	Aug. 3, 1798,	May 20, 1800,	In command of Mediterranean squadron, from July to November, 1815, and from 5th January, 1820, to July, 1821,	1	10
Thomas Tingey,	Sept. 3, 1798,	Nov. 23, 1804,	None.	-	-
Charles Stewart,	March 9, 1798,	April 23, 1806,	Ordered to Franklin 74, January, 1816; sailed Oct'r, 1817, and arrived off New York, April, 1820; sailed for Pacific, October, 1821, and still out. Constitution five months,	5	1
Isaac Hull,	March 9, 1798,	April 23, 1806,	None.	-	-
Isaac Chauncey,	June 11, 1799,	April 24, 1806,	Washington 74, from September, 1815, to July, 1818,	2	10
David Porter,	Dec. 5, 1798,	July 2, 1812,	West India squadron, from December, 1822, to this date,	1	-
Samuel Evans,	May 11, 1798,	July 4, 1812,	None.	-	-
Jacob Jones,	April 10, 1799,	March 3, 1813,	Macedonian, Guerriere, and Constitution,	5	8
Charles Morris,	May 27, 1800,	March 5, 1813,	Congress, and commanding squadron in Gulf of Mexico,	2	7
Arthur Sinclair,	June 29, 1798,	July 24, 1813,	Congress,	-	10
Thomas Macdonough,	Feb. 5, 1800,	Sept. 11, 1814,	Guerriere,	1	9
Lewis Warrington,	Jan. 6, 1800,	Nov. 22, 1814,	Peacock, Macedonian, and Guerriere.—NOTE. Surveying the coast from October, 1817, to March, 1820,	1	10
Joseph Bainbridge,	April 8, 1799,	Nov. 23, 1814,	None.	-	-
William M. Crane,	May 23, 1799,	Nov. 24, 1814,	In the Mediterranean,	4	1
James T. Leonard,	Feb. 28, 1799,	Feb. 4, 1815,	None.	-	-
James Biddle,	Feb. 12, 1800,	Feb. 28, 1815,	Hornet, Ontario, Macedonian, & Congress,	4	5
Charles G. Ridgely,	Oct. 17, 1799,	Feb. 28, 1815,	Erie, in the Mediterranean, and Constellation,	4	11
Robert Trail Spence,	May 15, 1800,	Feb. 28, 1815,	Cyane, on coast of Africa. Surveying, from May, 1816, to May, 1817,	1	1
Daniel T. Patterson,	Aug. 20, 1800,	Feb. 28, 1815,	None.	-	-
Samuel Angus,	Nov. 6, 1799,	April 27, 1816,	John Adams,	-	4
Melanchton T. Woolsey,	April 9, 1800,	April 27, 1816,	None.	-	-
John O. Creighton,	June 25, 1800,	April 27, 1816,	Cyane, and in the Mediterranean,	2	4
Edward Trenchard,	April 30, 1800,	March 5, 1817,	John Adams and Cyane,	3	3
John Downes,	June 1, 1802,	March 5, 1817,	Epervier, Ontario, and Macedonian,	5	4
John D. Henley,	Oct. 14, 1799,	March 5, 1817,	John Adams and Congress,	3	10
Jesse D. Elliot,	April 2, 1804,	Mar. 27, 1818,	Ontario. NOTE.—Surveying the coast from October, 1817, to June, 1822,	-	9

#### MASTERS COMMANDANT.

Robert Henley,	April 8, 1799,	Aug. 12, 1818,	Hornet,	-	1
Stephen Cassin,	Feb. 21, 1800,	Sept. 11, 1814,	Peacock,	-	1
James Renshaw,	July 7, 1800,	Dec. 10, 1814,	John Adams,	-	6
David Deacon,	Oct. 18, 1800,	Dec. 10, 1814,	Erie; now on a cruise,	-	3
Lewis Alexis,	June 1, 1802,	Dec. 10, 1814,	None.	-	-
Sidney Smith,	July 26, 1800,	Feb. 28, 1815,	Hornet,	-	11
Thomas Brown,	April 28, 1801,	March 1, 1815,	Peacock,	-	8
Samuel Woodhouse,	May 2, 1801,	April 27, 1816,	None.	-	-
C. C. B. Thompson,	Dec. 22, 1802,	April 27, 1816,	Franklin, and in the Mediterranean.	3	-
Alex. S. Wadsworth,	April 2, 1804,	April 27, 1816,	Prometheus, John Adams, & Constellation,	5	5

## MASTERS COMMANDANT—Continued.

Names.	Date of admission into the public service.	Date of present commission.	Time of service at sea, since January 1, 1815.		
			In what vessels.	Years.	Mths.
George W. Rodgers, -	April 2, 1804,	April 27, 1816,	Firefly and Peacock, -	4	6
George C. Read, -	April 2, 1804,	April 27, 1816,	Chippewa and Hornet, -	6	1
Henry E. Ballard, -	April 2, 1804,	April 27, 1816,	Hornet and Franklin, -	3	4
William Carter, -	June 28, 1804,	April 27, 1816,	Firefly and Peacock, -	4	10
Joseph J. Nicholson, -	April 2, 1804,	March 5, 1817,	Prometheus, Flambeau, and Spark, -	1	5
Wolcott Chauncey, -	June 28, 1804,	March 5, 1817,	Torch and Ontario, -	1	7
Edmund P. Kennedy, -	Nov. 22, 1805,	March 5, 1817,	None.	-	-
Alexander J. Dallas, -	Nov. 22, 1805,	March 5, 1817,	Spitfire, Saranac, and John Adams, -	2	6
John B. Nicholson, -	July 4, 1805,	March 5, 1817,	Flambeau and Nonesuch, -	2	7
Beckman V. Hoffman, -	July 4, 1805,	March 5, 1817,	Cyane and Tom Bowline, -	2	5
Jesse Wilkinson, -	July 4, 1805,	April 18, 1818,	John Adams, schooner Hornet, Spark, & West India squadron, -	2	5
George Budd, -	Nov. 22, 1805,	Mar. 28, 1820,	None.	-	-
T. Ap Catesby Jones, -	March 1, 1809,	Mar. 28, 1820,	Washington, -	2	6
Joseph S. McPherson, -	June 20, 1806,	Mar. 28, 1820,	Java, -	1	10
John Porter, -	June 20, 1806,	Mar. 28, 1820,	Boxer, and West India squadron, -	3	-
William Bolton Finch, -	June 20, 1806,	Mar. 28, 1820,	Independence, Prometheus, Columbus 74, and Guerriere, -	3	7
William B. Shubrick, -	June 20, 1806,	Mar. 28, 1820,	Washington 74, -	2	10
Benjamin W. Booth, -	June 20, 1806,	Mar. 28, 1820,	United States and Constitution, -	2	-
Alexander Claxton, -	June 20, 1806,	Mar. 28, 1820,	United States, Nonesuch, & Macedonian, -	4	3
Charles W. Morgan, -	Jan. 1, 1808,	April 15, 1820,	None.	-	-

## LIEUTENANTS.

Francis I. Mitchell, -	May 2, 1803,	Feb. 18, 1809,	None.	-	-
Raymond H. Perry, -	July 24, 1807,	March 5, 1813,	Spark, and in the Mediterranean, -	1	5
Lawrence Kearney, -	July 24, 1807,	March 6, 1813,	Enterprise and West India squadron, -	8	3
Foxhall A. Parker, -	Jan. 1, 1808,	March 9, 1813,	United States and Constitution, -	4	2
Edward R. McCall, -	Jan. 1, 1808,	Mar. 11, 1813,	Java, and gunboat No. 168, -	2	11
Daniel Turner, -	Jan. 1, 1808,	July 12, 1813,	Java, John Adams, and Nonesuch, -	6	2
David Conner, -	Jan. 16, 1809,	July 24, 1813,	Ontario and Dolphin, -	3	5
John Gallagher, -	Feb. 6, 1809,	do.	Washington and Enterprise, -	3	-
Thos. Holdup Stevens, -	Feb. 8, 1808,	do.	Constellation and Shark, -	2	7
Henry S. Newcomb, -	Jan. 16, 1809,	do.	Macedonian, -	-	9
James P. Oellers, -	Feb. 28, 1809,	do.	Franklin and Jackall, -	2	5
William M. Hunter, -	Jan. 16, 1809,	do.	Franklin, -	2	5
John D. Sloat, -	Jan. 10, 1812,	do.	Franklin and Congress, -	1	9
Matthew C. Perry, -	March 1, 1809,	do.	Shark and Cyane, -	2	11
Charles W. Skinner, -	Feb. 21, 1809,	do.	Ontario, gunboat No. 95, and Wild Cat, and Washington 74, -	2	7
Joseph Wragg, -	Feb. 8, 1809,	do.	Franklin 74, and Alert, -	3	3
Samuel W. Adams, -	Jan. 1, 1808,	do.	None.	-	-
Frederick W. Smith, -	do.	do.	Franklin, Asp, and in Mediterranean, -	4	11
Otho Norris, -	Jan. 16, 1809,	do.	Washington, John Adams, and Cyane, -	4	6
John T. Newton, -	Feb. 24, 1809,	do.	Hornet and West India squadron, -	2	-
Samuel Henley, -	March 1, 1809,	do.	Macedonian and Constellation, and West India squadron, -	5	11
Joseph Smith, -	Jan. 10, 1809,	do.	Constellation and Guerriere, -	3	4
Lawrence Rousseau, -	Feb. 10, 1809,	do.	None.	-	-
George W. Storer, -	Feb. 6, 1809,	do.	Congress, Constitution, and Lynx, -	6	2
Joseph Cassin, -	March 1, 1809,	do.	John Adams and Peacock, -	2	9
Robert M. Rose, -	May 30, 1809,	do.	Columbus and West India squadron, -	2	8
Beverly Kennon, -	July 19, 1809,	do.	Ontario, Washington, Columbus, and West India squadron, -	5	-
Edward R. Shubrick, -	March 1, 1809,	Oct. 9, 1813,	John Adams and Spark, -	2	6
Charles A. Budd, -	Nov. 22, 1805,	June 18, 1814,	None.	-	-
Francis H. Gregory, -	Feb. 8, 1809,	Feb. 28, 1814,	Grampus, frigate United States, Constellation, and Congress, -	3	4
John H. Clack, -	Feb. 13, 1810,	Dec. 9, 1814,	Congress and Constellation, -	5	1
Philip F. Vorhees, -	Jan. 31, 1810,	do.	Congress and Peacock, -	4	10
Benjamin Cooper, -	Feb. 20, 1809,	do.	Franklin, John Adams, and Cyane, -	5	8
William L. Gordon, -	April 11, 1810,	do.	Guerriere, Congress, and Spark, -	3	10
Silas Duncan, -	July 28, 1810,	do.	Independence and Cyane, -	3	10
James Ramage, -	June 1, 1813,	do.	Schooners Hornet and Porpoise, -	5	8
Dulany Forrest, -	May 22, 1809,	do.	Java and John Adams, -	4	5
David Geissingier, -	April 4, 1810,	do.	Flying squadron, Mediterranean, John Adams, and Constitution, -	7	6
Robert F. Stockton, -	Sept. 1, 1811,	do.	Spitfire, and other vessels, -	7	1
Thomas S. Cunningham, -	July 28, 1810,	do.	Firebrand, -	-	-
Isaac McKeever, -	Feb. 1, 1809,	do.	Constitution, -	2	9
John P. Zantzinger, -	Jan. 9, 1810,	do.	Schooners Hornet and Weasel, and United States, -	2	6
Charles C. Crowley, -	Feb. 8, 1809,	do.	Guerriere and Franklin 74, -	1	10
William D. Salter, -	Feb. 2, 1810,	do.	Prometheus, John Adams, and Ontario, -	5	4
Charles S. McCauley, -	Jan. 16, 1809,	do.	Erie, in Mediterranean, and Constitution, -	7	5
John H. Bell, -	March 1, 1809,	do.	Erie and Constellation, -	2	11
Thomas M. Newell, -	Sept. 11, 1813,	do.	West India squadron, -	-	8
Elie A. F. Vallette, -	June 25, 1812,	do.	Despatch and Guerriere, and West India squadron, -	2	6
William A. Spencer, -	March 6, 1810,	do.	Macedonian and Columbus, and Peacock, -	3	7



## LIEUTENANTS—Continued.

Names.	Date of admission into the public service.	Date of present commission.	Time of service at sea, since January 1, 1815.		
			In what vessels.	Years.	Mths.
Francis B. Gamble, -	Aug. 1, 1809,	Dec. 9, 1814,	Decoy, United States, and Spark,	2	3
William Laughton, -	Jan. 9, 1810,	do.	Peacock and Constellation, and U. States,	5	1
Nelson Webster, -	Feb. 14, 1809,	do.	None.		
Thomas T. Webb, -	Jan. 1, 1808,	do.	John Adams, -	9	
John Percival, -	March 6, 1809,	do.	Macedonian and Peacock, -	3	6
John H. Aulick, -	Jan. 9, 1810,	do.	Saranac and Ontario, -	8	1
William V. Taylor, -	April 28, 1813,	do.	None.		
Mervine P. Mix, -	July 3, 1813,	do.	None.		
Bladen Dulany, -	May 30, 1809,	do.	Spitfire and Guerriere, -	3	6
James McGowan, -	Sept. 1, 1811,	do.	Enterprise, -	1	1
Silas H. Stringham, -	June 19, 1810,	do.	Cyane and Alligator, Erie and Spark, -	4	4
Nath'l L. Montgomery, -	Dec. 17, 1810,	do.	In the Mediterranean, and Shark, -	3	8
William A. C. Farragut, -	Jan. 16, 1809,	do.	Enterprise and West India squadron, -	1	11
George B. McCulloh, -	July 27, 1813,	do.	United States, -	3	7
Stephen Champlin, -	May 22, 1812,	do.	None.		
William Lowe, -	Nov. 19, 1812,	do.	Boxer, -	1	10
Richard G. Edwards, -	Jan. 1, 1809,	do.	None.		
Isaac Mayo, -	Nov. 15, 1809,	Feb. 4, 1815,	Dolphin and Hornet, -	3	
William K. Latimer, -	do.	do.	Erie and Macedonian, -	5	10
William Mervine, -	Jan. 16, 1809,	do.	Alligator and Grampus, -	2	3
Thomas Crabb, -	Nov. 15, 1809,	do.	In the Mediterranean, Constellation and Peacock, -	5	4
Edward B. Babbitt, -	do.	May 1, 1815,	Independence, Saranac, and schr. Hornet, -	3	4
Thomas Paine, Jun. -	Oct. 10, 1812,	Dec. 1, 1815,	Gunboat No. 168, -	3	
James Armstrong, -	Nov. 15, 1809,	April 27, 1816,	Congress and Columbus, -	5	8
Joseph Smoot, -	Dec. 1, 1809,	do.	Nonesuch and Macedonian, -	6	1
Robert B. Randolph, -	Aug. 15, 1810,	do.	Nonesuch and Constellation, -	4	
William Berry, -	Dec. 17, 1810,	do.	Ontario and Congress, -	4	2
Samuel L. Breeze, -	do.	do.	Flying squadron, Hornet, & Constitution, -	7	4
John Evans, -	do.	do.	Alert, Peacock, and Washington 74, -	2	10
Benjamin Page, Jun. -	do.	do.	Franklin and Congress, -	4	3
John T. Ritchie, -	do.	do.	Congress, Prometheus, and West India squadron, -	3	3
John A. Wish, -	do.	do.	Macedonian, Alert, and West India squadron, -	5	1
John Gwinn, -	May 18, 1809,	do.	Saranac, Hornet, and Columbus, -	6	
William A. Weaver, -	Feb. 10, 1811,	do.	Tom Bowline and Franklin, -	4	3
Thomas W. Wynan, -	Dec. 17, 1810,	do.	Congress and Enterprise, -	4	8
James L. Morris, -	June 9, 1811,	do.	Prometheus, Alert, Columbus, and Enterprise, -	6	
Andrew Fitzhugh, -	do.	do.	Congress and John Adams, -	7	4
William M. Caldwell, -	Sept. 1, 1811,	do.	Congress, Prometheus, and West India squadron, -	3	10
John K. Carter, -	May 9, 1812,	do.	None.		
Joseph Cross, -	June 9, 1811,	do.	Guerriere and West India squadron, -	2	
Abram S. Ten Eick, -	Sept. 1, 1811,	do.	Ontario, -	3	11
Thomas S. Hammersley, -	Jan. 14, 1812,	do.	Constellation and Franklin, -	5	
John White, -	Dec. 2, 1813,	do.	None.		
William M. Robins, -	June 18, 1812,	do.	None.		
Hiram Paulding, -	Sept. 1, 1811,	do.	Constellation, Macedonian, and West India squadron, -	4	11
Jonathan D. Williamson, -	do.	do.	Franklin and Alligator, -	3	11
Uriah P. Levy, -	Oct. 21, 1812,	March 5, 1817,	Franklin, Constitution, and gunboat No. 158, -	3	6
Enoch H. Johns, -	Jan. 16, 1809,	do.	In the Mediterranean, -	-	10
Charles Lacey, -	Jan. 16, 1809,	do.	Saranac, -	1	4
Charles Boardman, -	June 9, 1811,	do.	John Adams and Erie, -	2	
French Forrest, -	do.	do.	Despatch, Columbus, and West India squadron, -	3	8
Edgar Freeman, -	do.	do.	Saranac and Cyane, -	2	3
William E. McKenney, -	do.	do.	Peacock, Nonesuch, Enterprise, and West India squadron, -	6	6
William I. Belt, -	Sept. 1, 1811,	do.	Washington, Columbus, and West India squadron, -	4	9
Charles H. Caldwell, -	do.	do.	Spark, -	-	11
William Jameson, -	do.	do.	Alert, John Adams, and Congress, -	2	
James W. H. Ray, -	do.	do.	In the Mediterranean, and Alligator, -	4	5
William Boerum, -	do.	do.	Nonesuch, Cyane, and Constitution, -	3	11
Charles L. Williamson, -	do.	do.	Independence and John Adams, -	1	10
Charles Gauntt, -	do.	do.	Alert and Macedonian, -	5	4
William W. Ramsay, -	do.	do.	Washington, Congress, John Adams, and Franklin, -	5	9
Ralph Vorhees, -	do.	do.	Guerriere, Ontario, Cyane, and West India squadron, -	7	
Alexander Eskridge, -	Jan. 1, 1812,	do.	Hornet and Prometheus, -	4	9
Ebenezer Ridgeway, -	do.	do.	Franklin, -	7	4
Thomas A. Conover, -	do.	do.	Constellation, Guerriere, and Franklin, -	6	9
Archibald S. Campbell, -	do.	do.	None.		
William Taylor, -	do.	do.	Congress, Columbus, and Hornet, -	4	8
John C. Long, -	June 18, 1812,	do.	Boxer and Hornet, -	4	1
Henry R. Warner, -	June 28, 1812,	do.	Enterprise and Cyane, -	2	9
John H. Graham, -	June 18, 1812,	do.	United States, -	2	2
Henry Ward, -	Nov. 9, 1813,	do.	Columbus, and West India squadron, -	2	9

## LIEUTENANTS—Continued.

Names.	Date of admission into the public service.	Date of present commission.	Time of service at sea, since January 1, 1815.		
			In what vessels.	Years.	Mths.
Henry Henry, -	July 1, 1812,	March 5, 1817,	Torch and Franklin,	3	5
Samuel W. Downing, -	Sept. 1, 1811,	do.	Prometheus, Franklin, John Adams, Peacock, and West India squadron,	4	1
Richard S. Hunter, -	do.	do.	Washington and Hornet,	5	4
William Pottenger, -	do.	do.	West India squadron,	-	5
Henry W. Ogden, -	do.	do.	Washington, John Adams, and Franklin,	5	10
John H. Lee, -	June 18, 1812,	do.	Washington, Nonesuch, John Adams, and Congress,	4	1
Walter Abbot, -	Jan. 1, 1812,	do.	Congress,	2	4
James M. McIntosh, -	Sept. 1, 1811,	April 1, 1818,	Enterprise and West India squadron,	3	7
Josiah Tatnall, -	Jan. 1, 1812,	do.	Macedonian and West India squadron,	4	
William T. Temple, -	Sept. 1, 1811,	do.	Ontario and West India squadron,	2	8
George McCawley, -	do.	do.	Franklin, Alert, and Columbus,	3	10
Hugh N. Page, -	do.	do.	Alert and John Adams,	5	8
John A. Cook, -	Jan. 1, 1812,	do.	John Adams and Peacock,	2	6
William Inman, -	do.	do.	Congress, Alligator, and West India squadron,	3	10
Joel Abbot, -	June 18, 1812,	do.	Congress and Guerriere,	2	7
Lewis E. Simonds, -	Jan. 1, 1812,	do.	Congress, John Adams, and Macedonian,	3	4
John M. Dale, -	June 18, 1812,	do.	Washington, Congress, Alligator, and Spark,	6	8
Harrison H. Cocke, -	do.	do.	Tom Bowline, Enterprise, and Nonesuch,	6	6
William I. McCluney, -	Jan. 1, 1812,	do.	Saranac and gunboat No. 158, & Dolphin,	3	2
Albert G. Wall, -	do.	do.	Nonesuch, Franklin, Congress, and John Adams,	3	9
Ephraim D. Whitlock, -	do.	do.	Franklin and West India squadron,	2	3
James F. Curtis, -	June 18, 1812,	do.	Saranac and Porpoise,	1	7
James Goodrum, -	do.	do.	Nonesuch and West India squadron,	2	1
John B. Montgomery, -	June 4, 1812,	do.	Ontario, Hornet, and Cyane,	6	8
Horace B. Sawyer, -	Jan. 1, 1812,	do.	Prometheus and Dolphin,	3	3
Cornelius K. Stribling, -	June 18, 1812,	do.	Hornet and Constellation,	1	9
James E. Legare, -	do.	do.	Chippewa, Boxer, Nonesuch, and West India squadron,	3	7
Joshua R. Sands, -	do.	do.	Washington, Franklin, and Hornet,	4	10
Allen Griffin, -	Jan. 1, 1812,	do.	Congress and Peacock,	2	8
John L. Cummings, -	Oct. 8, 1812,	do.	Ontario and John Adams,	6	2
Frederick S. Gibbon, -	June 9, 1811,	do.	Schooner Hornet,	1	
John J. Young, -	Jan. 1, 1812,	March 28, 1820,	Nonesuch, Hornet, Asp, Cyane, & Shark,	5	9
Charles H. Bell, -	June 18, 1812,	do.	Hornet, Cyane, Guerriere, and Ontario,	5	10
Abraham Bigelow, -	do.	do.	Ontario,	4	2
Otho Stallings, -	do.	do.	Erie and Grampus,	3	2
Zachariah W. Nixon, -	do.	do.	John Adams and Macedonian,	2	
Henry C. Newton, -	do.	do.	Epervier and Ontario,	5	6
Frank Ellery, -	Feb. 19, 1812,	do.	Constellation, Guerriere, and Nonesuch, and Enterprise,	7	7
Frederick Varnum, -	Nov. 2, 1812,	do.	Shark, John Adams, and United States,	4	4
Frederick G. Wolbert, -	Nov. 11, 1812,	do.	Porpoise, and West India squadron, and Erie,	2	11
Joseph R. Jarvis, -	Nov. 2, 1812,	do.	Guerriere and Constitution,	4	10
Thomas W. Freelon, -	Aug. 21, 1812,	do.	John Adams and Grampus,	2	3
Pardon M. Whipple, -	Nov. 23, 1812,	do.	Washington, Columbus, and Constitution,	5	8
James Williams, -	Sept. 21, 1811,	do.	Franklin, John Adams, and Spark,	2	6
Samuel W. Le Compte, -	June 4, 1812,	do.	Franklin and Hornet,	2	6
Charles T. Platt, -	Dec. 29, 1812,	do.	Hornet, Guerriere, and Shark,	6	8
William A. Armstrong, -	Nov. 30, 1814,	March 3, 1821,	United States, Guerriere, Hornet, and Congress,	5	1
William F. Shields, -	Feb. 2, 1814,	do.	Shark and United States,	1	10
Garret J. Pendergrast, -	Jan. 1, 1812,	do.	Franklin, Hornet, and Erie,	3	10
William C. Nicholson, -	June 18, 1812,	do.	Franklin, Congress, John Adams, and United States,	8	4
James B. Cooper, -	July 9, 1812,	April 22, 1822,	None.		
Jonathan W. Sherburne, -	Sept. 10, 1813,	July 4, 1822,	Surveying the coast since 1816, (bays, rivers, and harbors.)		

## SURGEONS.

Edward Cutbush, -	May 28, 1799,	June 24, 1799,	None.		
Samuel R. Marshal, -	May 14, 1799,	Jan. 16, 1800,	None.		
Lewis Heerman, -	Sept. 10, 1801,	Nov. 27, 1804,	None.		
Joseph G. T. Hunt, -	April 19, 1804,	do.	None.		
Jonathan Cowdry, -	Jan. 1, 1800,	do.	None.		
Samuel D. Heap, -	April 5, 1804,	do.	Hospital at Pisa since September, 1817, and ordered to the Cyane, Mediterranean, December, 1823,	6	3
Robert L. Thorn, -	June 17, 1806,	March 3, 1809,	None.		
William P. C. Barton, -	April 10, 1809,	April 28, 1809,	None.		
George Logan, -	April 14, 1810,	April 14, 1810,	None.		
Amos A. Evans, -	Sept. 1, 1808,	April 20, 1810,	None.		
Robert S. Kearney, -	July 12, 1805,	April 28, 1810,	United States and Constellation.	3	3
James Page, -	Sept. 7, 1807,	March 5, 1811,	None.		



## SURGEONS—Continued.

Names.	Date of admission into the public service.	Date of present commission.	Time of service at sea, since January 1, 1815.			
			In what vessels.	Years.	M <sup>th</sup> s.	
Thomas Harris, -	July 6, 1812,	July 6, 1812,	Guerriere and Shark, - - -	-	-	9
William Turk, -	July 16, 1812,	July 24, 1813,	Guerriere, - - -	-	-	7
Hyde Ray, -	July 20, 1809,	do.	Erie, Congress, and Washington, -	2	-	8
Walter W. Buchanan, -	Aug. 31, 1812,	do.	None.	-	-	-
Gerard Dayers, -	May 8, 1813,	do.	Columbus, - - -	2	-	9
Robert R. Barton, -	May 13, 1813,	do.	Erie, - - -	1	-	6
Benjamin P. Kissam, -	July 24, 1813,	do.	Hornet, - - -	-	-	8
John A. Kearney, -	March 3, 1809,	do.	Franklin, United States, and Constitution, -	2	9	2
Baily Washington, -	May 19, 1810,	do.	Shark and Washington, -	2	2	9
Walter W. New, -	March 5, 1811,	Oct. 6, 1813,	John Adams and West India squadron, -	1	6	6
Robert C. Randolph, -	May 1, 1810,	April 15, 1814,	Saranac, - - -	1	6	6
Charles B. Hamilton, -	April 2, 1811,	do.	John Adams and Peacock, - - -	1	4	2
William Swift, -	May 14, 1813,	do.	Ontario, - - -	3	-	2
Richard K. Hoffman, -	July 16, 1814,	July 26, 1814,	Guerriere, Shark, and Ontario, -	2	-	8
Thomas B. Salter, -	May 19, 1813,	May 22, 1815,	Saranac and Franklin, - - -	5	-	5
Peter Christie, -	July 8, 1812,	April 27, 1816,	Ferret, - - -	-	-	4
Charles M. Reese, -	-	do.	In the Mediterranean, - - -	1	-	11
Samuel Jackson, -	July 10, 1812,	Mar. 27, 1818,	Erie, - - -	-	-	3
Andrew B. Cook, -	Dec. 21, 1812,	do.	Hornet, - - -	3	-	3
John H. Gordon, -	March 9, 1813,	do.	In the Mediterranean, Chippewa, Hornet, and Congress, -	4	-	2
Leonard Osborne, -	April 29, 1813,	do.	Firefly, Saranac, John Adams, and Constellation, -	5	-	2
Thomas Williamson, -	May 13, 1813,	do.	Prometheus, John Adams, and West India squadron, -	5	-	9
George S. Sproston, -	Nov. 8, 1813,	do.	Boxer, Constitution, and Constellation, -	4	-	2
Elnathan Judson, -	Aug. 8, 1815,	do.	Macedonian, - - -	-	-	8

## SURGEONS' MATES.

John Harrison, -	Jan. 16, 1805,	Jan. 16, 1805,	None.	-	-	-
Manuel Phillips, -	July 18, 1809,	July 18, 1809,	None.	-	-	-
William Belt, -	Sept. 23, 1811,	Sept. 23, 1811,	West India squadron, - - -	-	-	7
John D. Armstrong, -	May 27, 1812,	May 27, 1812,	Congress and Franklin, - - -	2	-	2
Benjamin Austin, -	July 24, 1813,	July 24, 1813,	None.	-	-	-
Wilmot F. Rodgers, -	do.	do.	Congress, Peacock, and Constitution, -	5	-	4
John W. Peaco, -	June 23, 1814,	June 23, 1814,	Erie, Alligator, Enterprise, and Spark, -	4	-	9
Alex. M. Montgomery, -	July 16, 1814,	July 16, 1814,	Nonesuch, Erie, and Spark, - - -	4	-	3
Benjamin A. Welles, -	Dec. 10, 1814,	Dec. 10, 1814,	Columbus and Peacock, - - -	3	-	1
William D. Conway, -	do.	do.	West India squadron, - - -	1	-	-
James Norris, -	do.	do.	Washington and West India squadron, -	3	-	-
Benjamin Ticknor, -	do.	do.	Congress and Macedonian, - - -	2	-	7
Charles Chase, -	do.	do.	Washington, in the Mediterranean, Macedonian, and Shark, - - -	5	-	-
Thomas V. Wiesenthal, -	do.	do.	Java and Alligator, - - -	2	-	10
William Birchmore, -	Jan. 10, 1815,	Jan. 10, 1815,	Guerriere, Congress, and Franklin, -	6	-	-
John S. Wiley, -	Dec. 20, 1815,	Dec. 20, 1815,	Shark, - - -	1	-	-
James R. Boyce, -	April 27, 1816,	April 27, 1816,	Macedonian and Spark, - - -	3	-	9
Richard Stevens, -	Dec. 28, 1818,	Dec. 28, 1818,	Franklin, Guerriere, Erie, and Dolphin, -	5	-	7
John Fitzhugh, Jun., -	do.	do.	Congress and Spark, - - -	3	-	3
David S. Edwards, -	do.	do.	Congress and Grampus, - - -	3	-	10
Mordecai Morgan, -	do.	do.	John Adams and Peacock, - - -	3	-	7
Joseph Kenz, -	Mar. 28, 1820,	Mar. 28, 1820,	None.	-	-	-
James Cornick, -	do.	do.	Peacock and Franklin, - - -	3	-	9
Robert F. Dandridge, -	do.	do.	Columbus and John Adams, - - -	1	-	8
William Williamson, -	do.	do.	West India squadron and Cyane, - - -	1	-	7
William D. Babbit, -	do.	do.	Constellation and West India squadron, -	3	-	4
Robert T. Falconer, -	do.	do.	West India squadron, - - -	1	-	-
Joseph B. Stillman, -	do.	do.	Ontario, - - -	3	-	-
Thomas J. Boyd, -	do.	do.	Constitution, - - -	2	-	10
George Terrill, -	do.	do.	Porpoise, - - -	2	-	11
John Haslett, acting, -	June 30, 1823,	June 30, 1823,	West India squadron, - - -	-	-	6
Stephen Rapaljee, acting, -	do.	do.	West India squadron, - - -	-	-	4
Edmond L. Dubarry, do. -	do.	do.	West India squadron, - - -	-	-	3

## PURSERS.

Isaac Garretson, -	March 9, 1798,	April 25, 1812,	None.	-	-	-
Clement S. Hunt, -	June 7, 1803,	do.	None.	-	-	-
Gwinn Harris, -	April 9, 1804,	do.	Franklin, - - -	3	-	1
John H. Carr, -	June 28, 1804,	do.	None.	-	-	-
Nathaniel Lyde, -	Dec. 10, 1805,	do.	None.	-	-	-
Samuel Hambleton, -	Dec. 6, 1805,	do.	Columbus and Congress, - - -	3	-	7
Robert C. Ludlow, -	Jan. 12, 1809,	do.	None.	-	-	-
John B. Timberlake, -	Feb. 2, 1809,	do.	Shark, - - -	2	-	6
Thomas J. Chew, -	March 9, 1809,	do.	Washington, - - -	2	-	1
Thomas Shields, -	April 14, 1809,	do.	None.	-	-	-
Richard C. Archer, -	May 18, 1809,	do.	None.	-	-	-
Lewis Deblois, -	Mar. 22, 1810,	do.	None.	-	-	-

## PURSERS—Continued.

Names.	Date of admission into the public service.	Date of present commission.	Time of service at sea, since January 1, 1815.		
			In what vessels.	Years.	Mths.
George S. Wise, -	Mar. 28, 1810,	April 25, 1812,	None.		
Francis A. Thornton, -	Jan. 29, 1811,	do.	Saranac, Ontario, Cyane, & Macedonian,	5	10
James M. Halsey, -	March 2, 1811,	do.	Guerriere, - - - - -	1	6
Edward Fitzgerald, -	Mar. 22, 1811,	do.	Java and Franklin, - - -	5	1
Alexander P. Darrah, -	May 6, 1811,	do.	Congress, - - - - -	2	9
William S. Rodgers, -	Feb. 26, 1813,	Feb. 26, 1813,	Independence, - - - - -	-	4
Samuel P. Todd, -	July 20, 1812,	March 2, 1813,	None.		
George Beale, Jun., -	Jan. 8, 1812,	July 24, 1813,	Peacock, - - - - -	1	8
James H. Clark, -	July 24, 1813,	do.	Guerriere, - - - - -	2	9
Joseph Wilson, Jun., -	do.	do.	Macedonian, - - - - -	3	5
Joseph B. Wilkinson, -	Mar. 26, 1814,	March 26, 1814,	Boxer, - - - - -	1	1
William Sinclair, -	do.	do.	None.		
John N. Todd, -	Mar. 26, 1815,	March 26, 1815,	John Adams, Prometheus, Ontario, and Hornet, - - - - -	7	5
Timothy Winn, -	June 29, 1799,	May 17, 1815,	None. NOTE.—From 1812 to 1815 not in service.		
William M. Sands, -	May 20, 1815,	May 20, 1815,	None.		
Joseph H. Terry, -	June 6, 1815,	June 6, 1815,	Boxer and Spark, - - - - -	2	
Thomas Breeze, -	July 8, 1815,	July 8, 1815,	Tom Bowline, Congress, and Constitution,	6	11
Gardner Thomas, -	July 22, 1815,	July 22, 1815,	John Adams, Chippewa, and Hornet, -	6	11
Ashton Y. Humphreys, -	do.	do.	United States and Alligator, -	4	8
John de Bree, -	Dec. 29, 1817,	Dec. 29, 1817,	Alert, Peacock, and Boxer, -	5	3
Charles O. Handy, -	do.	do.	Prometheus and John Adams, -	6	2
Silas Butler, -	do.	do.	Cyane, - - - - -	1	5
Edward N. Cox, -	Mar. 28, 1820,	March 28, 1820,	None.		
Nathaniel H. Perry, -	do.	do.	Enterprise, - - - - -	2	5
John N. Hambleton, act.	Oct. 26, 1819,	Oct. 26, 1819,	Nonesuch, - - - - -	4	2
Joseph Watson, acting,	Sept. 11, 1821,	Sept. 11, 1821,	Dolphin, - - - - -	2	3
William McMurtree, do.	Nov. 14, 1823,	Nov. 14, 1823,	None.		

## CHAPLAINS.

John Cook, -	May 19, 1812,	May 19, 1812,	None.		
Cheever Felch, -	May 12, 1812,	May 12, 1812,	Washington, and surveying, -	3	3
Nathaniel Andrews, -	Aug. 16, 1816,	Aug. 16, 1816,	Franklin, - - - - -	4	9
James Brooks, -	Dec. 29, 1818,	Dec. 29, 1818,	None.		
James Everett, -	do.	do.	Macedonian, - - - - -	-	3
Addison Searle, -	April 27, 1820,	April 27, 1820,	Constitution, - - - - -	2	11
Burgess Allison, -	March 3, 1823,	March 3, 1823,	None.		
Cave Jones, -	June 3, 1823,	June 3, 1823,	None.		

18th CONGRESS.]

No. 236.

[1st Session.]

## PLAN FOR A NAVAL PEACE ESTABLISHMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 30, 1824.

WASHINGTON, January 30, 1824.

*To the House of Representatives of the United States:*

In compliance with a resolution of the House of Representatives, of the 15th of December last, requesting the President of the United States "to communicate a plan for a Peace Establishment of the navy of the United States," I herewith transmit a report from the Secretary of the Navy, which contains the plan required.

In presenting this plan to the consideration of Congress, I avail myself of the occasion to make some remarks on it, which the importance of the subject requires, and experience justifies.

If a system of universal and permanent peace could be established, or if, in war, the belligerent parties would respect the rights of neutral Powers, we should have no occasion for a navy or an army. The expense and dangers of such establishments might be avoided. The history of all ages proves that this cannot be presumed; on the contrary, that at least one-half of every century, in ancient as well as modern times, has been consumed in wars, and often of the most general and desolating character. Nor is there any cause to infer, if we examine the condition of the nations with which we have the most intercourse and strongest political relations, that we shall, in future, be exempt from that calamity within any period to which a rational calculation may be extended. And as to the rights of neutral Powers, it is sufficient to appeal to our own experience to demonstrate how little regard will be paid to them, whenever they come in conflict with the interests of the Powers at war, while we rely on the justice of our cause and on argument alone. The amount of the property of our fellow-citizens, which was seized and confiscated or destroyed, by the belligerent parties in the wars of the French revolution, and of those which followed, before we became a party to the war, is almost incalculable.

The whole movement of our Government, from the establishment of our independence, has been guided by a sacred regard for peace. Situated as we are, in the new hemisphere; distant from Europe, and unconnected with its affairs; blessed with the happiest Government on earth, and having no objects of ambition to gratify; the United States have steadily cultivated the relations of amity with every Power. And if, in any European wars, a respect for our rights might be relied on, it was undoubtedly in those to which I have adverted. The conflict being vital, the force being nearly equally balanced, and the result uncertain, each party had the strongest motives of interest to cultivate our good-will, lest we might be thrown into the opposite scale. Powerful as this consideration usually



is, it was nevertheless utterly disregarded, in almost every stage of, and by every party to, those wars. To these encroachments and injuries, our regard for peace was finally forced to yield.

In the war to which at length we became a party, our whole coast, from St. Croix to the Mississippi, was either invaded or menaced with invasion; and in many parts, with a strong, imposing force, both land and naval. In those parts where the population was most dense, the pressure was comparatively light; but there was scarcely a harbor or city, on any of our great inlets, which could be considered secure. New York and Philadelphia were eminently exposed; the then existing works not being sufficient for their protection. The same remark is applicable, in a certain extent, to the cities eastward of the former; and as to the condition of the whole country southward of the latter the events which marked the war are too recent to require detail. Our armies and navy signalized themselves in every quarter where they had occasion to meet their gallant foe, and the militia voluntarily flew to their aid with a patriotism, and fought with a bravery, which exalted the reputation of their Government and country, and which did them the highest honor. In whatever direction the enemy chose to move with their squadrons and to land their troops, our fortifications, where any existed, presented but little obstacle to them. They passed those works without difficulty. Their squadrons, in fact, annoyed our whole coast, not of the sea only, but every bay and great river throughout its whole extent. In entering those inlets and sailing up them with a small force, the effect was disastrous, since it never failed to draw out the whole population on each side, and to keep it in the field while the squadron remained there. The expense attending this species of defence, with the exposure of the inhabitants, and the waste of property, may readily be conceived.

The occurrences which preceded the war, and those which attended it, were alike replete with useful instruction as to our future policy. Those which mark the first epoch, demonstrate clearly, that, in the wars of other Powers, we can rely only on force for the protection of our neutral rights. Those of the second demonstrate, with equal certainty, that, in any war in which we may be engaged hereafter, with a strong naval Power, the expense, waste, and other calamities, attending it, considering the vast extent of our maritime frontier, cannot fail, unless it be defended by adequate fortifications and a suitable naval force, to correspond with those which were experienced in the late war.

Two great objects are, therefore, to be regarded in the establishment of an adequate naval force: The first, to prevent war, so far as it may be practicable; the second, to diminish its calamities, when it may be inevitable. Hence, the subject of defence becomes intimately connected, in all its parts, in war and in peace, for the land and at sea. No Government will be disposed, in its wars with other Powers, to violate our rights, if it knows we have the means, are prepared, and resolved, to defend them. The motive will also be diminished, if it knows that our defences by land are so well planned and executed, that an invasion of our coast cannot be productive of the evils to which we have heretofore been exposed.

It was under a thorough conviction of these truths, derived from the admonitions of the late war, that Congress, as early as the year 1816, during the term of my enlightened and virtuous predecessor, under whom the war had been declared, prosecuted, and terminated, digested and made provision for the defence of our country, and support of its rights, in peace as well as in war, by acts, which authorized and enjoined the augmentation of our navy, to a prescribed limit, and the construction of suitable fortifications throughout the whole extent of our maritime frontier, and wherever else they might be deemed necessary. It is to the execution of these works, both land and naval, and under a thorough conviction that by hastening their completion I should render the best service to my country, and give the most effectual support to our free republican system of Government that my humble faculties would admit of, that I have devoted so much of my time and labor to this great system of national policy, since I came into this office, and shall continue to do it, until my retirement from it at the end of your next session.

The navy is the arm from which our Government will always derive most aid in support of our neutral rights. Every Power engaged in war will know the strength of our naval force, the number of our ships of each class, their condition, and the promptitude with which we may bring them into service, and will pay due consideration to that argument. Justice will always have great weight in the cabinets of Europe; but, in long and destructive wars, exigencies often occur which press so vitally on them, that, unless the argument of force is brought to its aid, it will be disregarded. Our land forces will always perform their duty in the event of war; but they must perform it on the land. Our navy is the arm which must be principally relied on for the annoyance of the commerce of the enemy, and for the protection of our own; and also, by co-operation with the land forces, for the defence of the country. Capable of moving in any and every direction, it possesses the faculty, even when remote from our coast, of extending its aid to every interest on which the security and welfare of our Union depend. Annoying the commerce of the enemy, and menacing, in turn, its coast, provided the force on each side is nearly equally balanced, it will draw its squadrons from our own; and, in case of invasion by a powerful adversary, by a land and naval force, which is always to be anticipated, and ought to be provided against, our navy may, by like co-operation with our land forces, render essential aid in protecting our interior from incursion and depredation.

The great object, in the event of war, is to stop the enemy at the coast. If this is done, our cities, and whole interior, will be secure. For the accomplishment of this object, our fortifications must be principally relied on. By placing strong works near the mouths of our great inlets, in such positions as to command the entrances into them, as may be done in many instances, it will be difficult, if not impossible, for ships to pass them, especially if other precautions, and particularly that of steam-batteries, are resorted to in their aid. In the wars between other Powers, into which we may be drawn in support of our neutral rights, it cannot be doubted that this defence would be adequate to the purpose intended by it; nor can it be doubted, that the knowledge that such works existed, would form a strong motive with any Power not to invade our rights, and thereby contribute essentially to prevent war. There are, it is admitted, some entrances into our interior which are of such vast extent that it would be utterly impossible for any works, however extensive or well posted, to command them. Of this class, the Chesapeake bay, which is an arm of the sea, may be given as an example. But, in my judgment, even this bay may be defended against any Power with whom we may be involved in war as a third party, in the defence of our neutral rights. By erecting strong works at the mouth of James river, on both sides, near the capes, as we are now doing, and at Old Point Comfort and the Rip Raps, and connecting those works together by chains, whenever the enemy's force appeared, placing in the rear some large ships and steam-batteries, the passage up the river would be rendered impracticable. This guard would also tend to protect the whole country bordering on the bay and rivers emptying into it; as the hazard would be too great for the enemy, however strong his naval force, to ascend the bay, and leave such a naval force behind; since, in the event of a storm, whereby his vessels might be separated, or of a calm, the ships and steam-batteries behind the works might rush forth and destroy them. It could only be in the event of an invasion by a great Power, or a combination of several Powers, and by land as well as by naval forces, that those works could be carried; and, even then, they could not fail to retard the movement of the enemy into the country, and give time for the collection of our regular troops, militia, and volunteers, to that point, and thereby contribute essentially to his ultimate defeat and expulsion from our territory.

Under a strong impression, that a peace establishment of our navy is connected with the possible event of war, and that the naval force intended for either State, however small it may be, is connected with the general system of public defence, I have thought it proper, in communicating this report, to submit these remarks on the whole subject.

JAMES MONROE.

*Report of the Secretary of the Navy.*

NAVY DEPARTMENT, January 24, 1824.

SIR: In compliance with the resolution of the House of Representatives of the 15th December last, "that the President of the United States be requested to communicate a plan for a peace establishment of the navy of the United States," I have the honor to present, for your consideration, a plan for re-organizing the naval establishment. It is



designed merely as the project of a bill to exhibit the principles which are deemed beneficial in their application to the service, without regard to the words or form of the law, should one be founded upon it; and is accompanied by a variety of tables and estimates, calculated to explain and illustrate its operation.

In fixing the naval establishment, the first objects of attention are the number and size of the vessels which are to be built, both for peace and war. By them the number and grade of the officers, and the number and size of the navy yards, stations, and depots, must be regulated. Considerations peculiar to each of these naturally come into view, but the whole must have relation to the first object. The management and discipline of the service must be governed by a code of rules and regulations, adapted to the character of the establishment. Such a code must be prepared, should this or any other project be carried into execution; but, as it must be founded upon the law, and be consistent with its principles, it cannot be prepared until after the law has been passed. To determine the number and grade of officers of which the establishment ought to consist, it is necessary, first, to ascertain the proper number and importance of navy yards and stations, and the number and classes of the vessels which the situation of the country requires to be kept in commission and in active service; and, secondly, how many ought to be kept in readiness for a state of war. The former will prescribe the limit below which we cannot descend without a disregard of the public interest. The latter will exhibit the point above which we need not rise. The former is indispensable: prudence and policy demand that we provide for the latter.

It is believed that the naval stations at Erie and Whitehall are not useful now, and that no course of events can hereafter render them necessary to the public defence. Two only of the vessels at Sackett's Harbor are worthy of preservation, and they can be protected by a few men. The two former of these stations may therefore be abandoned, as soon as the public property at them can be disposed of or removed; and the latter may be maintained on a very reduced scale, at an expense of \$2,000. The three stations now cost annually about \$27,000.

When proper depots shall be selected and established, several of the existing yards and stations on the Atlantic board may be either altogether abandoned, or the expense of them greatly curtailed, by maintaining a few officers and men to minister to the wants of vessels which necessity shall compel to visit them, either for provisions or repairs. But, as there are vessels on the stocks at six of these yards, none of them can, at this time, be abolished; but the expense of them may be somewhat diminished. Their number and situation are well known, and their annual cost may be seen by paper D, annexed to the bill. In the report from this Department at the commencement of the session, the force is mentioned which it was proposed to keep in commission during the present year, and a hope expressed that it might be found sufficient to accomplish the protection and defence of our commercial and other interests. That force, however, was calculated for a state of the most peaceful and friendly relations, and looked only to the interests then mentioned, without reference to the policy of promoting the growth of the navy, or any of those considerations which arise from changes in our relations with other Powers, or the propriety of such a disposition of our naval force as shall enable us to pass with least injury from the attitude of peace to that of war, and give to our officers the skill and experience which will fit them to defend and protect the honor and interests of the nation. In reorganizing the navy, these considerations cannot be overlooked; and it is believed that there is enough in the state of the world, and our own situation, to prevent us from being unmindful of them at this time. It seems to be our duty to keep such a force in commission as will protect all our scattered interests, secure the respect of other Powers, and give active service sufficient to qualify as many officers as will be required to command and manage the whole of our vessels, when necessity shall call for their use. Long and active employment are essential to give naval skill and experience; and, without them, our vessels are insecure, and our character as a nation in danger of being degraded. It were better to have no ships, than to have them filled with incompetent and unskilful officers.

The following is the least force which it would be safe to provide for, and keep in commission and in active service: In the Mediterranean, one ship of the line, one frigate, one sloop of war, and one schooner; in the Atlantic, including our own coast, the West Indies, the Gulf of Mexico, and the coast of Africa, one ship of the line, one frigate, four sloops of war, and four schooners; in the Pacific, one frigate, two sloops of war, and one schooner; for occasional services, in which the vessels on those stations cannot be employed, one frigate, and one sloop of war: in the whole, two ships of the line, four frigates, eight sloops of war, and six schooners. Many of these vessels will be on distant stations, in going to and returning from which much time must be consumed; and all will require frequent repairs, refitting, and exchange of crews. Other vessels must therefore be kept in commission to relieve them, and a force equal to about one-fifth of the whole amount will be necessary for this purpose.

It is, then, respectfully submitted that the number of officers and men required for the navy yards and stations on the Atlantic board, and for the vessels before mentioned, is, with the proper allowance for sickness and casualties, the lowest for which provision can safely be made in the contemplated organization of the naval establishment. It is for this, with other reasons hereafter mentioned, that the project submitted in the first section mentions this number as the least which the President of the United States shall be permitted to retain.

When the vessels now authorized by law to be built are completed, there will be, besides those on the Lakes, twelve ships of the line, twelve frigates of the first class, three frigates of the second class, three steam batteries, one other post ship, six schooners, including the Spark, and fifteen sloops of war, should Congress order ten more to be built. These, when in commission, together with the shore stations, will require the number of officers mentioned in the second section, and which is therefore taken as the largest which it is at this time necessary to authorize. The vessels having been built, and being designed for our protection from foreign aggression, we must train officers to command and manage them. It is worse than useless to have vessels, which cannot be employed for the want of officers, and great folly to entrust them to those whose ignorance and inexperience will endanger their safety. The experiment would be alike hazardous and prodigal. An effort has therefore been made, in the proposed organization, so to arrange the grade and number of officers, as not only to manage, in the best way, the force necessary for present use, but to enable us, in the most rapid, cheap, and efficient manner, to pass into a state of war, and employ all our vessels in active service. By comparing the first and second sections, it will be perceived that the officers of the highest grades, requiring the greatest skill and experience, which are proposed to be retained, will be competent to the command of all the vessels; and that, by the promotion of some of the most skilful from the inferior grades, and introducing as many as may be necessary into the lowest, where skill is least needful, the whole will be organized with facility. But, in order to fit the officers of the inferior grades for promotion, it is indispensable that the force before mentioned be kept in commission, and the officers named in the first section be employed as constantly as circumstances will permit. With the vessels now in commission this object cannot be accomplished. A great portion of the science of the naval commanders can be acquired only on the ocean, and by years of labor and discipline. It is in vain to hope for a triumphant defence of our national interests and character there, without we thoroughly train, educate, and discipline those who have to fight our battles. To ensure such a defence beyond hazard, it is confidently believed that the nation will cheerfully meet the requisite expense. Connected with this point, it is not improper to suggest that the early education of most of our officers is very unequal to the character they have subsequently to sustain, and that an effectual remedy can be found only in the establishment of a naval school.

We have no rank above that of captain. The proposed organization gives three higher grades. It is not supposed proper to furnish with minuteness in this report the whole argument in favor of this increase, as if it were a new question. It has been frequently presented to the public consideration. The experience of all nations, both in land and naval forces, has led to the same result in relation to it. No one has ever been able to command her armies or her fleets by captains; and our experience does not justify us in believing that our success in such an experiment will be greater. Rank is necessary to enforce discipline; the orders of a superior are always more readily obeyed than those of an equal in grade. Rank is equally necessary to insure the science required to command an extensive force, which differs from, and is of a much higher character than, that which is competent to the command of a single vessel; the desire also to reach the higher rank will create strenuous exertion to acquire the information which is suited to it, and operate extensively on the general character of the whole corps. If you would induce your officers to prepare themselves for any service, you must present to them the certainty of having that service to perform; and that their duty and honor will equally demand that they perform it well. It is no reproach to them to say that very few now are, and, with our present system, very few ever will be, fitted to command our fleets successfully against



a powerful and skilful adversary; and it is earnestly to be hoped that such an arrangement will be adopted as to furnish all grades with such opportunities for improvement, and such excitements to exertion, as will prevent our future experience on this point from being calamitous. The increase of rank will also obviate some causes of irritation, in the intercourse of our officers with those of other nations, the least powerful of whom have higher grades than we have, and they universally claim honors and precedence according to rank; this must either be yielded, or intercourse with them suspended. To the first the individual and national pride of our seamen cannot, and ought not to assent; and the latter is productive of unfriendly feelings. This inconvenience will be greatly augmented, and our naval reputation may suffer severely from this cause, should our vessels have occasion to co-operate with those of any other nation. In such cases, rank must be respected. Our officers, for want of it, may always be subordinate; our fleets, no matter what their power, be subject to the orders of others, though commanding a very inferior force, and our reputation be thus placed where it might not always be safe. History furnishes some valuable illustrations on this point. One additional but inferior grade, that of sub-lieutenant, is also proposed; it is meant to provide increased rank and pay for passed midshipmen, who have distinguished themselves by zeal and activity in discharging their duties, and qualifying themselves for promotion, and for whom there may be no vacancies in the rank of lieutenant.

The expense of the proposed increase of ranks, compared with its advantages, is trivial. Public expenditure is always to be measured by the public advantage resulting from it; and if six or seven hundred officers can be excited to useful exertion, discipline and efficiency increased, causes of irritation with other nations, and of mortification to ourselves, diminished; such an expenditure will be found to be true economy. Besides, in examining this, in connexion with other parts of the proposed organization, it will be seen that, although there be a small increase of expense on one point, yet, by adopting the whole, the expense of the naval establishment will be diminished.

The temporary rank of captain, commanding a squadron in chief, is authorized for cases of necessity, and as a temporary reward for distinguished merit. The persons attached to the flag officers are useful, but to be employed only on particular occasions.

It will be perceived that the design in rating the vessels is to arrange the compensation of the officers by their responsibility, and show the proper complement for each class.

The leading principle, in that part of the proposed organization which relates to pay, is to apportion it to the amount and importance of the service performed, that he whose responsibility is greatest, and who is engaged in the most active duties, should receive the highest compensation. Hence, three general rates are proposed: 1. For those in active service; 2. For those who hold themselves in readiness for active service, or are engaged in merchant vessels, acquiring that knowledge of seamanship which will enable them most skilfully to perform their duties. 3. For those on furlough for definite or indefinite periods, and who are not employed in merchant vessels.

To the first class, in some cases the same, and in others higher pay is given, than is now allowed. The advance is believed to be proper, from the period when that pay was established, the increased responsibility arising from the changes in our vessels, and the inducement which it offers to be constantly in service. To the second class, an average of about two-thirds of the pay of the first is given. To the third about one-third of the first. This proportion is considered equitable and just, and the effect anticipated from it is a desire for sea-service in all officers of all grades; a desire leading, in its necessary results, to skill, faithfulness, and ability. Under the system now in existence, it is, almost always, the pecuniary interest of an officer to obtain leave of absence, or a station on shore. Under the one now submitted, it will be his interest to be actively employed upon the proper element of the seamen; but, as he cannot always be there, the second or reduced pay is placed at such an amount as to enable him, when on shore, to live respectably and comfortably as an officer of the public ought. It is also proposed a little to vary the pay, according to the rate of the vessel and the amount of the force, because the labor and responsibility of the officer vary with them.

The proposed compensation to admirals and commodores is as low as a regard to the expenses of their stations, the skill they ought to possess, and the weight of responsibility which must rest upon them, will permit; and it will be found, upon examination, to be much inferior to the pay of the same grades of officers in any other service, and less than one-half the compensation allowed them by several of the most important naval Powers. The present pay of captains was fixed more than twenty years ago, when we had only frigates to command, and is supposed now to be proper for frigates of the smallest class; but that an increase or diminution should be made, as the vessel is larger or smaller. The pay of masters and lieutenants commanding bears a just proportion to that of captain, and is left at its present amount. That of lieutenants generally is proportioned to the nature of the service they render.

As the sailing-masters must have high qualifications to pass their examination, and are out of the line of promotion, except in extraordinary cases, an increase of pay is proposed, and that it be graduated by the rate of the vessel in which they are employed. The second masters, who are recognized by the existing laws, but have no established pay, are placed on a proper footing in reference to their duties, and the promotions they may expect. The sub-lieutenancy is a middle rank, between the lieutenant and midshipman; but, to present every inducement to the midshipmen for exertion and good conduct, an addition of pay is given to those who are meritorious, and have passed their examination, and for whom there is no place in the grade of sub-lieutenants, and they are also to be preferred to other midshipmen in the same vessel or squadron, as master's mates, and for acting appointments, when they shall be necessary. No additional pay is proposed for the purser; his compensation arises, principally, from other sources, and is usually in proportion to his age and service, and the rate of vessel he is in. A small addition to the pay of boatswains, gunners, carpenters, and sailmakers, in the larger vessels, ought to be made; and, by enlarging the number, and regulating the pay of the petty officers, justice will be done to them, and the seamen, generally, stimulated to good conduct. Schoolmasters are proposed for the two highest rates of vessels, and, as we have yet no school for the instruction of young officers, and as the duties of the chaplains, both as clergymen and teachers, demand purity of character, enlargement of mind, and scientific attainments, a higher salary would be useful, to secure the services of those who are worthy of the station.

No portion of the present system requires more amendment than the surgical department, in reference as well to the manner of admission into it as the government and payment of it. No one ought to be appointed surgeon's mate until after a satisfactory examination, proving his competency, and no mate be made a surgeon until he has, by sufficient service and another examination, proved that he is worthy of promotion.

But the directions on this subject belong properly to the code of rules and regulations. The proposed bill is confined principally to the pay, and prescribes that which is suited to the time and nature of the services performed. The pay of surgeon's mate is left as at present, and is not to be increased for any cause. But, after two years' service, he is permitted to have an examination, preparatory to his appointment as surgeon; and, if he pass it with credit, and be recommended for promotion, a moderate addition is to be made. In like manner, the pay of the surgeon is to remain the same for two years, after which it is to be increased, at the end of every second year of active service, until it amounts to \$75 per month, and eight rations per day. When he is rewarded by a permanent station, either at a navy yard or hospital, he has a fixed and competent salary. This system, while it renders justice to those who have performed duty, will, it is hoped, induce zeal in acquiring science, and secure the active and entire services of skilful men on whom so much of the comfort and success of the navy depend. Guided by the reasoning applicable to the case, and by experiments made elsewhere, it is believed that a large saving may be effected by detailing one or more intelligent surgeons to purchase the medical stores and supplies, direct such as are fitted for the size of the vessel, and the nature and length of the voyage, and guard against ignorance and extravagance in that department. This object may be accomplished under the provisions of the bill.

The compensation for recruiting is estimated by the liabilities and expense attending it, and is calculated to save about \$2,000 per year.

An entire change is proposed in the mode of paying officers at the yards, and fixed salaries are given, proportioned to their duties and expenses, and in lieu of all the allowances now made, except for house rent, where no quarters are provided. The same principle is applied, and salaries given in all cases where the officer is not engaged in active service, or is on furlough. This change is recommended by the certainty and economy which it will introduce.





## B.

*Estimate from the whole force at present authorized by law, and recommended by the Department, and for all the shore establishments, fully officered and manned, excepting marines, which corresponds with the greatest number of officers, &c. in the proposed act for reorganizing the navy.*

12 ships of the line,	3 Steam batteries.
12 Frigates of the largest size,	8 Navy yards,
3 Frigates of the second size,	3 Shore stations,
1 Post ship, fifth rate,	8 Recruiting stations.
15 Sloops of war,	3 Hospitals.
6 Schooners,	
1 Vice admiral,	102 Surgeons' mates,
2 Rear admirals,	30 Chaplains,
3 Commodores,	811 Midshipmen,
47 Captains,	56 Boatswains,
25 Masters commandant,	56 Gunners,
256 Lieutenants,	46 Carpenters,
78 Sub-lieutenants,	43 Sail-makers,
35 Masters,	17,885 Petty officers, seamen, ordinary seamen, lands-
15 Second masters,	men, and boys.
60 Pursers,	
61 Surgeons,	
Total, - -	19,623

	As proposed.	As at present rates.
Pay and subsistence in commission, - - - -	\$5,046,464 00	\$4,906,424 22
Pay, &c. for navy yards, - - - -	110,896 50	128,212 25
Pay, &c. for stations, - - - -	12,646 25	11,745 75
Pay, &c. for recruiting service, - - - -	21,073 75	31,600 00
Pay, &c. for hospitals, - - - -	8,250 00	8,245 47
Pay for commissioners, - - - -	10,500 00	10,500 00
	5,209,830 50	5,096,727 69
Balance in favor of present rates, - - - -	-	113,102 81
	\$5,209,830 50	\$5,209,830 50

## C.

*The annual expense of maintaining the existing Naval establishment on its present basis, and difference between its cost calculated at the present rates of pay, and those proposed under the new organization, as it was intended to employ the force by the report made to Congress at the commencement of the session.*

Statement of the force to be employed in commission, and number of officers, petty officers, seamen, ordinary seamen, landsmen, and boys, upon which the calculations are predicated.

1 Ship of the line,	10 Small vessels, purchased for the suppression of piracy.
2 Frigates, large class,	5 Barges, purchased for the suppression of piracy.
1 Frigate, small class,	7 Navy yards,
1 Frigate, fifth rate,	3 Shore stations,
6 Sloops, 7th rate,	3 Recruiting stations,
5 Sloops,	3 Hospitals.

## Officers, Petty Officers, &amp;c.

28 Captains,	8 Chaplains,
30 Master commandants,	55 Masters,
139 Lieutenants,	32 Boatswains,
366 Midshipmen,	31 Gunners,
39 Surgeons,	28 Carpenters,
46 Surgeons' mates,	22 Sailmakers,
41 Pursers,	3,564 Petty officers, seamen, ordinary seamen, landsmen,
	and boys.
Total, -	4,483

## According to the present rates of pay, &amp;c.

For navy yards, pay, subsistence, and allowances, - - - -	\$161,818 73
Navy commissioners, - - - -	10,500 00
All other purposes, - - - -	1,222,271 00
	\$1,394,589 73

## According to the rates of pay, &amp;c. in the proposed organization.

For navy yards, pay, and subsistence, &c. - - - -	\$113,783 50
For navy commissioners, - - - -	10,500 00
For all other purposes, - - - -	1,152,561 75
	1,276,845 25
In favor of proposed organization, - - - -	\$117,744 48

## D.

*Number of navy yards, naval stations, and number of officers and men, marines excepted, necessary for different navy yards, naval stations, recruiting stations, and hospitals, upon the Atlantic coast, with the annual expense thereof, by the present and proposed rates of pay.*

The navy yards which are deemed proper to be kept, in time of peace, on the Atlantic coast, are: Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk, and one south of the Chesapeake, which will require the following officers and men:

	At present rates of pay, &c.	At proposed rates.
7 Captains, - - - - -	\$24,183 25	\$21,000 00
4 Masters commandant, - - - - -	8,043 00	6,000 00
7 Lieutenants, - - - - -	8,967 00	7,000 00
7 Masters, - - - - -	-	6,650 00
3 Second masters, - - - - -	9,417 00	1,950 00
3 Chaplains, - - - - -	2,737 50	2,400 00
7 Purser, - - - - -	7,992 25	7,000 00
7 Surgeons, - - - - -	9,168 25	8,400 00
7 Surgeons' mates, - - - - -	6,655 25	4,620 00
8 Boatswains, - - - - -	5,934 00	4,200 00
8 Gunners, - - - - -	5,934 00	3,500 00
28 Midshipmen, - - - - -	6,384 00	11,900 00
6 Stewards, - - - - -	1,843 50	1,627 50
49 Seamen, - - - - -	11,527 25	11,527 25
49 Ordinary seamen, - - - - -	10,351 25	10,351 25
<b>Total, 200</b>	<b>\$119,138 00</b>	<b>\$108,126 00</b>
In favor of proposed rates of pay, - - - - -	-	\$11,012 00
The naval stations which may be necessary to be kept up are Boston, New York, and Norfolk, and will require—		
*1 Vice admiral, - - - - -	7,706 25	4,225 00
*1 Commodore, - - - - -	7,706 25	2,960 00
*1 Captain, - - - - -	7,706 25	2,535 00
3 Lieutenants, - - - - -	1,987 50	2,441 25
9 Midshipmen, - - - - -	2,052 00	3,802 50
<b>Total, 15</b>	<b>\$11,745 75</b>	<b>\$15,963 75</b>
Five recruiting stations will require—		
2 Captains, - - - - -	3,860 00	2,895 00
3 Masters commandant, - - - - -	3,802 50	3,528 75
5 Lieutenants, - - - - -	6,506 25	4,068 75
5 Surgeons, - - - - -	6,650 50	4,668 75
5 Midshipmen, - - - - -	4,333 75	2,112 50
<b>Total, 20</b>	<b>\$25,152 50</b>	<b>\$17,273 75</b>
Three hospitals will require—		
3 Surgeons, - - - - -	5,794 47	6,000 00
3 Surgeons' mates, - - - - -	2,496 00	2,250 00
<b>Total, 6</b>	<b>\$8,245 47</b>	<b>\$8,250 00</b>

## E.

*Statement of the number and description of vessels which it is deemed advisable to retain at Sackett's Harbor, and the number of officers and men proposed to be retained at that place for the present, with the annual expense thereof.*

Two ships of the line on the stocks.

	At present rates of pay, &c.	At proposed rates.
1 Master commandant, - - - - -	\$1,960 00	\$1,800 00
1 Lieutenant, - - - - -	1,281 00	750 00
1 Master, - - - - -	941 75	750 00
1 Purser, - - - - -	1,141 75	1,000 00
1 Surgeon's mate, - - - - -	950 75	660 00
1 Boatswain, - - - - -	741 75	1,000 00
1 Gunner, - - - - -	741 75	800 00
2 Seamen, - - - - -	470 50	470 50
4 Ordinary seamen, - - - - -	845 00	845 00
	<b>\$9,074 25</b>	<b>\$8,075 50</b>

After the stores are removed or sold, only one commissioned officer and one gunner will be required upon this station, the annual expense of which will not exceed \$1,900.

\* Calculated as three captains at double rations.



*A bill for the reorganization of the Naval Establishment.*

*Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That the naval establishment shall consist of not less than the following grades, and number of commissioned and warrant officers, viz:

1 Vice admiral,	10 Chaplains,
2 Rear admirals,	40 Pursers,
3 Commodores,	40 Surgeons,
25 Captains,	56 Surgeons' mates,
23 Masters commandant,	400 Masters' mates and midshipmen,
149 Lieutenants,	26 Boatswains,
51 Sub-lieutenants,	26 Gunners,
19 Masters,	16 Carpenters,
6 Second masters,	16 Sailmakers.

*And be it further enacted,* That whenever, in the opinion of the President of the United States, the interests of the country shall require a greater number of commissioned and warrant officers than is provided for by the preceding section, he shall be, and hereby is, authorized to increase the number in each grade, so that the same shall not exceed the following, viz:

1 Vice admiral,	30 Chaplains,
2 Rear admirals,	60 Pursers,
3 Commodores,	61 Surgeons,
47 Captains,	102 Surgeons' mates,
25 Masters commandant,	811 Masters' mates and midshipmen,
256 Lieutenants,	56 Boatswains,
78 Sub-lieutenants,	56 Gunners,
35 Masters,	46 Carpenters,
15 Second masters,	43 Sailmakers.

*And be it further enacted,* That the number of petty officers, seamen, ordinary seamen, landsmen, and boys, to be employed in the navy, shall be regulated by the President of the United States, according as the necessities of the public service may require.

*And be it further enacted,* That the pay and emoluments of all flag officers, and persons acting as flag officers, and the pay and emoluments of persons attached to flag officers, when in active service, shall be as follows, viz:

	Pay per month.	Number of daily rations.	Class for prize money
Flag officers.—Vice admiral, - - - - -	\$200	20	First.
Rear admiral, - - - - -	150	18	
Commodore, - - - - -	125	16	
Captain, appointed commander-in-chief of a squadron, - - - - -	120	12	
Captain, acting as a captain of the fleet, - - - - -	125	16	Second.
Surgeon, acting as surgeon of the fleet, - - - - -	100	8	
Lieutenant, acting as flag lieutenant, - - - - -	50	4	
Secretary to vice admiral, - - - - -	65	1	
Secretary to rear admiral, - - - - -	60	1	Third.
Secretary to commodore, - - - - -	50	1	
Secretary to captain commander-in-chief of a squadron, - - - - -	40	1	Fifth.
Admiral's, or commodore's coxswain, - - - - -	18	1	
Admiral's, or commodore's steward, - - - - -	18	1	
Admiral's, or commodore's cook, - - - - -	18	1	

*And be it further enacted,* That when a flag officer shall be appointed commander-in-chief of a fleet or squadron, or when a flag officer shall succeed to the command in chief of a fleet or squadron, upon foreign service, by the death or resignation of his superior, he shall receive double rations while acting as such.

*And be it further enacted,* That whenever a captain shall be appointed commander-in-chief of a squadron, he shall wear such distinguishing pennant as may be directed, and shall receive double rations while he is authorized to wear such pennant as commander-in-chief.

*And be it further enacted,* That a captain, succeeding to the command in chief of a fleet or squadron, upon a foreign station, by the death or resignation of his superior officer, shall be entitled to the same pay and emoluments as a captain appointed to the command in chief of a fleet or squadron, so long as he performs the duties of that situation, but he shall hoist no distinguishing flag or pennant that he was not previously authorized to wear.

*And be it further enacted,* That the increase of pay and emoluments to a captain, acting as captain of a fleet; to a lieutenant, acting as flag lieutenant; and to a surgeon, when acting as surgeon of a fleet, shall only be allowed when those officers are actually employed in those capacities in a fleet or squadron.

*And be it further enacted,* That the pay and emoluments of secretaries shall only be allowed for the time when the respective officers to whom they may be attached shall be entitled to receive the pay of active service.

*And be it further enacted,* That seven per centum of the nett proceeds of all prize money, lawfully accruing to the officers and crews of the vessels of a squadron, acting under the orders of any of the flag officers of the squadron, shall belong to, and be divided, as hereinafter directed, among the flag officers of such squadron; provided their flags are flying within the limits of their station when the capture is made.

*And be it further enacted,* That, if there are but two flag officers entitled to share in the same capture, the superior or senior officer shall receive two-third parts, and the inferior one-third part of the amount. If there are more than two flag officers entitled to share, the superior or senior officer shall have one-half, and the remaining half shall be equally divided among the others.

*And be it further enacted,* That captains, when commanders in chief of fleets or squadrons, shall be considered as flag officers in all captures made by vessels under their command, while they continue to act as commanders in chief within the limits of their station, but shall only share as captains in all other situations.

*And be it further enacted,* That the vessels of war shall be rated as follows, viz:

First rate vessels, mounting one hundred guns and upwards.

Second rate vessels, mounting over seventy-four and under one hundred guns.

Third rate frigates of the largest size.

Fourth rate frigates of the second size.

Fifth rate post ships, mounting twenty-six and under thirty-six guns.

Sixth rate sloops, mounting eighteen and under twenty-six guns.

Seventh rate vessels, under eighteen guns.

*And be it further enacted,* That the pay and emoluments of all officers, and others attached to vessels in commission, and the distribution of the nett proceeds of prize money accruing to such officers and others shall be as is established in the annexed table and note, marked C.

*And be it further enacted,* That the navy yards of the United States shall be arranged in two classes, as follows:

First Class.—Portsmouth, New Hampshire,  
Charlestown, Massachusetts,  
Brooklyn, New York,  
Philadelphia,  
Washington,  
Gosport, Virginia, and one  
South of the Chesapeake.

Second Class.—Lake Ontario,  
Lake Champlain,  
Lake Erie, while they are continued as  
navy yards or stations.

*And be it further enacted,* That the annual compensation to the officers attached to the navy yards and navy hospitals, in lieu of all other pay and emoluments whatever, house rent or quarters excepted, shall be as follows, viz:

RANK.	1st Class.	2d Class.	Navy Hos- pitals.
To a Captain commandant, - - - - -	\$3,000	\$2,000	
Master commandant commanding, - - - - -	1,800	1,500	
Master commandant not commanding, - - - - -	1,500		
Lieutenants, - - - - -	1,000	750	
Masters, - - - - -	950	750	
Surgeons, - - - - -			\$2,000
Surgeons, - - - - -	*1,200	850	
Surgeons' mates, if passed, - - - - -	660	660	750
Surgeons' mates, not passed, - - - - -	540	540	540
Pursers, - - - - -	1,000		
Pursers, acting as storekeepers, - - - - -	1,500	1,000	
Midshipmen, if passed for lieutenants, - - - - -	425	425	
Midshipmen, not passed, - - - - -	325	325	
Boatswain, - - - - -	600	450	
Gunner, - - - - -	500	400	
Chaplain, - - - - -	800		
Surgeon, acting as medical purveyors, - - - - -	-	-	2,000

*And be it further enacted,* That captains commanding stations shall receive not exceeding the pay and emoluments of captains attached to first rate ships, in lieu of all other allowances.

*And be it further enacted,* That if a captain shall be appointed to command a naval station, and a navy yard included within it, he shall receive the pay allowed to the commandants of the navy yard, and no more.

*And be it further enacted,* That if a flag officer be appointed to the command of a naval station, he shall receive the pay and emoluments allowed to an officer of his grade, when employed at sea, and not commanding in chief.

*And be it further enacted,* That the pay and emoluments of officers permanently attached to recruiting stations, in lieu of all other allowances whatever, excepting to the commanding officer, who shall be further allowed a sum not exceeding three dollars for every person he shall enlist into the service, and deliver to the proper officer, conformably to the instructions of the Secretary of the Navy, shall be as follows, viz:

RANK.	Monthly pay.	Rations per diem.
If a Captain, - - - - -	\$75	6
Master commandant, - - - - -	60	5
Lieutenant, - - - - -	45	3
Surgeon, - - - - -	*55	3
Surgeon's mates, if passed, - - - - -	40	2
Surgeon's mates, not passed, - - - - -	30	2
Midshipman, - - - - -	20	2

*And be it further enacted,* That whenever an officer shall be employed upon special service, relating to the navy, other than is provided for in this act, the Secretary of the Navy may allow him such rate of pay and emolument as he may deem proper, provided it does not exceed the highest rate of pay and emoluments to which officers of his grade may be entitled when in active service at sea.

*And be it further enacted,* That all officers, not attached to vessels in commission, to navy yards, naval stations, recruiting stations, hospitals, or employed upon special service by order of the Secretary of the Navy, or a commander-in-chief upon a foreign station, shall be allowed an annual compensation, to be denominated reduced pay, and which shall be as is established in the annexed table, marked G, except in the cases mentioned in the next succeeding section.

*And be it further enacted,* That any officer who shall be furloughed, or who shall have been excused from service at his own request, when receiving reduced pay, for any other cause than inability to perform the service, from sickness, shall receive an annual pay, which shall be called furlough pay, as is established in the annexed table, marked H; provided he shall not have declined to perform active service when ordered from furlough pay, nor have exceeded the limits of his furlough, except from unavoidable necessity; in which cases he shall no longer receive any pay, and be further punished at the discretion of a court-martial.

*And be it further enacted,* That the President of the United States may, in time of peace, permit captains, masters commandant, lieutenants, sub-lieutenants, masters, second masters, and midshipmen, to engage in the merchants', or any other sea service, and that to such of those officers who are thus employed, captains and masters commandant excepted, reduced pay may be allowed for the time they are actually at sea, as an inducement for them to avail themselves of such opportunities for improving themselves in seamanship.

*And be it further enacted,* That all marine officers and marines, stationed or employed within the limits of a navy yard, or on board vessels in ordinary, shall be subject to the laws and regulations for the government of the navy, in the same manner as they now are when employed on board ships of the United States at sea.

*And be it further enacted,* That all navy storekeepers may be taken from the pursers of the navy, or shall be appointed by warrant from the President of the United States, and be subject to the laws and regulations for the government of the navy of the United States; and their pay shall be established by the President of the United States, having regard to their relative responsibilities.

*And be it further enacted,* That the President of the United States be, and he is hereby, authorized to assign such number of the officers, petty officers, seamen, and marines, of the navy, to the different vessels, navy yards, and stations, as he may deem most advantageous to the public service: *Provided,* That the whole number employed in each grade does not exceed the number authorized by this act.

*And be it further enacted,* That all such acts, or parts of acts, heretofore passed, as shall be at variance with, or opposed to the provisions of this act, shall be, and are hereby, repealed.

*And be it further enacted,* That all the provisions of this act shall take effect from and after the — day of — next,

\* Unless entitled to more by length of service; in that case his annual amount of pay and rations.



## C.

*Pay and rations for officers, petty officers, seamen, ordinary seamen, landsmen, and boys, attached to the different rates of vessels in the navy when they are in commission.*

Class for prizes to sixth rate, inclusive, and the proportion for each class.	RANK OR STATION.	FIRST RATE.			SECOND RATE.			THIRD RATE.			FOURTH RATE.			FIFTH RATE.			SIXTH RATE.			SEVENTH RATE.			SMALL VESSELS.			Class for prizes under sixth rate, and the proportion for each class.	
		No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.		
I. 13 per ct. for com'r 7 do. flag officers 20	Captains,	1	120	12	1	110	10	1	105	8	1	100	8	1	75	6	1	60	5	1	60	5	1	50	4	1	I. 20 per cent. 7 for flag officers 13 for com'r.
	Masters commandant,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	Lieutenants commandant,	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	First lieutenants,	1	50	4	1	50	4	1	45	3	1	45	3	1	45	3	1	40	3	1	40	3	1	40	3	1	
II. 10 per cent.	Other lieutenants,	8	45	3	7	45	3	4	40	3	4	40	3	3	40	3	3	40	3	3	40	3	2	40	3	1	II. 10 per cent.
	Sub-lieutenant,	1	35	3	1	*	1	1	30	2	1	30	2	1	30	2	1	30	2	1	30	2	1	30	2	1	
	Masters,	1	45	3	1	45	3	1	40	3	1	40	3	1	40	3	1	40	3	1	40	3	2	40	3	1	
	Second masters,	1	30	3	1	30	3	1	40	3	1	40	3	1	40	3	1	40	3	1	40	3	2	40	3	1	
III. 8 per cent.	Chaplains,	1	45	3	1	45	3	1	40	3	1	40	3	1	40	3	1	40	3	1	40	3	2	40	3	1	III. 8 per cent.
	Surgeons, (see note)	1	40	2	1	*	1	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	
	Purser,	1	40	2	1	*	1	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	
	Boatswains,	1	30	2	1	30	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	
	Gunners,	1	30	2	1	30	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	
	Carpenters,	1	30	2	1	30	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	35	2	1	
	Midshipmen, if acting as masters' mates, and passed for lieutenants,	5	25	2	4	-	-	3	-	-	3	-	-	2	-	-	2	-	-	1	-	-	1	-	-	1	
	Midshipmen, if acting as masters' mates, and not passed for lieutenants,	5	20	2	2	-	-	2	-	-	2	-	-	2	-	-	2	-	-	1	-	-	1	-	-	1	
IV. 15 per cent.	Surgeons' mates, if passed for surgeons,	3	40	2	3	-	-	2	-	-	2	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	IV. 15 per cent.
	Surgeons' mates, if not passed for surgeons,	3	30	2	3	-	-	2	-	-	2	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	
	Midshipmen, if passed for lieutenants,	25	19	1	20	*	-	16	-	-	12	-	-	10	-	-	8	-	-	5	-	-	3	-	-	3	
	Midshipmen, if not passed for lieutenants,	25	13	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	
	Schoolmasters,	1	30	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	
	Clerks,	1	25	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	
	Sailmakers,	1	25	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	25	1	1	30	1	1	
	Armorer,	1	18	1	1	18	1	1	18	1	1	18	1	1	15	1	1	15	1	1	15	1	1	18	1	1	
	Boatswains' mates,	6	18	1	6	18	1	4	18	1	3	18	1	2	15	1	2	15	1	1	15	1	1	18	1	1	
	Gunners' mates,	3	18	1	3	18	1	2	18	1	2	18	1	2	15	1	2	15	1	1	15	1	1	18	1	1	
	Carpenters' mates,	3	18	1	3	18	1	2	18	1	2	18	1	2	15	1	2	15	1	1	15	1	1	18	1	1	
	Masters at arms,	1	18	1	1	18	1	1	18	1	1	18	1	1	15	1	1	15	1	1	15	1	1	18	1	1	
	Coxswains,	1	18	1	1	18	1	1	18	1	1	18	1	1	15	1	1	15	1	1	15	1	1	18	1	1	
	Ships' corporals,	2	15	1	2	15	1	2	15	1	2	15	1	2	15	1	2	15	1	1	15	1	1	18	1	1	
	Coopers,	1	15	1	1	15	1	1	15	1	1	15	1	1	12	1	1	12	1	1	12	1	1	18	1	1	

\* Same pay in all rates. † One to do master's duty. ‡ To act as surgeon.

## C—Continued.

Class for prizes under sixth rate, and the proportion for each class.	RANK OR STATION.	FIRST RATE.		SECOND RATE.		THIRD RATE.		FOURTH RATE.		FIFTH RATE.		SIXTH RATE.		SEVENTH RATE.		SMALL VESSELS.		Class for prizes under sixth rate, and the proportion for each class.
		No.	Pay per month.	No.	Pay per month.	No.	Pay per month.	No.	Pay per month.	No.	Pay per month.	No.	Pay per month.	No.	Pay per month.	No.	Pay per month.	
V. 12 per cent.	Ships' cooks,	1	18	1	18	1	18	1	18	1	15	1	15	1	15	1	1	V. 12 per cent.
	Cooks' mates,	2	15	1	15	1	15	1	15	1	12	1	12	1	12	1	1	
	Sailmakers' mates,	2	15	1	15	1	15	1	15	1	12	1	12	1	12	1	1	
	Quartermasters,	12	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
	Quartermasters,	24	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
	Captains of tops,	9	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
	Captains of fore-castle,	3	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
	Captains of after-guard,	3	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
	Captains of mast,	2	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
	Captains of hold,	2	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
VI. 35 per cent.	Yeomen,	3	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	VI. 35 per cent.
	Pursers' stewards,	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	1	
	Steward's mates,	1	12	1	12	1	12	1	12	1	1	1	1	1	1	1	1	
	Seamen,	350	-	250	-	150	-	115	-	55	-	55	-	55	-	55	-	
II. III.	Ordinary seamen,	400	-	260	-	130	-	105	-	40	-	40	-	40	-	40	-	V. VI.
	Landsmen,	160	-	90	-	40	-	26	-	5	-	5	-	5	-	5	-	
	Boys, first class,	48	-	30	-	18	-	14	-	5	-	5	-	5	-	5	-	
	Boys, second class,	36	-	20	-	10	-	8	-	5	-	5	-	5	-	5	-	
V. VI.	MARINES.																	V. VI.
	Captains,																	
	First lieutenants,																	
	Second lieutenants,																	
	Sergeants, Corporals, Music, Privates,																	

NOTE.—Surgeons who shall have performed less than two years' sea service, as such, shall receive \$50 per month and two rations per diem. If they shall have performed over two years' sea service, as such, and under four years, shall have \$55 per month and three rations per diem. If they shall have performed over four years' sea service, as such, and under six years, shall have \$60 per month and four rations per diem. If they shall have performed over six years' sea service, as such, and under eight years, shall have \$65 per month and five rations per diem. If they shall have performed over eight years' sea service, as such, and under ten years, shall have \$70 per month and six rations per diem. If they shall have performed over ten years' sea service, as such, \$75 per month and eight rations per diem.

When the regulation of pay to officers depends upon the length of their service at sea, sea service shall be considered as confined to service on board of vessels actually in commission for active service at sea.

† Same pay in all rates.



G.		H.
RANK.	Annual reduced pay.	Annual fullough pay.
Vice admiral, - - - - -	\$2,750	\$1,375 00
Rear admiral, - - - - -	2,250	1,125 00
Commodore, - - - - -	1,900	950 00
Captains, first fourth on the list, - - - - -	1,650	825 00
Captains, second fourth on the list, - - - - -	1,400	700 00
Captains, third fourth on the list, - - - - -	1,250	625 00
Captains, last fourth, - - - - -	1,100	550 00
Masters commandant, first half on the list, - - - - -	850	425 00
Masters commandant, second half on the list, - - - - -	750	375 00
Lieutenants, first half on the list, - - - - -	550	275 00
Lieutenants, second half on the list, - - - - -	450	225 00
Sub-lieutenants, - - - - -	400	200 00
Masters, first half on the list, - - - - -	500	250 00
Masters, second half on the list, - - - - -	400	200 00
Second masters, - - - - -	350	175 00
Midshipmen, if passed for lieutenants, - - - - -	275	137 50
Midshipmen, if not passed, - - - - -	200	100 00
Surgeons, if less than two years at sea as such, - - - - -	580	290 00
Surgeons, if over two and under four years, - - - - -	680	340 00
Surgeons, if over four and under six years, - - - - -	780	390 00
Surgeons, if over six and under eight years, - - - - -	880	440 00
Surgeons, if over eight and under ten years, - - - - -	980	490 00
Surgeons, if over ten years at sea as such, - - - - -	1,080	540 00
Surgeons' mates, if passed for surgeons, - - - - -	440	220 00
Surgeons' mates, if not passed, - - - - -	360	180 00
Pursers, first half on the list, - - - - -	500	250 00
Pursers, second half on the list, - - - - -	400	200 00
Chaplains, if they have been three years at sea as such, - - - - -	500	250 00
Chaplains, if less than three years at sea as such, - - - - -	350	175 00
Boatswains, gunners, carpenters, and sailmakers, if they have been seven years at sea as such, the first half on the list, - - - - -	300	150 00
Boatswains, gunners, carpenters, and sailmakers, if they have been seven years at sea as such, the second half on the list, - - - - -	200	100 00

18th CONGRESS.]

No. 237.

1st SESSION.

## NAVAL REGISTER FOR THE YEAR 1824.

COMMUNICATED TO THE SENATE, FEBRUARY 2, 1824.

SIR:

NAVY DEPARTMENT, *February 1, 1824.*

I have the honor to transmit to you, for the use of the honorable members of the Senate, sixty copies of the Naval Register for the year 1824, prepared in obedience to a resolution of the Senate, passed on the 13th day of December, 1815.

I have the honor to be, very respectfully, your obedient servant,

SAMUEL L. SOUTHARD.

The Hon. the PRESIDENT of the Senate.

## REGISTER OF THE NAVY OF THE UNITED STATES FOR 1824.

## CAPTAINS.

Names.	Date of commission.		Where born.	Where stationed.
John Rodgers, -	March 5,	1799,	Maryland,	Navy Commissioner.
James Barron, -	May 23,	"	Virginia,	Norfolk, Virginia.
William Bainbridge, -	May 20,	1800,	N. Jersey,	Navy yard, Charlestown, Massachusetts.
Thomas Tingey, -	November 23,	1804,	England,	Navy yard, Washington.
Charles Stewart, -	April 23,	1806,	Penn.	Franklin 74, Pacific ocean.
Isaac Hull, -	April 23,	"	Conn.	Frigate United States, Pacific ocean.
Isaac Chauncey, -	April 24,	"	Conn.	Navy Commissioner.
David Porter, -	July 2,	1812,	Mass.	Commanding West India squadron.
Samuel Evans, -	July 4,	"	N. Jersey,	Navy yard, Brooklyn, New York.
Jacob Jones, -	March 3,	1813,	Delaware,	Frigate Constitution, Mediterranean.
Charles Morris, -	March 5,	"	Conn.	Navy Commissioner.
Arthur Sinclair, -	July 24,	"	Virginia,	Commanding at Norfolk, Virginia,
Thomas McDonough, -	September 11,	1814,	Delaware,	Ohio 74, at New York.
Lewis Warrington, -	November 22,	"	Virginia,	Navy yard, Gosport, Virginia.
Joseph Bainbridge, -	November 23,	"	N. Jersey,	Steam frigate Fulton, New York.
William M. Crane, -	November 24,	"	N. Jersey,	Navy yard, Portsmouth, New Hampshire.
James T. Leonard, -	February 4,	1815,	New York,	White Hall, Lake Champlain.
James Biddle, -	February 28,	"	Penn.	Frigate Congress, West India station.
Charles G. Ridgely, -	February 28,	"	Maryland,	Frigate Constellation, New York.
Robert Trail Spence, -	February 28,	"	New Hamp.	Commanding at Baltimore.
Daniel T. Patterson, -	February 28,	"	New York,	Commanding at New Orleans.
Samuel Angus, -	April 27,	1816,	Penn.	New York station.
Melancthon T. Woolsey, -	April 27,	"	New York,	Commanding at Sackett's Harbor.
John O. Creighton, -	April 27,	"	W. Indies,	Corvette Cyane, Mediterranean.
Edward Trenchard, -	March 5,	1817,	N. Jersey,	New York station.
John Downes, -	March 5,	"	Mass.	Frigate Guerriere, Norfolk.
John D. Henley, -	March 5,	"	Virginia,	Frigate Macedonian, Norfolk.
Jesse D. Elliot, -	March 27,	1818,	Maryland,	Norfolk station.

## MASTERS COMMANDANT.

Robert Henley, -	August 12,	1814,	Virginia,	Rendezvous, Norfolk.
Stephen Cassin, -	September 11,	"	Penn.	Sloop Hornet, West India station.
James Renshaw, -	December 10,	"	Penn.	Navy yard, Gosport, Virginia.
David Deacon, -	December 10,	"	N. Jersey,	Sloop Erie, Mediterranean.
Lewis Alexis, -	December 10,	"	France,	On furlough.
Sidney Smith, -	February 28,	1815,	New York,	Awaiting orders.
Thomas Brown, -	March 1,	"	Delaware,	Philadelphia rendezvous.
Samuel Woodhouse, -	April 27,	1816,	Penn.	On furlough.
Charles C. B. Thompson, -	"	"	Virginia,	Rendezvous, Boston.
Alexander S. Wadsworth, -	"	"	Maine,	Navy yard, Washington.
George W. Rodgers, -	"	"	Maryland,	Navy yard, Brooklyn, New York.
George C. Read, -	"	"	Penn.	New York station.
Henry E. Ballard, -	"	"	Maryland,	Rendezvous, New York.
William Carter, -	"	"	N. Carolina,	Sloop Peacock, Pacific ocean.
Joseph J. Nicholson, -	March 5,	1817,	Maryland,	Navy yard, Philadelphia.
Wolcott Chauncey, -	"	"	Conn.	Sloop Ontario, Mediterranean.
Edmund P. Kennedy, -	"	"	Maryland,	Norfolk station, Virginia.
Alexander J. Dallas, -	"	"	Penn.	Corvette John Adams, West India station.
John B. Nicholson, -	"	"	Virginia,	Washington 74, New York.
Beckman V. Hoffman, -	"	"	New York,	Ohio 74, New York.
Jesse Wilkinson, -	April 18,	1818,	Virginia,	West India station.
George Budd, -	March 28,	1820,	Maryland,	Commanding at Erie, Pennsylvania.
Thomas Ap. Catesby Jones, -	"	"	Virginia,	Inspector of ordnance for the navy.
Joseph S. McPherson, -	"	"	Penn.	Philadelphia station.
John Porter, -	"	"	Maryland,	Navy yard, Portsmouth, New Hampshire.
William Bolton Finch, -	"	"	S. Carolina,	West India squadron.
William B. Shubrick, -	"	"	S. Carolina,	Navy yard, Charlestown.
Benjamin W. Booth, -	"	"	Virginia,	New York station.
Alexander Claxton, -	"	"	Penn.	Rendezvous, Baltimore.
Charles W. Morgan, -	April 15,	"	Virginia,	Philadelphia station.



## LIEUTENANTS.

Names.	Date of commission.	Where born.	Where stationed.
Francis J. Mitchell, -	February 18, 1809, -	Virginia, -	Not on duty.
Raymond H. Perry, -	March 5, 1813, -	R. Island, -	New York station.
Lawrence Kearney, -	March 6, " -	N. Jersey, -	Awaiting orders.
Foxhall A. Parker, -	March 9, " -	Virginia, -	Frigate Constitution, Mediterranean.
Edward R. McCall, -	March 11, " -	S. Carolina, -	Philadelphia station.
Daniel Turner, -	March 12, " -	R. Island, -	Schooner Nonesuch, Mediterranean.
David Conner, -	July 24, " -	Penn. -	Schooner Dolphin, Pacific ocean.
John Gallagher, -	" " -	Penn. -	Rendezvous, Baltimore.
Thomas Holdup Stevens, -	" " -	S. Carolina, -	Schooner Shark, West India station.
Henry S. Newcomb, -	" " -	N. Hamp. -	Newport, Rhode Island.
James P. Oellers, -	" " -	Penn. -	Schooner Jackall, West India station.
William M. Hunter, -	" " -	Penn. -	Franklin 74, Pacific ocean.
John D. Sloat, -	March 24, 1813, -	New York, -	Schooner Grampus, West India station.
Matthew C. Perry, -	" " -	R. Island, -	Receiving ship, New York.
Charles W. Skinner, -	" " -	Maine, -	Norfolk station.
Joseph Wragg, -	" " -	S. Carolina, -	Norfolk station.
Samuel W. Adams, -	" " -	N. Hamp. -	Sackett's Harbor.
Frederick W. Smith, -	" " -	N. Jersey, -	On furlough.
Otho Norris, -	" " -	Maryland, -	Receiving vessel, Baltimore.
John T. Newton, -	" " -	Virginia, -	Brig Spark, West India station.
Samuel Henley, -	" " -	Virginia, -	Baltimore station.
Joseph Smith, -	" " -	Mass. -	Boston station.
Lawrence Rousseau, -	" " -	Louisiana, -	West India station.
George W. Storer, -	" " -	Maine, -	Frigate Constitution, Mediterranean.
Joseph Cassin, -	" " -	Penn. -	Rendezvous, Norfolk, Virginia.
Robert M. Rose, -	" " -	Virginia, -	Norfolk, Virginia.
Beverley Kennon, -	" " -	Virginia, -	Norfolk station.
Edward R. Shubrick, -	October 9, -	S. Carolina, -	Philadelphia station.
Charles A. Budd, -	June 18, 1814, -	Penn. -	White Hall, Lake Champlain.
Francis H. Gregory, -	June 28, " -	Conn. -	Awaiting orders.
John H. Clack, -	December 9, " -	Virginia, -	Mediterranean.
Philip F. Vorhees, -	" " -	N. Jersey, -	Washington 74, New York.
Benjamin Cooper, -	" " -	N. Jersey, -	Navy yard, Brooklyn, New York.
William L. Gordon, -	" " -	Virginia, -	Frigate Congress, first lieutenant.
Silas Duncan, -	" " -	N. Jersey, -	Schooner Ferret, West India station.
James Ramage, -	" " -	Ireland, -	Schooner Porpoise, surveying.
Dalany Forrest, -	" " -	Maryland, -	Sloop Peacock, Pacific ocean, first lieu.
David Geissinger, -	" " -	Maryland, -	Frigate Constitution, Mediterranean.
Robert F. Stockton, -	" " -	N. Jersey, -	Awaiting orders.
Thomas S. Cunningham, -	" " -	England, -	New Orleans station.
Isaac McKeever, -	" " -	Penn. -	Frigate Constitution, Mediterranean.
John Paul Zantzing, -	" " -	Penn. -	Schooner Weasel, West India station.
Charles E. Crowley, -	" " -	S. Carolina, -	New York station.
William D. Salter, -	" " -	New York, -	Sloop Ontario, Mediterranean.
Charles S. McCawley, -	" " -	Penn. -	On furlough.
John H. Bell, -	" " -	N. Carolina, -	Sloop Erie, Mediterranean, first lieu.
Thomas M. Newell, -	" " -	Georgia, -	Navy yard, Washington.
Elie A. F. Vallette, -	" " -	N. Jersey, -	Philadelphia station.
William A. Spencer, -	" " -	New York, -	New York station, commanding.
Francis B. Gamble, -	" " -	N. Jersey, -	Store ship Decoy, West India station.
William Laughton, -	" " -	Virginia, -	Frigate Constellation, New York.
Nelson Webster, -	" " -	New Hamp. -	Independence 74, Boston.
Thomas T. Webb, -	" " -	Virginia, -	Sloop Alert, Norfolk.
John Percival, -	" " -	Mass. -	Frigate United States, Pacific ocean, 1st Lt.
John H. Aulick, -	" " -	Virginia, -	Sloop Ontario, Mediterranean.
William V. Taylor, -	" " -	R. Island, -	Newport, Rhode Island.
Mervine P. Mix, -	" " -	Conn. -	New York, Ohio 74.
Bladen Dulany, -	" " -	Virginia, -	Frigate Guerriere, Norfolk.
James McGowan, -	" " -	Virginia, -	Awaiting orders.
Silas H. Stringham, -	" " -	N. York, -	Corvette Cyane, Mediterranean.
Nathaniel L. Montgomery, -	" " -	N. Jersey, -	West India station.
William A. C. Farragut, -	" " -	Louisiana, -	Schooner Greyhound, West India station.
George B. McCulloh, -	" " -	Penn. -	Corvette Cyane, Mediterranean.
Stephen Champlin, -	" " -	Maryland, -	Newport, Rhode Island.
William Lowe, -	" " -	Mass. -	On furlough.
Richard G. Edwards, -	" " -	N. Carolina, -	Not on duty.
Isaac Mayo, -	February 4, 1815, -	Maryland, -	Schooner Dolphin, Pacific ocean.
William K. Latimer, -	" " -	Maryland, -	Frigate United States, Pacific ocean.
William Mervine, -	" " -	Penn. -	Corvette Cyane, Mediterranean.
Thomas Crabb, -	" " -	Maryland, -	Sloop Hornet, West India station.
Edward B. Babbitt, -	May 1, " -	Mass. -	Columbus 74, Boston.
Thomas Paine, Jun. -	December 1, " -	R. Island, -	Charleston, South Carolina.
James Armstrong, -	April 27, 1816, -	Kentucky, -	Frigate United States, Pacific ocean.
Joseph Smoot, -	" " -	Maryland, -	Frigate United States, Pacific ocean.
Robert B. Randolph, -	" " -	Virginia, -	West India station.
William Berry, -	" " -	Maryland, -	Portsmouth, New Hampshire, station.
Samuel L. Breeze, -	" " -	New York, -	Frigate Constitution, Mediterranean.
John Evans, -	" " -	N. Jersey, -	Sloop Erie, Mediterranean.
Benjamin Page, Jun. -	" " -	England, -	Philadelphia station.
John T. Ritchie, -	" " -	Maryland, -	Schooner Fox, West India station.
John A. Wish, -	" " -	S. Carolina, -	Charleston, South Carolina.
John Gwinn, -	" " -	Maryland, -	Navy yard, Charlestown.
William A. Weaver, -	" " -	Virginia, -	Franklin 74, Pacific ocean.
Thomas W. Wyman, -	" " -	Mass. -	Portsmouth, New Hampshire, station.
James L. Morris, -	" " -	New York, -	Washington 74, New York.
Andrew Fitzhugh, -	" " -	Virginia, -	Frigate Congress.

## LIEUTENANTS—Continued.

Names.	Date of commission.		Where born.	Where stationed.
William M. Caldwell,	April 27,	1816,	Mass.	Boston station.
John K. Carter,	"	"	New York,	Rendezvous, New York.
Joseph Cross,	"	"	Maryland,	Schooner Beagle, West India station.
Abraham S. Ten Eick,	"	"	New York,	Sloop Ontario, Mediterranean.
Thomas S. Hammersley,	"	"	Maryland,	Franklin 74, Pacific ocean.
John White,	"	"	Mass.	Columbus 74, Boston.
William M. Robins,	"	"	Maryland,	Sackett's Harbor.
Hiram Paulding,	"	"	New York,	Frigate United States, Pacific ocean.
Jonathan D. Williamson,	"	"	N. Jersey,	New York station.
Uriah P. Levy,	March 5,	1817,	Penn.	Mediterranean.
Enoch H. Johns,	"	"	Maryland,	Baltimore station.
Charles Lacy,	"	"	N. Jersey,	Erie, Pennsylvania.
Charles Boorman,	"	"	Maryland,	Navy yard, Washington.
French Forrest,	"	"	Maryland,	Sloop Hornet, West India station.
Edgar Freeman,	"	"	N. Jersey,	Erie, Pennsylvania.
William E. McKenney,	"	"	New York,	New York station.
William J. Belt,	"	"	Maryland,	On furlough.
Charles H. Caldwell,	"	"	Mass.	On furlough.
William Jameson,	"	"	Virginia,	Frigate Congress.
James W. H. Ray,	"	"	Maryland,	West India station.
William Boerum,	"	"	New York,	Frigate Constitution, Mediterranean.
Charles L. Williamson,	"	"	N. Jersey,	Philadelphia station.
Charles Gauntt,	"	"	N. Jersey,	Philadelphia station.
William W. Ramsay,	"	"	Virginia,	Frigate Constellation, New York.
Ralph Vorhees,	"	"	N. Jersey,	S. gal. Sea Gull, West India station.
Alexander Eskridge,	"	"	Virginia,	Sloop Peacock.
Ebenezer Ridgeway,	"	"	Mass.	Franklin 74, Pacific ocean.
Thomas A. Conover,	"	"	N. Jersey,	Sloop Erie, Mediterranean.
Archibald S. Campbell,	"	"	Virginia,	Navy yard, Gosport, Virginia.
William Taylor,	"	"	Virginia,	Frigate Congress.
John C. Long,	"	"	N. Hamp.	Sloop Peacock, Pacific ocean.
Henry R. Warner,	"	"	New York,	Boston station.
John H. Graham,	"	"	Vermont,	Rendezvous, New York.
Henry Ward,	"	"	Mass.	Receiving ship, Boston.
Henry Henry,	"	"	Maryland,	Franklin 74, Pacific ocean.
Samuel W. Downing,	"	"	N. Jersey,	Philadelphia rendezvous.
Richard S. Hunter,	"	"	N. Jersey,	Navy yard, Washington.
William Pottenger,	"	"	Maryland,	New York station.
Henry W. Ogden,	"	"	N. Jersey,	Franklin 74, Pacific ocean.
John H. Lee,	"	"	Virginia,	Corvette J. Adams, W. I. station, 1st lt.
Walter Abbot,	"	"	Mass.	Philadelphia station.
James M. McIntosh,	April 1,	1818,	Georgia,	Schooner Shark, West India station.
Josiah Tatnall,	"	"	Georgia,	Sloop Peacock.
William P. Temple,	"	"	Virginia,	Baltimore station.
George McCawley,	"	"	Penn.	Philadelphia station.
Hugh N. Page,	"	"	Virginia,	Sloop Peacock, Pacific ocean.
John A. Cook,	"	"	Dist. Col.	West India station.
William Inman,	"	"	New York,	Washington 74, New York.
Joel Abbot,	"	"	Mass.	Sailed for two years, from May 15, 1822.
Lewis E. Simonds,	"	"	Mass.	Independence 74, Boston.
John M. Dale,	"	"	Penn.	Philadelphia station.
Harrison H. Cocke,	"	"	Virginia,	Schooner Nonesuch, Mediterranean.
William J. McCluney,	"	"	Penn.	Schooner Dolphin, Pacific ocean.
Albert G. Wall,	"	"	Virginia,	Norfolk station.
Ephraim D. Whitlock,	"	"	N. Jersey,	West India station.
James F. Curtis,	"	"	Mass.	On furlough.
James Goodrum,	"	"	Virginia,	Awaiting orders.
John B. Montgomery,	"	"	N. Jersey,	Sloop Erie, Mediterranean.
Horace B. Sawyer,	"	"	Vermont,	Schooner Dolphin, Pacific ocean.
Cornelius K. Stribling,	"	"	S. Carolina,	Sloop Hornet, West India station.
James E. Legare,	"	"	S. Carolina,	West India station, brig Spark.
Joshua R. Sands,	"	"	New York,	Franklin 74, Pacific ocean.
Allen Griffin,	"	"	Maryland,	Frigate Congress.
John L. Cummings,	"	"	N. Jersey,	Brig Spark, West India station.
Frederick S. Gibbon,	"	"	Virginia,	Not on duty.
John J. Young,	March 28,	1820,	New York,	Washington 74, New York.
Charles H. Bell,	"	"	New York,	Sloop Ontario, Mediterranean.
Abraham Bigelow,	"	"	Mass.	Sloop Ontario, Mediterranean.
Otho Stallings,	"	"	Maryland,	Baltimore station.
Zachariah W. Nixon,	"	"	Mass.	On furlough.
Henry C. Newton,	"	"	Virginia,	Sloop Ontario, Mediterranean.
Frank Ellery,	"	"	R. Island,	Schooner Nonesuch, Mediterranean.
Frederick Varnum,	"	"	Mass.	Corvette John Adams, West India station.
Frederick G. Wolbert,	"	"	Penn.	Schooner Wild Cat, West India station.
Joseph R. Jarvis,	"	"	Mass.	Frigate Constitution, Mediterranean.
Thomas W. Freelon,	"	"	New York,	Independence 74, Boston.
Pardon M. Whipple,	"	"	New York,	Mediterranean.
James Williams,	"	"	Maryland,	Norfolk station.
Samuel W. Lecompte,	"	"	Maryland,	Sloop Erie, Mediterranean.
Charles T. Platt,	"	"	New York,	White Hall, Lake Champlain.
Wm. M. Armstrong,	March 3,	1821,	Kentucky,	Frigate Congress.
William F. Shields,	"	"	Georgia,	Mediterranean.
Garret J. Pendergraft,	"	"	Kentucky,	On furlough.
William C. Nicholson,	"	"	Maryland,	Frigate United States, Pacific ocean.
James B. Cooper,	April 22,	1822,	N. Jersey,	Philadelphia station.
J. W. Sherburne, acting,	July 4,	"	N. Hamp.	Surveying coast of Florida.



## SURGEONS.

Names.	Date of commission.	Where born.	Where stationed.
Edward Cutbush, -	June 24, 1799, -	Penn.	Naval hospital, Washington.
Samuel R. Marshall, -	January 16, 1800, -	Penn.	Naval hospital, New York.
Lewis Heerman, -	November 27, 1804, -	Germany,	Hospital, New Orleans.
Jonathan Cowdry, -	" " -	Mass.	Rendezvous, Norfolk.
Samuel D. Heap, -	" " -	Penn.	Mediterranean.
Robert L. Thorn, -	March 3, 1809, -	New York,	Navy yard, Portsmouth, New Hampshire.
William P. C. Barton,	April 28, " -	Penn.	Philadelphia station.
George Logan, -	April 14, 1810, -	S. Carolina,	Charleston, South Carolina.
Amos A. Evans, -	April 20, " -	Maryland,	Not on duty.
Robert S. Kearney, -	April 28, " -	Ireland,	Washington City, (ill health.)
James Page, -	March 5, 1811, -	Maryland,	Awaiting orders, (Baltimore rendezvous.)
Thomas Harris, -	July 6, 1812, -	Penn.	Naval hospital, Philadelphia.
William Turk, -	July 24, 1813, -	New York,	White Hall, Lake Champlain.
Hyde Ray, -	" " -	Maryland,	Frigate Congress.
Walter W. Buchanan,	" " -	N. Jersey,	Sackett's Harbor.
Gerard Dayers, -	" " -	Flanders,	Columbus 74, Boston.
Robert R. Barton, -	" " -	Virginia,	On furlough, no pay.
Benjamin P. Kissam,	" " -	New York,	Corvette Cyane.
John A. Kearney, -	" " -	Ireland,	Navy yard, Charlestown.
Baily Washington, -	" " -	Virginia,	Rendezvous, Washington.
Walter W. New, -	October 6, " -	Virginia,	New Orleans.
Robert C. Randolph,	April 15, 1814, -	Virginia,	West India station.
Charles B. Hamilton,	" " -	Virginia,	Marine barracks, head-quarters.
William Swift, -	" " -	Mass.	Sloop Ontario.
Richard K. Hoffman,	July 26, " -	New York,	Washington 74, New York.
Thomas B. Salter, -	May 22, 1815, -	N. Jersey,	Franklin 74, Pacific ocean.
Peter Christie, -	April 27, 1816, -	N. Jersey,	West India station.
Charles M. Reese, -	" " -	S. Carolina,	On furlough, no pay.
Samuel Jackson, -	March 27, 1818, -	New York,	Sloop Erie, Mediterranean.
Andrew B. Cook, -	" " -	New York,	Naval hospital, New York.
John H. Gordon, -	" " -	Penn.	Philadelphia rendezvous.
Leonard Osborne, -	" " -	Maryland,	New York.
Thomas Williamson,	" " -	Maryland,	Hospital, Gosport, Virginia.
George S. Sproston, -	" " -	Maryland,	Frigate Constitution, Mediterranean.
Elnathan Judson, -	" " -	Mass.	Awaiting orders.

## SURGEONS' MATES.

John Harrison, -	January 16, 1805, -	Maryland,	Hospital, Washington.
Manuel Philips, -	July 18, 1809, -	Penn.	Corvette Cyane, Mediterranean.
William Belt, -	September 23, 1811, -	Maryland,	Sloop Peacock, Pacific ocean.
John D. Armstrong, -	May 27, 1812, -	Ireland,	Frigate Congress.
Benjamin Austin, -	July 24, 1813, -	Mass.	West India station.
Wilmot F. Rodgers, -	" " -	Virginia,	Frigate Constitution.
John W. Peaco, -	June 23, " -	Maryland,	Philadelphia station.
Alexander M. Montgomery,	July 16, " -	N. Jersey,	Schooner Nonesuch, Mediterranean.
Benjamin A. Welles, -	December 10, " -	Maryland,	Sloop Peacock, Pacific ocean.
William D. Conway, -	" " -	Ireland,	West India station.
James Norris, -	" " -	New Hamp.	Schooner Grampus, West India station.
Benajah Tickner, -	" " -	Vermont,	Philadelphia.
Charles Chase, -	" " -	Maine,	Schooner Shark, West India station.
Thomas V. Wiesenthal,	" " -	Maryland,	Baltimore station.
William Birchmore, -	January 10, 1815, -	England,	Navy yard, Charlestown, Massachusetts.
John S. Wiley, -	December 20, 1815, -	Maryland,	Naval hospital, New York.
James R. Boyce, -	April 27, 1816, -	Virginia,	Brig Spark, West India station.
Richard Stevens, -	December 28, 1818, -	New York,	Schooner Dolphin, Pacific ocean.
John Fitzhugh, Jun. -	" " -	Maryland,	Frigate United States, Pacific ocean.
David S. Edwards, -	" " -	Conn.	Sloop Erie, Mediterranean.
Mordecai Morgan, -	" " -	Penn.	Awaiting orders, Philadelphia.
Joseph Kenz, -	March 28, 1820, -	Louisiana,	West India station.
James Cornick, -	" " -	Virginia,	Franklin 74, Pacific ocean.
Robert F. Dandridge, -	" " -	Virginia,	Sloop Hornet, West India station.
William Williamson, -	" " -	N. Jersey,	Awaiting orders, New York.
William D. Babbit, -	" " -	Mass.	Corvette John Adams, West India station.
Robert T. Falconer, -	" " -	N. Carolina,	West India station.
Joseph B. Stillman, -	" " -	New York,	Sloop Ontario.
Thomas J. Boyd, -	" " -	Delaware,	Frigate Constitution, Mediterranean.
George Terrill, -	" " -	Virginia,	Schooner Porpoise, surveying.
F. L. Duberry, acting,	June 30, 1823, -	Penn.	West India station.
Stephen Rapalje, acting,	" " -	New York,	West India station.
John Haslett, acting,	" " -	S. Carolina,	West India station.
Benjamin R. Tinslar, acting,	February 1, " -	New York,	Frigate United States, Pacific ocean.
C. H. Van Brunt, acting,	" " -	New York,	West India station.
H. W. Bassett, acting,	December 24, 1822, -	Maryland,	West India station.
Thomas J. Bradner, acting,	December 23, " -	New York,	Frigate United States, Pacific ocean.
Isaac Hulse, -	May 12, 1823, -	New York,	Frigate Congress.

## PURSERS.

Names.	Date of commission.	Where born.	Where stationed.
Isaac Garretson, -	April 25, 1812, -	Maryland,	Baltimore station.
Clement S. Hunt, -	" " " -	Maryland,	Newport, Rhode Island.
Gwinn Harris, -	" " " -	Maryland,	Awaiting orders.
John H. Carr, -	" " " -	England,	Philadelphia station.
Nathaniel Lyde, -	" " " -	Mass.	Navy yard, Portsmouth, New Hampshire.
Samuel Hambleton, -	" " " -	Maryland,	Frigate Congress.
Robert C. Ludlow, -	" " " -	New York,	Navy yard, Charlestown.
John B. Timberlake, -	" " " -	Virginia,	Schooner Shark, West India station.
Thomas I. Chew, -	" " " -	Mass.	Washington 74, New York.
Thomas Shields, -	" " " -	Delaware,	New Orleans.
Richard C. Archer, -	" " " -	Maryland,	Alert, store ship, Norfolk.
Lewis Deblois, -	" " " -	Mass.	On furlough.
George S. Wise, -	" " " -	Virginia,	Navy yard, Brooklyn, New York.
Francis A. Thornton, -	" " " -	Virginia,	West India station.
James M. Halsey, -	" " " -	New York,	Awaiting orders.
Edward Fitzgerald, -	" " " -	Penn.	Franklin 74, Pacific ocean.
Alexander P. Darrah, -	" " " -	Delaware,	Navy yard, Gosport, Virginia.
William S. Rogers, -	February 26, 1813, -	R. Island,	Independence 74, Boston.
Samuel P. Todd, -	March 2, " -	Penn.	Philadelphia navy yard and station.
George Beale, -	July 24, " -	Virginia,	Frigate United States, Pacific ocean.
James H. Clark, -	" " " -	New York,	Frigate Guerriere, Norfolk.
Joseph Wilson, Jun., -	" " " -	Mass.	Awaiting orders, Boston.
Joseph B. Wilkinson, -	March 26, 1814, -	Kentucky,	New Orleans navy yard and station.
William Sinclair, -	" " " -	Mass.	Charleston, South Carolina.
John N. Todd, -	March 26, 1815, -	Penn.	Sloop Ontario.
Timothy Winn, -	May 17, " -	Mass.	Navy yard, Washington.
William M. Sands, -	May 20, " -	New York,	Sackett's Harbor.
Joseph H. Terry, -	June 6, " -	New York,	Corvette Cyane, Mediterranean.
Thomas Breese, -	July 8, " -	R. Island,	Frigate Constitution, Mediterranean.
Gardner Thomas, -	July 22, " -	Mass.	Sloop Hornet, West India station.
Ashton Y. Humphreys, -	July 22, " -	Penn.	Sloop Peacock, Pacific ocean.
John Debreë, -	December 29, 1817, -	N. Jersey,	Frigate Macedonian, Norfolk.
Charles O. Handy, -	" " " -	R. Island,	Corvette John Adams.
Silas Butler, -	" " " -	New York,	Receiving ship, New York.
Edward N. Cox, -	March 28, 1820, -	New York,	New York station.
Nathaniel H. Perry, -	March 28, 1820, -	R. Island,	Sloop Erie, Mediterranean.
J. N. Hambleton, acting, -	October 24, 1819, -	Maryland,	Schooner Nonesuch, Mediterranean.
Joseph Watson, -	September 11, 1821, -	Mass.	Schooner Dolphin, Pacific ocean.
William McMurtree, -	November 14, 1823, -	Penn.	Brig Spark.
Garret R. Barry, acting, -	January 15, 1824, -	Penn.	Schooner Grampus.

## CHAPLAINS.

John Cooke, -	May 19, 1812, -	England,	Not on duty.
Cheever Felch, -	May 12, " -	Mass.	Surveying coast of Florida.
Nathaniel Andrews, -	August 16, 1816, -	England,	Franklin 74, Pacific ocean.
James Brooks, -	December 29, 1818, -	Virginia,	Sackett's Harbor.
James Everett, -	December 29, " -	Mass.	Navy yard, Charlestown.
Addison Searle, -	April 27, 1820, -	N. Hamp.	Frigate Constitution.
Burgess Allison, -	March 3, 1823, -	New Jersey,	Navy yard, Washington.
Cave Jones, Acting, -	June 3, 1823, -	New York,	Navy yard, Brooklyn, New York.

## MIDSHIPMEN PASSED FOR PROMOTION.

1820.				
Daniel H. Mackay, -	April 16,	1813,	New York,	Awaiting orders.
Edward W. Carpenter, -	July 10,	"	New York,	Sloop Erie, Mediterranean.
John L. Saunders, -	November 15,	1809,	Virginia,	Brig Spark.
Joseph B. Hull, Jun., -	November 9,	1813,	Conn.	Franklin 74, Pacific ocean.
Jott S. Paine, -	"	"	Maine,	West India station.
John E. Prentiss, -	"	"	Mass.	New York station.
John M. Sullivan, -	March 1,	"	New York,	New York station.
Joseph Moorhead, -	November 9,	"	Ohio,	Navy yard, Gosport, Virginia.
1821.				
Samuel B. Phelps, -	May 20,	"	Conn.	Sloop Peacock, Pacific ocean.
Irvine Shubrick, -	May 12,	1814,	S. Carolina,	Washington 74, New York.
Charles Ellery, -	March 8,	"	R. Island,	Schooner Shark, West India station.
Thomas R. Gerry, -	December 6,	"	Mass.	On furlough.
John Kelly, -	February 1,	"	Penn.	Philadelphia station.
William Rice, -	November 9,	1813,	Maine,	On furlough.
Hugh Dulany, -	November 30,	1814,	S. Carolina,	On furlough.
William T. Rodgers, -	November 9,	1813,	New York,	On furlough.
Edmund Byrne, -	February 1,	1814,	Penn.	West India station.
Edward S. Johnson, -	November 30,	"	R. Island,	Washington 74, New York.
William H. Gardner, -	December 6,	"	Maryland,	West India station.
Frederick Jarrett, -	March 8,	"	Penn.	Corvette Cyane, Mediterranean.
David G. Farragut, -	December 17,	1810,	Tennessee,	West India station.
Richard S. Pinckney, -	August 3,	1814,	S. Carolina,	On furlough.
Stephen B. Wilson, -	January 1,	1812,	New York,	West India station.
Edward C. Rutledge, -	November 30,	1814,	N. Carolina,	On furlough.
William S. Harris, -	"	"	Kentucky,	Awaiting orders.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Thomas Dornin, -	May 1,	1814,	New York,	Sloop Hornet, West India station.
Thomas Pettigru, -	January 1,	1812,	S. Carolina,	Sloop Erie, Mediterranean.
Benjamin S. Grimke, -	November 30,	1814,	S. Carolina,	Corvette John Adams.
John P. Tuttle, -	"	"	Conn.	Corvette John Adams.
Robert B. Cunningham, -	"	"	Virginia,	West India station.
James Glynn, -	March 4,	1815,	Virginia,	Norfolk station.
Joseph Myers, -	December 6,	1814,	N. Carolina,	Corvette Cyane, Mediterranean.
William C. Wetmore, -	June 18,	1812,	New York,	New York station.
William B. Nicholson, -	March 17,	1814,	Maryland,	On furlough.
Augustus Cutts, -	November 9,	1813,	Maine,	On furlough.
Thomas R. Gedney, -	March 4,	1815,	S. Carolina,	Schooner Porpoise, surveying.
John Bubier, -	November 9,	1813,	Mass.	Frigate United States, Pacific ocean.
Victor M. Randolph, -	June 11,	1814,	Virginia,	West India station.
John S. Chauncey, -	January 1,	1812,	New York,	West India station.
Joseph Cutts, Jun., -	December 6,	1814,	Maine,	West India station.
Jacob Crowninshield, -	March 11,	1815,	Mass.	Frigate Java, Boston.
Frederick Engle, -	December 6,	1814,	Penn.	West India station.
Thomas S. Brown, -	December 17,	1810,	Conn.	West India station.
Alexander J. Dallas Brown, -	"	"	Conn.	Boston station.
Jesse Smith, -	March 11,	1811,	Mass.	On furlough.
John H. Smith, -	January 1,	"	New York,	West India station.
Merrit S. Scott, -	November 30,	1814,	Kentucky,	West India station.
Francis Sanderson, -	February 3,	1815,	Maryland,	West India station.
John Rudd, -	November 30,	1814,	R. Island,	West India station.
1822.				
Duncan N. Ingraham, -	June 18,	1812,	Virginia,	Charleston, South Carolina.
Henry Bruce, -	November 9,	1813,	Mass.	West India station.
John Marston, Jun., -	April 15,	"	Mass.	Frigate Congress.
David Conyngham, -	February 1,	1814,	Penn.	On furlough.
William D. Newman, -	"	"	New York,	West India station.
Robert Ritchie, -	"	"	Maryland,	Philadelphia station.
David R. Stewart, -	"	"	Maryland,	Baltimore station.
Thomas Hayes, -	June 6,	1814,	Penn.	On furlough.
Alex. B. Pinkham, -	June 17,	"	Mass.	West India station.
William H. Homer, -	June 30,	"	Mass.	Frigate United States, Pacific ocean.
James D. Knight, -	"	"	S. Carolina,	On furlough.
Joseph Mattison, -	"	"	New Jersey,	Sloop Erie, Mediterranean.
William W. McKean, -	"	"	Penn.	West India station.
William S. Walker, -	"	"	N. Hamp.	Boston station.
Alexander Slidell, -	January 1,	1815,	New York,	On furlough.
James G. Boughan, -	January 11,	"	Maryland,	West India station.
Benjamin Tallmadge, Jun., -	January 24,	"	Connecticut	Washington 74, New York.
Hubbard H. Hobbs, -	March 4,	"	Virginia,	Schooner Shark, West India station.
Samuel Mercer, -	"	"	S. Carolina,	New York station.
Franklin Buchanan, -	January 28,	"	Penn.	Sloop Hornet, West India station.
George F. Pearson, -	March 11,	"	N. Hamp.	West India station.
Charles Lowndes, -	March 18,	"	S. Carolina,	Schooner Porpoise, West India station.

## MIDSHIPMEN.

Albert A. Alexander, -	September 1,	1811,	D. Colum.	West India station.
Henry A. Adams, -	March 14,	1814,	Penn.	Franklin 74, Pacific ocean.
George Adams, -	January 1,	1813,	Maryland,	Frigate Congress.
Henry J. Auchmuty, -	May 10,	1820,	R. Island,	Frigate Constitution, Mediterranean.
Isaac H. Abbot, -	May 10,	"	Maine,	New York station.
James W. Abbot, -	May 1,	1822,	Michigan,	Awaiting orders.
Robert W. Alden, -	May 1,	"	N. Hamp.	West India station.
John M. Allen, -	February 1,	1823,	Kentucky,	West India station.
Guerdin C. Ashton, -	"	"	Virginia,	West India station.
Joseph Arnold, -	March 4,	"	Georgia,	West India station.
John Holmes Amory, -	August 19,	"	Mass.	Boston station.
Addison A. Anderson, -	"	"	Tennessee,	Frigate United States, Pacific ocean.
Samuel Barron, -	January 1,	1812,	Virginia,	Norfolk station.
Russell Baldwin, -	May 17,	1813,	New York,	On furlough.
John D. Bird, -	April 16,	1814,	Delaware,	West India station.
Timothy G. Benham, -	November 3,	"	Conn.	West India station.
Lyttleton M. Booth, -	June 1,	1815,	Virginia,	Navy yard, Washington.
Joseph Bowman, -	July 8,	"	Penn.	On furlough.
Archibald R. Bogardus, -	December 26,	"	New York,	Corvette Cyane, Mediterranean.
Benjamin F. Bache, -	January 1,	1817,	Penn.	Awaiting orders, no pay.
Oscar Bullus, -	January 1,	"	New York,	Washington 74, New York.
Abraham Bennett, -	July 4,	"	Delaware,	Franklin 74, Pacific ocean.
Robert S. Bullus, -	January 1,	1818,	New York,	Awaiting orders, no pay.
George S. Blake, -	"	"	Mass.	On furlough.
Joshua Barney, -	"	"	Maryland,	On furlough.
Theodorus Bailly, Jun., -	"	"	New York,	Franklin 74, Pacific ocean.
Joseph R. Blake, -	"	"	Virginia,	Sloop Peacock, Pacific ocean.
T. McKean Buchanan, -	November 3,	"	Penn.	Corvette Cyane, Mediterranean.
Edward B. Boutwell, -	March 3,	1819,	Virginia,	Navy yard, Gosport, Virginia.
James Bradford, -	March 4,	"	Louisiana,	New York.
Joseph R. Brown, -	July 10,	"	Penn.	Philadelphia station.
John Q. Adams Boyd, -	December 13,	"	Indiana,	Franklin 74, Pacific ocean.
John E. Bispham, -	December 13,	"	New Jersey,	Frigate United States, Pacific ocean.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
Samuel M. Breckenridge,	December 15, 1819,	Kentucky,	Schooner Dolphin, Pacific ocean.
Edward O. Blanchard,	May 10, 1820,	Mississippi,	On furlough.
Augustus Barnhouse,	May 10, " "	Virginia,	Navy yard, Washington.
Robert B. Bell,	August 1, 1820,	New York,	Corvette Cyane, Mediterranean.
Theodoric F. Bland, Jun.	July 16, 1821,	Maryland,	Franklin 74, Pacific ocean.
John C. Bunner,	May 1, 1822,	New York,	Mediterranean.
Patrick F. Bradlee,	September 1, " "	Mass.	Frigate United States, Pacific ocean.
John L. Ball,	December 4, " "	Virginia,	West India squadron.
George Briard,	March 4, 1823,	N. Hamp.	Washington 74, New York.
Robert L. Browning,	" "	Kentucky,	West India station.
Henry H. Bell,	August 4, " "	N. Carolina,	Sloop Erie, Mediterranean.
Edward Boyd,	August 19, " "	New York,	Sloop Erie, Mediterranean.
Junius Boyle,	August 27, " "	Maryland,	Frigate United States, Pacific ocean.
John Randolph Bryan,	October 4, " "	Georgia,	Sloop Peacock, Pacific ocean.
Joseph S. Cornwell,	January 1, 1812,	New York,	Awaiting orders.
Enos R. Childs,	June 18, " "	Maryland,	Awaiting orders.
Joseph S. Cannon,	February 26, 1814,	Delaware,	Philadelphia station.
Charles B. Childs,	January 28, 1815,	New York,	Washington 74, New York.
Richard Cochrane,	February 7, " "	New York,	Awaiting orders.
James H. Clinton,	April 24, " "	New York,	West India station.
William H. Campbell,	May 30, 1816,	Maryland,	Frigate United States, Pacific ocean.
James E. Calhoun,	May 30, " "	S. Carolina,	On furlough.
John Redman Cox,	July 4, 1817,	Penn.	Franklin 74, Pacific ocean.
John Addison Carr,	July 4, " "	Maryland,	West India squadron.
Samuel B. Cocke,	January 1, 1818,	Virginia,	Norfolk station.
Charles Edward Cutts,	November 3, " "	N. Hamp.	On furlough.
John Cassin,	May 10, 1820,	Penn.	Sloop Erie, Mediterranean.
John Calhoun,	January 25, 1821,	Penn.	Frigate United States, Pacific ocean.
William H. Capers,	March 27, 1822,	S. Carolina,	On furlough.
Thomas T. Craven,	May 1, " "	N. Hamp.	Frigate United States, Pacific ocean.
Charles W. Chauncey,	May 1, " "	New York,	Awaiting orders.
William C. Carrington,	February 6, 1823,	N. Carolina,	West India station.
Horatio Nelson Cady,	March 4, " "	New Hamp.	Awaiting orders.
Philander F. Canedy,	" "	Vermont,	Corvette Cyane, Mediterranean.
Walter C. Cutts,	" "	Maine,	Frigate United States, Pacific ocean.
Jerome Callan,	" "	Indiana,	Frigate Congress.
James B. Cooke,	May 31, " "	N. Carolina,	Awaiting orders.
Samuel F. Dupont,	December 19, 1815,	New Jersey,	Frigate Congress.
Albert E. Downes,	January 1, 1818,	Mass.	Frigate United States, Pacific ocean.
Nathaniel W. Duke,	May 1, 1823,	Kentucky,	Sloop Erie, Mediterranean.
Thomas Dimmock,	March 4, 1823,	Mass.	Corvette Cyane, Mediterranean.
John A. Davis,	" "	Tennessee,	West India station.
John Doyle,	June 17, " "	Indiana,	West India station.
Charles H. Davis,	August 12, " "	Mass.	Frigate United States, Pacific ocean.
Charles H. Duryee,	August 19, " "	New York,	Sloop Erie, Mediterranean.
Henry Etting,	January 1, 1818,	Maryland,	Schooner Porpoise.
Henry Eagle, Jun.	January 1, " "	New York,	Sloop Erie, Mediterranean.
Francis B. Ellison,	May 28, 1819,	New York,	Frigate Constitution, Mediterranean.
Thomas Evans,	October 23, 1820,	Penn.	Sloop Ontario.
William B. Everett,	February 1, 1823,	Maryland,	Boston station.
Thomas L. Emerson,	March 4, " "	Vermont,	New York station.
Alex. H. Edwards,	March 5, " "	Michigan,	New York station.
William Foster,	February 4, 1814,	New York,	Philadelphia station.
Lewis C. F. Fatio,	March 8, 1823,	S. Carolina,	West India squadron.
Andrew H. Foot,	December 4, " "	Conn.	Sloop Peacock, Pacific ocean.
Ebenezer Farrand,	March 4, 1823,	N. Jersey,	West India station.
Archibald B. Fairfax,	August 4, " "	Virginia,	Navy yard, Washington.
Catlin C. Fitzhugh, acting,	" "	" "	West India station.
Lewis M. Goldsborough,	June 18, 1812,	D. Colum.	Franklin 74, Pacific ocean.
Daniel Goodwin,	November 30, 1814,	Maine,	Awaiting orders.
James T. Gerry,	December 20, 1815,	Mass.	Ohio 74, New York.
William Green,	January 1, 1818,	Virginia,	Norfolk station.
Alexander G. Gordon,	" "	D. Colum.	Sloop Erie, Mediterranean.
William M. Glendy,	" "	Maryland,	Baltimore station.
Charles W. Gay,	October 27, " "	Mass.	Columbus 74, Boston.
Sylvanus Godon,	March 4, 1819,	Penn.	Philadelphia station.
John Graham,	September 1, " "	D. Colum.	Columbus 74, Boston.
Samuel Gaillard,	May 10, 1820,	S. Carolina,	Awaiting orders.
Farnfold Green,	May 1, 1822,	N. Carolina,	Corvette John Adams.
Alexander Gibson,	July 4, " "	Virginia,	Washington 74, New York.
John J. Glasson,	February 1, 1823,	New York,	Sloop Peacock, Pacific ocean.
Guert Gansevoort,	March 4, " "	New York,	Awaiting orders.
Israel S. Griffin,	" "	Maryland,	Frigate Congress.
William F. Grymes,	" "	Virginia,	Frigate United States, Pacific ocean.
Tombigbee Gordon,	June 3, " "	Georgia,	West India station.
Helmuth J. Gaedicke,	August 19, " "	West Indies	Awaiting orders.
James B. Glentworth,	" "	Penn.	New York station.
Levi M. Harby,	June 18, 1812,	S. Carolina,	On furlough.
James Hodge,	November 9, 1813,	Penn.	Navy yard, Gosport.
George N. Hollins,	February 1, 1814,	Maryland,	On furlough.
Harry D. Hunter,	November 30, " "	Penn.	Frigate United States, Pacific ocean.
William L. Howard,	January 10, 1815,	New York,	Washington 74, New York.
John E. Heron,	January 1, 1816,	Virginia,	On furlough.
William L. Hudson,	January 1, " "	New York,	New York station.
Lucius C. Heylin,	January 1, 1817,	Penn.	On furlough.
Alexander H. Hopkinson,	September 25, " "	Penn.	Franklin 74, Pacific ocean.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
Peyton T. Henley,	January 1, 1818,	Virginia,	Sloop Peacock, Pacific ocean.
Stern Humphreys,	"	New York,	Corvette Cyane, Mediterranean.
Andrew A. Harwood,	"	Penn.	Philadelphia station.
Charles E. Hawkins,	March 4, "	New York,	On furlough.
John Hamilton,	July 4, "	New York,	Frigate Constitution, Mediterranean.
James T. Homans,	December 3, 1819,	Mass.	On furlough.
John W. Hunter, Jun.	May 10, 1820,	Penn.	Brig Spark, West India station.
Cary H. Hansford,	"	Virginia,	Franklin 74, Pacific ocean.
Paul Hamilton-Hayne,	"	S. Carolina,	Franklin 74, Pacific ocean.
Jefferson Hansford,	December 4, 1821,	Virginia,	Sloop Peacock, Pacific ocean.
Thomas J. Harris,	May 1, 1822,	Penn.	Sloop Peacock, Pacific ocean.
William W. Hunter,	"	Louisiana,	Schooner Grampus.
John W. Hunt, Jun.	"	Kentucky,	Sloop Peacock, Pacific ocean.
Samuel F. Hazard,	January 1, 1823,	R. Island,	Sloop Peacock, Pacific ocean.
Edward Hoban,	February 1, "	D. Colum.	West India squadron.
Neil M. Howison,	"	Virginia,	Sloop Peacock, Pacific ocean.
Edward M. Hubbard,	March 4, "	Maine,	Awaiting orders.
James A. Hemphill,	"	Penn.	Awaiting orders.
John E. Holt,	"	Virginia,	Corvette John Adams.
C. P. C. Harrison,	June 4, "	West Indies	West India station.
William C. Holmes,	August 25, "	Mass.	Sloop Peacock, Pacific ocean.
William E. Hunt,	October 28, "	N. Jersey,	Frigate United States, Pacific ocean.
Oscar Irving,	January 1, 1817,	New York,	On furlough.
George Izard,	"	Penn.	Franklin 74, Pacific ocean.
Jonathan Ingersoll,	March 4, 1823,	Conn.	Corvette Cyane, Mediterranean.
Richard A. Jones,	June 18, 1812,	Delaware,	Frigate Constitution, Mediterranean.
Joshua H. Justin,	November 30, 1814,	R. Island,	Frigate Constellation.
Robert W. Jones,	January 1, 1818,	New York,	Franklin 74, Pacific ocean.
Zachariah F. Johnston,	January 1, "	Maryland,	Awaiting orders.
Charles H. Jackson,	March 4, "	Georgia,	Schooner Dolphin, Pacific ocean.
Robert Jones,	March 4, 1823,	Louisiana,	Corvette Cyane, Mediterranean.
John T. Jenkins,	"	New York,	New York station.
Stephen Johnston,	June 28, "	Ohio,	Awaiting orders.
Kinsey Johns, acting,	"	"	West India station.
William H. Kennon,	January 1, 1817,	Virginia,	Frigate United States, Pacific ocean.
Stephen B. Kingston,	January 1, "	Penn.	Philadelphia station.
C. H. A. H. Kennedy,	February 10, 1819,	Virginia,	Norfolk, Virginia.
Edward A. Kerr,	June 1, 1821,	D. Colum.	Frigate Congress.
James P. Kid,	September 24, "	Penn.	Schooner Grampus.
Francis Key,	May 15, 1823,	D. Colum.	Frigate Congress.
Lawrence Keene, acting,	"	Penn.	West India station.
Thomas J. Leib,	September 1, 1812,	Penn.	Frigate Congress.
Arthur Lewis,	January 1, 1817,	Virginia,	Sloop Peacock, Pacific ocean.
Andrew K. Long,	January 1, 1818,	Maryland,	West India station.
John H. Little,	"	Maryland,	West India station.
William F. Lynch,	January 26, 1819,	Virginia,	West India station.
James L. Lardner,	May 10, 1820,	Penn.	Schooner Dolphin, Pacific ocean.
Edward S. Lewis,	May 10, "	Conn.	Ohio 74, New York.
Samuel Lockwood,	July 12, "	Conn.	Awaiting orders.
Sidney Smith Lee,	December 30, "	Virginia,	Franklin 74, Pacific ocean.
Nathaniel C. Lawrence,	May 1, 1822,	New York,	Frigate United States, Pacific ocean.
William Leggett,	December 4, "	Illinois,	Corvette Cyane, Mediterranean.
James B. Lardner,	"	Penn.	Frigate Congress.
William B. Lyne,	March 4, 1823,	N. Carolina,	Sloop Peacock, Pacific ocean.
William B. McLean,	January 1, 1812,	New York,	Awaiting orders.
Daniel S. McCawley,	February 1, 1814,	Penn.	On furlough.
Robert F. Martin,	May 1, "	S. Carolina,	New York station.
Nicholas Marchand,	November 30, "	Louisiana,	Awaiting orders.
Humphrey H. Morris,	January 1, 1817,	England,	New York station.
George A. Magruder,	"	Virginia,	Awaiting orders.
T. Jefferson Manning,	"	New Jersey,	Franklin 74, Pacific ocean.
John Marshall,	"	1818,	Franklin 74, Pacific ocean.
Alexander M. Mull,	"	Maryland,	Sloop Ontario.
Charles V. Morris,	"	New York,	Franklin 74, Pacific ocean.
Henry W. Morris,	"	New York,	Sloop Ontario.
John Manning,	August 21, 1819,	N. Carolina,	West India station.
Richard D. Millen,	May 10, 1820,	Georgia,	Washington 74, New York.
Richard R. McMullin,	"	New York,	Coast of Africa.
John White Mooers,	"	New York,	Awaiting orders.
Richard Hunt Morris,	"	Vermont,	New York station.
John H. Marshall,	"	Virginia,	Frigate Constitution, Mediterranean.
Francis Mallary,	May 1, 1822,	Virginia,	Norfolk station.
A. H. Mitchell,	March 4, 1823,	N. Carolina,	Brig Spark, West India station.
Charles H. McBlair,	"	Maryland,	Frigate United States, Pacific ocean.
William M. A. Moore,	August 19, "	Virginia,	Frigate United States, Pacific ocean.
Samuel Evans Munn,	August 27, "	New York,	New York station.
Albert McDaniel,	"	D. Colum.	Frigate United States, Pacific ocean.
Murray Mason,	November 14, "	D. Colum.	Awaiting orders.
Robert H. Nichols,	September 1, 1811,	New York,	Receiving ship, New York.
John S. Nicholas,	June 6, 1815,	Virginia,	On furlough.
Joseph M. Nicholson,	August 30, 1816,	Maryland,	New York station.
Frederick A. Neville,	May 10, 1820,	Ohio,	Schooner Dolphin, Pacific ocean.
Lloyd B. Newell,	"	Georgia,	Sloop Ontario.
William H. Noland,	December 13, 1823,	Virginia,	Awaiting orders.
William S. Ogden,	July 26, 1820,	New York,	Frigate Congress.
David H. Porter,	August 4, 1814,	Penn.	Franklin 74, Pacific ocean.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
John W. Palmer, -	November 30, 1814,	Conn.	Schooner Nonesuch, Mediterranean.
William P. Piercy, -	March 15, 1815,	Penn.	West India squadron.
William H. Pennock, -	April 30, " "	Virginia,	West India station.
Edward C. Pinkney, -	November 21, " "	Maryland,	Baltimore.
John Pope, -	May 30, 1816,	Maine,	Independence 74, Boston.
Levin M. Powell, -	March 1, 1817,	Virginia,	West India station.
Elisha Peck, -	March 4, " "	Connecticut	Franklin 74, Pacific ocean.
John H. Pleasonton, -	July 4, " "	D. Columbia	Sloop Erie, Mediterranean.
Reuben R. Pinkham, -	January 1, 1818,	Mass.	Franklin 74, Pacific ocean.
William Pearson, -	" " " "	New Jersey,	Franklin 74, Pacific ocean.
Hugh Y. Purviance, -	November 4, " "	Maine,	Franklin 74, Pacific ocean.
Henry Pinkney, -	" " " "	Maine,	Frigate United States, Pacific ocean.
Alexander F. Porter, -	March 19, 1819,	Delaware,	Norfolk station.
James M. Prevost, -	November 13, " "	New York,	Franklin 74, Pacific ocean.
Henry Potter, -	May 10, 1820,	N. Carolina,	New York station.
Amasa Paine, Jun. -	May 1, 1823,	Vermont,	Schooner Shark, West India station.
Charles W. Pickering, -	" " " "	N. Hamp.	Baltimore station.
Lawrence Pennington, -	November 22, " "	Penn.	Frigate United States, Pacific ocean.
William D. Porter, -	January 1, 1823,	Mass.	Franklin 74, Pacific ocean.
Gregory Purcell, -	March 4, " "	N. Hamp.	Brig Spark.
Samuel Renshaw, -	July 4, 1805,	Penn.	Rendezvous Philadelphia.
Edmund M. Russell, -	June 18, 1812,	Mass.	Frigate Constitution, Mediterranean.
Charles C. Russell, -	" " " "	Mass.	On furlough.
Samuel Rogers, -	November 9, 1813,	New Jersey,	Awaiting orders.
John G. Rodgers, -	July 4, 1817,	Maryland,	New York station.
John M. Rinker, -	January 1, 1818,	Penn.	Schooner Dolphin, Pacific ocean.
Cadwalader Ringgold, -	March 4, 1819,	Maryland,	Awaiting orders.
Hillary Rhodes, -	May 10, 1820,	D. Columbia	Schooner Porpoise, surveying.
H. H. Van Rensselaer, -	" " " "	New York,	Schooner Dolphin, Pacific ocean.
Robert G. Robb, -	September 6, 1821,	Virginia,	Schooner Grampus, West India station.
Daniel L. Randall, -	May 1, 1822,	R. Island,	Awaiting orders.
Ebenezer Reyner, -	" " " "	Maryland,	West India station.
Quintin Ratcliffe, -	February 1, 1823,	Maryland,	Sloop Peacock, Pacific ocean.
Frederick Rodgers, -	March 4, " "	Maryland,	Awaiting orders.
William Rowan, -	" " " "	Ohio,	West India station.
James S. Rowan, -	August 19, " "	New York,	Awaiting orders.
H. E. V. Robinson, -	March 4, " "	Kentucky,	West India station.
Richard Stewart, -	November 15, 1809,	Maryland,	Awaiting orders.
William Skiddy, -	May 9, 1813,	New York,	On furlough.
John Swartwout, -	November 9, " "	New York,	Sloop Peacock, Pacific ocean.
Roger C. Shaw, -	November 30, 1814,	Georgia,	Norfolk, Virginia.
William Shaw, -	April 23, 1815,	Penn.	West India station.
Henry D. Scott, -	May 30, 1816,	Maryland,	West India station.
William Seton, -	July 4, 1817,	New York,	Corvette Cyane, Mediterranean.
Thomas O. Selfridge, -	January 1, 1818,	Mass.	On furlough.
Albert G. Slaughter, -	November 3, " "	Virginia,	Franklin 74, Pacific ocean.
Isaac S. Sterrett, -	March 24, 1819,	Maryland,	Frigate Congress.
Thompson D. Shaw, -	May 10, 1820,	Penn.	Frigate Constitution, Mediterranean.
Samuel Swartwout, -	" " " "	New York,	Sloop Peacock, Pacific ocean.
Thomas Sands, -	" " " "	Maryland,	New York station.
Charles F. Shoemaker, -	" " " "	Penn.	Baltimore station.
Joseph Stallings, -	" " " "	Maryland,	Frigate Congress.
Samuel W. Stockton, -	December 1, 1821,	New Jersey,	Frigate United States, Pacific ocean.
Samford A. Street, -	March 4, 1822,	New York,	New York station.
David M. Stokes, -	May 1, 1822,	N. Carolina,	On furlough.
Francis Stone, -	" " " "	New Jersey,	West India station.
Edward Schermerhorn, -	" " " "	New York,	Frigate United States, Pacific ocean.
William J. Slidell, -	January 1, 1823,	New York,	New York station.
Philip A. Stockton, -	February 1, " "	N. Jersey,	Philadelphia station.
Arthur Sinclair, Jun. -	March 4, " "	Virginia,	Awaiting orders.
William Smith, -	" " " "	Kentucky,	West India station.
Henry Skinner, -	" " " "	Penn.	West India station.
Gray Skipwith, -	" " " "	Tennessee,	Awaiting orders.
Augustus R. Strong, -	June 20, " "	Ohio,	Frigate United States, Pacific ocean.
Lloyd L. Spillman, -	August 19, " "	Virginia,	Sloop Peacock, Pacific ocean.
Jon. W. Swift, -	August 25, " "	N. Carolina,	Corvette Cyane, Mediterranean.
William Sturgess, acting, -	" " " "	" " " "	West India station.
Thomas B. Tilden, -	January 1, 1815,	Maryland,	Boston station.
William B. G. Taylor, -	February 13, " "	N. Carolina,	On furlough.
Alexander Thompson, -	October 26, 1815,	New York,	Frigate Congress.
Richard Taylor, Jun. -	January 1, 1818,	Virginia,	Sloop Hornet, West India station.
John Leeds Thomas, -	" " " "	Maryland,	Columbus 74, Boston.
Griffin Tompkins, -	July 11, " "	New York,	Norfolk, Virginia.
Elias Taylor, -	January 1, 1819,	New Jersey,	West India squadron.
Robert D. Thorburn, -	March 30, 1820,	Virginia,	Gosport navy yard.
Charles C. Turner, -	May 10, " "	Virginia,	Frigate Congress.
Edward J. Tilton, -	May 1, 1822,	Delaware,	Frigate Congress.
Henry Knox Thatcher, -	March 4, 1823,	Maine,	Frigate United States, Pacific ocean.
Benjamin J. Totten, -	" " " "	Ohio,	Corvette Cyane, Mediterranean.
Charles A. Thompson, -	August 27, " "	Maryland,	Frigate United States, Pacific ocean.
George P. Upsher, -	April 23, 1818,	Virginia,	Frigate United States, Pacific ocean.
James K. Vallette, -	June 1, 1815,	Penn.	Corvette Cyane, Mediterranean.
Gersham J. Van Brunt, -	January 1, 1818,	New Jersey,	Columbus 74, Boston.
Alexander Vandyke, -	May 10, 1820,	Delaware,	Awaiting orders.
Edward M. Vail, -	December 1, 1821,	New York,	Frigate Congress.
Richard R. Usher, -	March 4, 1823,	New York,	Sloop Ontario.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.		Where born.	Where stationed.
Pedro Carrera Valdes, -	June 17,	1823,	- Chili,	Frigate United States, Pacific ocean.
William S. J. Washington,	February 5,	1812,	- Virginia,	West India station.
Clem. S. Whittington,	June 18,	"	- Maryland,	Navy yard, Washington.
George F. Weaver, -	August 3,	1816,	- Virginia,	New York station.
James P. Wilson, -	January 1,	1817,	- Maryland,	Schooner Nonesuch, Mediterranean.
William G. Woolsey,	"	"	- Penn.	Franklin 74, Pacific ocean.
Charles Wilkes, Jun.,	"	1818,	- New York,	On furlough.
Dudley Walker, -	May 8,	"	- Mass.	Franklin 74, Pacific ocean.
John W. West, -	November 30,	"	- Penn.	Frigate Congress.
William Conway Whittle,	November 10,	"	- Virginia,	Norfolk station.
Hampton Westcott,	"	"	- New Jersey,	Sloop Erie, Mediterranean.
Simon W. Walsh, -	February 15,	1821,	- Miss.	Schooner Nonesuch, Mediterranean.
Edwin Welsh, -	May 1,	1822,	- Alabama,	New Orleans.
George J. Willard, -	May 1,	"	- Ohio,	New Orleans.
James H. Watson, -	February 1,	1823,	- D. Columbia	West India squadron.
George B. Wilkinson,	"	"	- Virginia,	West India squadron.
James H. Ward, -	March 4,	"	- Connecticut	Awaiting orders.
William H. Whetcroft, acting	"	"	- Maryland,	West India station.
John R. H. Yieser, -	May 1,	1822,	- Miss.	West India station.
Thomas H. Yeatman, -	"	"	- Ohio,	Corvette Cyane, Mediterranean.
John Young, -	March 4,	1823,	- Penn.	Corvette Cyane, Mediterranean.

## SAILING-MASTERS.

Edward Barry, -	February 28,	1809,	- Ireland,	Navy yard, Washington.
Abraham Bloodgood,	June 25,	1812,	- New York,	Navy yard, Brooklyn, New York.
Cornelius Bennett, -	December 9,	"	- New York,	Newport, Rhode Island.
Salvatore Catalani, -	August 9,	1809,	- Sicily,	Navy yard, Washington.
John Clough, -	July 3,	1813,	- Mass.	Receiving ship, New York.
Alex. Cunningham, -	November 15,	1815,	- S. Carolina,	Norfolk, Virginia.
John Carlton, -	July 4,	"	- Mass.	Frigate United States.
Peter Carson, -	November 1,	1816,	- Penn.	New Orleans.
Briscoe S. Doxey, -	June 24,	1812,	- Maryland,	Baltimore station.
Marmaduke Dove, -	August 29,	"	- Maryland,	Navy yard, Washington.
Daniel Dobbins, -	September 16,	"	- Penn.	Awaiting orders.
George F. de la Roche,	August 3,	1813,	- New York,	On furlough.
Shubael Downes, -	September 12,	"	- Mass.	Independence 74, Boston.
Richard Dealy, -	December 6,	1814,	-	On furlough.
S. J. Dusenberry, -	June 2,	1821,	- New York,	Ohio 74, New York.
Francis H. Ellison, -	July 3,	1813,	- New York,	Navy yard, Brooklyn, New York.
Jonathan D. Ferris, -	February 28,	1809,	-	New Orleans.
Augustus Ford, -	March 28,	1810,	- S. Carolina,	Sackett's Harbor.
James H. Ferguson, -	May 27,	1814,	- New York,	Frigate Constitution.
Samuel C. Hixon, -	April 30,	1814,	- Mass.	Columbus 74, Boston.
Daniel Jones, -	May 8,	1812,	- England,	Steam frigate Fulton, New York.
William Knight, -	October 23,	1799,	- Penn.	Navy yard, Philadelphia.
Simon Kingston, -	June 29,	1812,	- England,	Philadelphia station.
Robert Knox, -	July 20,	"	- Mass.	Navy yard, Charlestown.
Joseph Lindsay, -	March 17,	1814,	- Mass.	White Hall, Lake Champlain.
William Lee, -	April 30,	1815,	-	On furlough.
Jacob Mull, -	February 13,	1809,	- Maryland,	Frigate Java, Boston.
Francis Mallaby, -	July 18,	1813,	- New York,	On furlough.
William F. Malbone, -	April 4,	1814,	- R. Island,	Frigate Congress.
Philip S. Meyer, -	November 18,	"	- New York,	Frigate Constellation, New York.
William Miller, -	January 28,	1815,	- Scotland,	Philadelphia station.
Alex. W. Macomb, -	July 25,	1818,	- New York,	Sloop Ontario.
John Nantz, -	July 7,	1812,	- Ireland,	Receiving ship, Baltimore.
David Phipps, -	January 1,	1801,	- Mass.	Steam frigate Fulton, New York.
Lewis B. Page, -	March 9,	1809,	- Virginia,	Navy yard, Gosport, Virginia.
James B. Potts, -	July 24,	1812,	- England,	Navy yard, Gosport, Virginia.
William W. Polk, -	July 18,	1814,	- Maryland,	Navy yard, Brooklyn, New York.
N. A. Prentiss, acting,	January 22,	1823,	- Mass.	Navy yard, Portsmouth, N. Hampshire.
John Quinn, -	November 1,	1816,	-	West India station.
Thomas Rutter, -	November 9,	1813,	- Maryland,	On furlough.
John Robinson, -	November 27,	1815,	- Mass.	Independence 74, Boston.
William W. Sheed, -	May 5,	1813,	- S. Carolina,	On furlough.
Nathaniel Stoodley, -	August 14,	"	- N. Hamp.	Navy yard, Portsmouth, N. Hampshire.
Daniel S. Stellwagon,	May 14,	1814,	- Penn.	Philadelphia station.
Robert S. Tatem, -	July 21,	"	- Penn.	Navy yard, Gosport, Virginia.
James Tewksbury, -	December 14,	1815,	- Mass.	Erie, Pennsylvania.
William Vaughan, -	August 22,	1812,	- Penn.	Sackett's Harbor.
Charles F. Waldo, -	March 10,	1813,	- Mass.	Navy yard, Charlestown.
Joseph Williston, -	November 26,	1814,	- Mass.	Sloop Hornet, West India station.
Nahum Warren, -	February 2,	1815,	- N. Hamp.	Corvette Cyane, Mediterranean.
Henry Worthington,	May 2,	"	- Maryland,	New York station.

## BOATSWAINS.

Names.	Date of warrant.			Where born.	Where stationed.
James Banks.	-	July 21,	1817,	-	Franklin 74, Pacific ocean.
Stephen G. Clark,	-	January 1,	"	-	Navy yard, Charlestown.
Eli Dill.	-	June 25,	1818,	-	Schooner Nonesuch, Mediterranean.
James Evans,	-	January 1,	1819,	-	Frigate United States, Pacific ocean.
David Eaton,	-	August 8,	1811,	-	Frigate Congress.
Edward Linscott,	-	March 29,	1809,	-	Navy yard, Gosport, Virginia.
James Menzies,	-	December 15,	1819,	New York,	Navy yard, Washington.
Samuel F. Parker,	-	"	1809,	-	New York.
Thomas R. Smith,	-	November 5,	1814,	-	Frigate Constitution, Mediterranean.
William Smith,	-	January 1,	1819,	-	Corvette Cyane.
John Smith,	-	December 7,	"	-	Sloop Ontario.
John Woods,	-	July 8,	1815,	-	Navy yard, Philadelphia.
James Thayer,	-	April 1,	1822,	New York,	Sloop Hornet.
David Wesley,	-	June 8,	"	-	Corvette John Adams.
John Welsh,	-	January 4,	1823,	-	Sloop Peacock, Pacific ocean.

## GUNNERS.

J. Andrews,	-	November 24,	1823,	-	Corvette Cyane, Mediterranean.
Thomas Barry,	-	July 2,	1813,	Penn.	Navy yard, Washington.
James Bogman,	-	December 14,	1815,	-	Frigate United States, Pacific ocean.
John Blight,	-	May 3,	1821,	-	Franklin 74, Pacific ocean.
James Cogrove,	-	August 30,	1813,	-	Navy yard, Brooklyn, New York.
Samuel Doggett,	-	September 20,	1821,	-	Awaiting orders.
John Fair,	-	July 8,	1815,	-	Frigate Congress.
Jonathan Hubbard,	-	July 10,	1823,	-	Corvette Cyane, Mediterranean.
George Jackson,	-	February 2,	1810,	-	New Orleans.
Stephen Jones,	-	May 6,	1813,	-	Steam Frigate Fulton, New York.
John Lord,	-	June 18,	1812,	-	Washington 74, New York.
George Marshall,	-	July 15,	1809,	-	Navy Yard, Gosport, Virginia.
Thomas Marshall,	-	-	-	-	New York.
Elijah Merchant,	-	-	-	-	Schooner Nonesuch, Mediterranean.
Elijah Whitten,	-	January 1,	1818,	-	Sloop Peacock, Pacific ocean.
Samuel Hebbard,	-	January 23,	1822,	Connectic't,	Sloop Erie, Mediterranean.
Walter Corcoran,	-	June 18,	"	-	Sloop Hornet, West India station.

## CARPENTERS.

Thomas Armstrong,	-	June 17,	1822,	-	Sloop Hornet, West India station.
Samuel Brown,	-	December 18,	1816,	-	Franklin 74, Pacific ocean.
Richard Berry,	-	July 1,	1818,	-	Corvette Cyane, Mediterranean.
John Deacon,	-	-	-	-	Schooner Shark, West India station.
Zaccheus R. Fuller,	-	April 12,	1815,	-	Navy yard, Charlestown.
John Fisher,	-	March 20,	1823,	-	New York.
John Justice,	-	December 12,	1820,	New Jersey,	Erie station, Pennsylvania.
Richard Lowell,	-	-	-	-	Navy yard, Brooklyn, New York.
Samuel Phillips,	-	May 24,	1821,	-	Steam frigate Fulton, New York.
Nehemiah Parker,	-	-	-	-	Awaiting orders.
John Snider,	-	January 1,	1818,	-	Corvette John Adams.
William E. Sheffield,	-	April 8,	1820,	-	New Orleans.
Richard Thomas,	-	January 22,	1814,	-	Frigate Constitution, Mediterranean.

## SAILMAKERS.

William H. Baldwin,	-	May 21,	1817,	-	Ship Ontario.
Samuel B. Bannister,	-	June 24,	"	-	Franklin 74, Pacific ocean.
Benjamin B. Burchsted,	-	April 5,	1821,	-	Frigate Constitution, Mediterranean.
William B. Bingley,	-	November 16,	"	Virginia,	Corvette John Adams.
James Childs,	-	June 8,	1822,	-	Sloop Hornet, West India station.
Charles Cassell,	-	-	-	-	Navy yard, Washington.
William Flemming,	-	-	-	-	Navy yard, Brooklyn, New York.
Samuel Trebbly,	-	-	-	-	Norfolk, Virginia.
John Trimble,	-	-	-	-	Washington 74, New York.
Isaac Hall,	-	April 1,	1822,	Maryland,	Sloop Peacock, Pacific ocean.
Nathan S. Angell,	-	June 1,	"	-	Navy yard, Gosport, Virginia.
N. B. Peed,	-	October 22,	1823,	-	Frigate United States, Pacific ocean.



## UNITED STATES' MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

Names.	Brevet rank.	Lineal rank.	Where born.	Where stationed.
Archibald Henderson,	-	Oct. 17, 1820,	Virginia.	Head-quarters.

## BREVET MAJORS.

Richard Smith,	-	June 18, 1814,	March 13, 1812,	Maryland,	New York.
Samuel Miller,	-	Aug. 24, "	June 18, 1814,	Mass.	Awaiting orders, head-quarters.
John M. Gamble,	-	-	" "	N. Jersey,	Philadelphia.
Robert D. Wainright,	-	March 3, 1823,	Sept. 29, 1812,	S. Carolina,	Boston.

## CAPTAINS.

Names.	Date of commission.	Where born.	Where stationed.
William Anderson,	- June 18, 1814,	- Penn.	Norfolk, Virginia.
Francis B. De Bellevue,	- November 7, 1818,	- Louisiana,	West India station.
Samuel E. Watson,	- March 28, 1820,	- Virginia,	Portsmouth, New Hampshire.
William H. Freeman,	- July 17, 1821,	- Connecticut	Awaiting orders, Boston.
Joseph L. Kuhn, P. M.	- June 28, 1823,	- Maryland,	Head-quarters.

## FIRST LIEUTENANTS.

Charles R. Broom,	-	June 18, 1814,	-	Delaware,	Navy yard guard, D. C.
Benjamin Richardson,	-	" "	-	Maryland,	Norfolk, Virginia.
Levi Twiggs,	-	" "	-	Georgia,	New York.
John Harris,	-	" "	-	Penn.	Franklin 74, Pacific ocean.
Thomas A. Linton,	-	April 18, 1817,	-	Virginia,	Head-quarters.
Richard T. Auchmuty,	-	" "	-	N. Jersey,	Frigate Constitution, Mediterranean.
James Edelin,	-	" "	-	Maryland,	Frigate United States, Pacific ocean.
P. G. Howle, A. & I.,	-	" "	-	Virginia,	Head-quarters.
Elijah J. Weed, Q. M.	-	March 3, 1819,	-	Penn.	Head-quarters.
Joseph C. Hall,	-	" "	-	Maryland,	Head-quarters.
William W. Dulany,	-	June 19, "	-	Virginia,	West India station.
Thomas S. English,	-	August 11, "	-	Mass.	Portsmouth, New Hampshire.
Henry W. Gardner,	-	September 30, "	-	Mass.	Head-quarters.
Thomas B. Barton,	-	October 17, 1820,	-	Penn.	Norfolk, Virginia.
George W. Walker,	-	March 3, 1821,	-	D. Colum.	Head-quarters.
Christopher C. Floyd,	-	March 24, "	-	Georgia,	New York.
Charles Grymes,	-	July 20, "	-	Virginia,	Franklin 74, Pacific ocean.
George D. Brewerton,	-	September 17, "	-	New York,	Philadelphia.
Ward Marston,	-	October 30, "	-	Mass.	Frigate Congress.
Charles C. Tupper,	-	January 21, 1822,	-	Indiana,	On sick furlough.
Augustus A. Nicholson,	-	May 27, "	-	S. Carolina,	Philadelphia.
James McCawley, Jr.	-	October 6, "	-	Penn.	Philadelphia.
Benjamin Macomber,	-	April 2, 1823,	-	R. Island,	New York.
Abraham N. Brevoort,	-	September 25, "	-	New York,	Sloop Erie, Mediterranean.

## SECOND LIEUTENANTS.

Samuel S. Coejeman,	-	March 28, 1820,	-	N. Jersey,	Head-quarters.
Andrew Ross,	-	March 3, 1821,	-	Louisiana,	West India station.
William A. Bloodgood,	-	" "	-	New York,	Head-quarters.
Richard Douglass,	-	May 10, 1822,	-	N. Jersey,	Norfolk, Virginia.
Job S. Williams,	-	" "	-	New York,	Philadelphia.
Charles D. Spering,	-	" "	-	Penn.	Boston.
Alvin Edson,	-	" "	-	Vermont,	Boston.
Marcellus M. Little,	-	" "	-	Mass.	New York.
Horatio N. Crabb,	-	" "	-	Penn.	Philadelphia.
John Lowry,	-	" "	-	Kentucky,	Portsmouth, N. H.
Henry B. Tyler,	-	March 3, 1823,	-	Virginia,	Frigate United States.
Joseph Le C. Hardy,	-	" "	-	New York,	New York.
George F. Lindsay,	-	April 1, "	-	Miss.	New York.
William A. Randolph,	-	July 30, "	-	S. Carolina,	West India station.
William T. Bourne,	-	" "	-	Maryland,	Head-quarters.

NAVAL AGENTS.

Names.			Where born.			Where employed.		
Enoch G. Parrott,	-	-	New Hampshire,	-	-	Portsmouth, New Hampshire.		
Amos Binney,	-	-	Massachusetts,	-	-	Boston.		
Joseph Hull,	-	-	Connecticut,	-	-	Middletown, Connecticut.		
James K. Paulding,	-	-	New York,	-	-	New York.		
George Harrison,	-	-	Pennsylvania,	-	-	Philadelphia.		
James Riddle,	-	-	Delaware,	-	-	Newcastle, Delaware.		
James Beatty,	-	-	Maryland,	-	-	Baltimore.		
John Randall,	-	-	Maryland,	-	-	Annapolis, Maryland.		
Miles King,	-	-	Virginia,	-	-	Norfolk, Virginia.		
John P. Henry,	-	-	Georgia,	-	-	Savannah, Georgia.		
Richard McCall,	-	-	Pennsylvania,	-	-	Gibraltar, Mediterranean.		
Baring, Brothers, & Co.	-	-	England,	-	-	London.		

**NOTE.** Naval agents receive "one per cent." on their expenditures, not to exceed two thousand dollars.

## NAVAL STOREKEEPERS.

Names.	Where born.	Where employed.	Compensation.
John P. Decatur, - -	Maryland, - -	Navy yard, Portsmouth, N. H. -	\$1,500
George Bates, - -	Massachusetts, - -	Charlestown, Mass. -	1,700
Tunis Craven, - -	New Jersey, - -	Navy yard, Brooklyn, N. Y. -	1,700
Robert Kennedy, - -	Pennsylvania, - -	Philadelphia, -	1,200
David Brearly, - -	New Jersey, - -	Navy yard, Washington, -	1,700
Gabriel Gault, - -	Virginia, - -	Navy yard, Gosport, Virginia, -	1,700
Samuel T. Anderson, -	Maryland, - -	New Orleans, -	1,700

NAVAL CONSTRUCTORS.

William Doughty,	-	-	Pennsylvania,	-	-	Washington City,	-	-	\$2,300
John Floyd,	-	-	New York,	-	-	New York,	-	-	2,000
Francis Grice,	-	-	-	-	-	Gosport, Va.	-	-	2,000

## VESSELS OF WAR OF THE UNITED STATES' NAVY, 1824.

LINE OF BATTLE SHIPS.				FRIGATES OF THE SECOND CLASS.				BRIG.			
Independence,	-	-	- 74	Congress,	-	-	- 36	Spark,			12
Washington,	-	-	- 74	Constellation,	-	-	- 36	SCHOONERS.			
Franklin,	-	-	- 74	Macedonian,	-	-	- 36	Nonesuch,	12	Beagle,	3
Columbus,	-	-	- 74	Fulton steam frigate,	-	-	- 30	Porpoise,	12	Jackall,	3
Ohio,	-	-	- 74					Dolphin,	12	Fox,	3
North Carolina,	-	-	- 74	CORVETTES.				Shark,	12	Grey Hound,	3
Delaware,	-	-	- 74	John Adams,	-	-	- 24	Grampus,	12	Terrier,	3
				Cyane,	-	-	- 24	Ferret,	3	Steam galliot	
FRIGATES OF THE FIRST CLASS.				SLOOPS OF WAR.				Weasel,	3	Sea Gull,	3
Constitution,	-	-	- 44	Hornet,	-	-	- 18	Wild Cat,	3	Decoy, storeship	6
United States,	-	-	- 44	Ontario,	-	-	- 18	GUNBOATS.			
Guerriere,	-	-	- 44	Eric,	-	-	- 18	Nos. 95, 72, 76, 67, and 8, of one gun each,			
Java,	-	-	- 44	Peacock,	-	-	- 18	5			
Potomac,	-	-	- 44	Alert, store ship,	-	-	- 18	Row GALLEYS.—Sand Fly, Gallinipper, Midge, Mosquito, and Gnat.			

### Recapitulation.

7 Line of battle ships.	13 Schooners.
5 Frigates of first class.	1 Steam Galliot.
4 Frigates of second class.	1 Store Ship (armed.)
2 Corvettes.	5 Gunboats.
5 Sloops of war.	5 Row Gallies.
1 Brig.	



*Pay and subsistence allowed in the Navy of the United States to officers and petty officers.*

Rank or station.	Pay per month.	No. of rations pr. day.	Rank or station.	Pay per month.	No. of rations pr. day.
Captain of a vessel of 32 guns and upwards,	\$100	8	Carpenter,	\$20	2
Captain of a vessel of 20, and under 32 guns,	75	6	Midshipman,	19	1
Master commandant,	60	5	Master's mate,	20	1
Lieutenant commanding,	50	4	Captain's clerk,	25	1
Lieutenant,	40	3	Boatswain's mate,	19	1
Chaplain,	40	2	Carpenter's mate,	19	1
Surgeon,	50	2	Coxswain,	18	1
Surgeon's mate,	30	2	Quarter-gunner,	18	1
Sailing-master,	40	2	Quartermaster,	18	1
Purser,	40	2	Master-at-arms,	18	1
Schoolmaster,	25	2	Armorer,	18	1
Boatswain,	20	2	Steward,	18	1
Gunner,	20	2	Cooper,	18	1
Sailmaker,	20	2	Cook,	18	1

*Pay of the officers of the United States' Marine Corps.*

Lieutenant Colonel commandant,	\$75	6	First Lieutenant,	\$30	3
Captain,	40	3	Second Lieutenant,	25	2

NOTE. Whenever any officer shall be employed in the command of a squadron, on separate service, the allowance of rations shall be double during the continuance of such command, and no longer, except in the case of the commanding officer of the navy, whose allowance while in service shall always be at the rate of sixteen rations per day, agreeably to an act of Congress passed 25th February, 1799.

N. B. The commandant of marines receives, in addition to his pay, eight dollars per month for the forage of three horses. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

## RECAPITULATION.

Captains,	-	-	-	-	28
Master Commandants,	-	-	-	-	30
Lieutenants,	-	-	-	-	172
Surgeons,	-	-	-	-	35
Surgeons' mates,	-	-	-	-	38
Pursers,	-	-	-	-	39
Chaplains,	-	-	-	-	8
Midshipmen, passed for promotion,	-	-	-	-	71
Midshipmen,	-	-	-	-	312
Sailing-masters,	-	-	-	-	51
Boatswains,	-	-	-	-	15
Gunners,	-	-	-	-	18
Carpenters,	-	-	-	-	14
Sailmakers,	-	-	-	-	12

NOTE. Lieutenant Richard D. Edwards, dead—making total number of lieutenants 171.

18th CONGRESS.]

No. 238.

[1st SESSION.]

## EXTENSION OF THE PRIVATEER PENSION FUND.

COMMUNICATED TO THE SENATE, FEBRUARY 2, 1824.

MR. LLOYD, of Massachusetts, from the Committee on Naval Affairs, to whom was referred a resolution relative to the Privateer Pension Fund, reported:

That, by a law of the United States, passed June 26, 1812, entitled "An act concerning letters of marque, prizes, and prize goods," it was enacted that two per centum on the nett amount, after deducting all charges and expenditures of the prize money arising from captured vessels and cargoes, and on the nett amount of the salvage of vessels and cargoes, re-captured by the private armed vessels of the United States, shall be secured and paid over to the collector, if such captured or re-captured vessel may arrive in the United States, or to the consul or public agent of the United States, residing at the port or place not within the United States, at which such captured or re-captured vessels may arrive; and the money arising therefrom shall be held, and is hereby pledged, by the Government of the United States as a fund for the support and maintenance of such persons as may be wounded or disabled on board the private armed vessels of the United States, in any engagement with the enemy, to be assigned and distributed in such manner as may, thereafter, be by law provided: that, by a law of the United States, passed February 13, 1813, entitled "An act regulating pensions to persons on board of private armed ships," the Secretary of the Navy was required to place on the pension list, under the like regulations and restrictions as are used in relation to the

navy of the United States, any officer, seaman, or marine, who, on board any private armed ship or vessel, bearing a commission of letter of marque, shall have been wounded, or otherwise disabled in any engagement with the enemy, and to allow certain rates of pensions, therein prescribed, payable from the said fund, and from no other; which said last mentioned act was explained by an act passed August 2, 1813, entitled "An act to amend and explain the act regulating pensions to persons on board private armed vessels; and that, by another act, passed March 3, 1814, entitled "An act giving pensions to the orphans and widows of persons slain in the public or private armed vessels of the United States," pensions were authorized to be granted, for the term of five years, to the widows, and, in certain cases, the children, of those who shall die, or shall have died since June 18, 1812, by reason of a wound received in the line of their duty; which said term of five years was extended to a further term of five additional years, by an act passed April 16, 1818, entitled "An act, in addition to an act giving pensions to the orphans and widows of persons slain in the private armed vessels of the United States," in which further provision was also made for the widows or children of any officer, seaman, or marine, who should have died since June 18, 1812, in consequence of an accident or casualty which occurred while in the line of his duty on board a private armed vessel of the United States.

And the committee further report that the pensions granted or continued, under the aforesaid acts of March 3, 1814, and April 16, 1818, have now expired, or are about expiring; that the fund has its origin exclusively from the retention of a property which would otherwise have belonged to the parties, or their connexions, receiving the benefit of it; that the faith or responsibility of the Government is not otherwise implicated, with regard to this fund, than that it should become its curator or guardian, from a principle of providence and benevolence, for the purpose of affording a shelter and support to those of the brave and hardy seamen of the United States, who, in time of war, may jeopard their lives in battle on the mountain wave, and thus, although in private armed vessels, promote the general interests of their country, by distressing the commerce, and by impairing the mercantile, if not naval, marine of its enemy; that the faith of the nation is not, in any degree, pledged for the sufficiency, nor for any appropriation for the maintenance of this fund; that, by a faithful administration of its concerns, and a distribution of its proceeds, as far as they will meet the objects for which they were provided, the Government will have fulfilled all its duties in relation to those who are interested in it, and that those duties will have honorably expired with the extinction of the means in which they originated.

And the committee further report that, from information obtained from the Navy Department, it appears there are, at this time, on the Privateer Pension Fund, so called, and which is the fund herein referred to, ninety-seven invalids, disabled in action in the line of their duty, and that there are also ninety-nine widows, or orphans, of persons slain or lost in private armed vessels, who now derive relief therefrom; that the aggregate annual amount of their pensions is \$17,608; that the principal of the fund consists of \$131,369 64 of the six per cent. funded debt of the United States, giving an annual income of \$7,882 17, leaving a deficit, including expenses, of about \$10,000, which has been, and must be, supplied as occasion may require, by a sale of part of the stock belonging to the fund, involving a consequent diminution thereof, and which it has, heretofore, been indispensable to make, as will more fully appear from the letter of the Secretary of the Privateer Pension Fund, bearing date January 24, 1814, accompanying this report, and which the committee request may be received and considered as part thereof, leaving, however, more than a sufficient amount to provide for, and meet a still further extension of the pensions already granted, for the term of five years, in addition to the present term allowed by law; and the committee, therefore, respectfully ask leave to bring in a bill for that purpose.

NAVY DEPARTMENT, January 24, 1824.

SIR:

In the absence of the Secretary of the Navy, I have the honor to reply to your letter of the 22d instant, inquiring into "the present state of the Privateer Pension Fund, as regards the principal and income thereof, and the number of pensioners upon it, with the amount of their pensions;" and I beg leave respectfully to state, for the information of the Committee on Naval Affairs of the Senate, that the Privateer Pension Fund consists solely of six per cent. stock of the United States, to the amount of \$131,369 64, yielding an annual income of \$7,882 17. Ninety-seven invalids, disabled in action, or in the line of their duty, and the widows or children of ninety-nine persons, slain or lost in private armed vessels, derive relief from the fund, and are authorized to receive, annually, the amount of \$17,608, viz: the ninety-seven disabled persons are entitled to receive \$6,564, and the ninety-nine widows, or their orphans, at the rate, per annum, of \$10,944.

The pensions to the persons disabled are granted during the continuance of their disability, and those to the widows or orphans for the term of ten years. The commencement of the pensions, respectively, takes place at different periods between the 18th of June, 1812, and the termination of the late war with Great Britain; and all the pensions granted to widows and orphans will expire between this and the 1st day of April, 1825. The number of invalid pensioners has been considerably diminished by death; and of the ninety-seven still retained on the list, several have not, for several years past, claimed their pensions. It is probable some of them are dead; some have recovered from the effects of the injuries they had sustained; and others are absent from the United States.

Pensions, to the annual amount of \$20,568, have been granted to the widows or orphans of one hundred and ninety-seven persons, slain or lost in private armed vessels; and ninety-eight of these pensions, amounting, annually, to \$9,624, have expired; some by the limitation of their term; some by death, and others by the intermarriage of the widows, without leaving children who had been under sixteen years of age at the time of their parents' decease.

The money which accrued to the Privateer Pension Fund, and by which it is constituted, arising from a deduction of two per centum on the nett proceeds of prize money from captured vessels and their cargoes, and also on the salvage of vessels and cargoes re-captured by the private armed vessels of the United States, was, successively, on its receipt into the treasury, invested in stock of the United States. The amount of stock thus acquired, was, at one time, \$209,580 65; but the interest on this sum, \$12,574 84, proving insufficient for the discharge of the numerous claims admitted under the different acts authorizing the issue of pensions, especially under the act approved the 16th of April, 1818, it became indispensable either to sell part of the principal, or apply to Congress for a special appropriation in aid of the fund. The former course was preferred, and stock, to the value of \$87,451 30, has been sold, at various times, since June, 1819; and, to meet the semi-annual payments, which will become due on the first days of January and July, every year, further sales of the principal will be inevitable, until, at least, the whole of the pensions granted to the widows and orphans shall have been liquidated.

Should the honorable committee, of which you are chairman, desire more particular information in relation to the Privateer Pension Fund, I would respectfully refer you to a detailed report on the subject, made by the Secretary of the Navy, on the 27th of March, 1820, to the honorable the Speaker of the House of Representatives.

With the highest respect, I have the honor to be, sir, your most obedient servant,

JOHN BOYLE.

Secretary of the Privateer Pension Fund.

HON. JAMES LLOYD, Chairman Naval Committee of the Senate U. S.



18th CONGRESS.]

No. 239.

[1st SESSION.]

## NAVAL PEACE ESTABLISHMENT.

COMMUNICATED TO THE SENATE BY THE CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS, FEBRUARY 3, 1824.

SIR: SENATE CHAMBER, December 23, 1823.

I am requested by the Committee of the Senate on Naval Affairs to request you would be pleased to communicate to them—

The aggregate annual expense of maintaining the existing naval establishment of the United States on its present basis:

Your opinion as to the future naval peace establishment, and particularly of what number of ships of the line, frigates of the first class, frigates of the second class, sloops of war, and vessels of all other descriptions, it should consist; with the full complement of officers and men which would be needful therefor when brought into service, and the estimated annual expense thereof:

The number of vessels, and description of them, which it would be expedient to keep, or put in commission, under the general permanent peace establishment of the United States, with the annual expense thereof:

The number of naval stations it would be useful to keep up on the Atlantic in time of peace; the distribution of officers that would be required for them, and the estimated annual expense thereof:

Also, your opinion as to the expediency of withdrawing all the naval stations on Lakes Erie, Ontario, and Champlain; and of disposing of the public vessels and property thereat; and if, in your opinion, it would not be expedient, so to withdraw the said stations, to state such as you would judge it advisable to continue; the number of vessels, with their description, you would deem it desirable to retain thereat; the number of officers and men which would in that case be needful for such stations, with the annual expense thereof:

And whether any, and what, vessels, now belonging to the United States, are so decayed, or unfit for service, as to make it inexpedient to repair or longer to retain them; and to report the names of such vessels, and where situated, and your opinion as to the advantage or disadvantage of breaking up, or making sale of them during the present year, at such time as circumstances may render most eligible.

With great respect, I have the honor to be, your obedient and humble servant,

JAMES LLOYD.

The Hon. S. L. SOUTHARD, *Secretary of the Navy of the U. S.*

SIR: NAVY DEPARTMENT, February 3, 1824.

I have the honor to transmit to you herewith, a copy of a report made to the President of the United States by the Secretary of the Navy, upon the subject of a reorganization of the naval establishment, accompanied by the project of a bill, with the various tables and estimates, and a letter from the Commissioners of the Navy, in answer to a resolution of the House of Representatives of the 15th of December last.

With great respect, I am, sir, your obedient servant,

CHARLES HAY,  
*For the Secretary of the Navy.*

Hon. JAMES LLOYD, *Chairman of the Naval Committee of the Senate.*

SIR: NAVY COMMISSIONERS' OFFICE, January 10, 1824.

In reply to the questions of the Chairman of the Naval Committee of the Senate, which were referred to this Board in your letter of the 3d instant, we beg leave respectfully to state, that an answer to the first inquiry of Mr. Lloyd will be found in the paper annexed, (and marked C,) which shows the force at present in commission, and the aggregate expense of the whole naval establishment, marines excepted, at the present rates of pay, and by the rates recommended in the proposed reorganization of the navy. [See No. 236, page 911.]

The answer to the second question will be found in the paper annexed, (marked B,) which shows the force at present authorized by law, with the additional ten sloops of war that you have recommended. It also shows the number of officers and men, marines excepted, necessary for the whole establishment, and the expense under the different heads of pay and subsistence, for vessels in commission, for navy yards, for naval stations, for recruiting service, for hospitals, and for Navy Commissioners. This estimate is also calculated by the present and proposed rates of pay, and, as it supposes no officer to be unemployed, from any cause whatever, the annual expense, by the proposed rates, exceeds the amount by the present rates; but, as some officers will, of necessity, always be unemployed, this difference may be less, although it can never be greater. [See No. 236, page 911.]

The reply to the third inquiry will be found in the paper annexed, (and marked A,) which paper exhibits the species and extent of force which it is thought will generally be necessary to keep in commission upon different stations. A force equal to one-fifth of this will be necessarily in commission at different periods, for the purpose of relieving the force on foreign service. The number of officers and men, marines excepted, deemed necessary for the whole establishment, and the expense by the present and proposed rates of pay, is separately shown for the force in commission, and for all the other branches of the service, marines excepted, together with the pay of officers unemployed. [See No. 236, page 910.]

The paper annexed, (and marked D,) is a reply to the fourth query, and shows the number of navy yards, naval stations, recruiting stations, and hospitals, which it may be necessary to keep up on the Atlantic coast, in time of peace, with the number of officers and men, marines excepted, that will be required for them, and the annual expense of the same. [See No. 236, page 912.]

In reply to the fifth question, it is deemed expedient to dispose of all stores belonging to the navy, at the yards upon Lakes Erie, Ontario, and Champlain, which cannot be advantageously removed to the Atlantic, or which, being imperishable in their nature, may, at some future period, be required at those places.

It is also recommended that all the public vessels at those places be sold, the two ships of the line which are upon the stocks at Sackett's Harbor excepted; and that so soon as these arrangements shall be completed, and all the officers shall be removed from Lakes Erie and Champlain; and that only so many as may be necessary to preserve the property at Sackett's Harbor shall be retained at that place.

Paper E shows the number and description of vessels proposed to be retained at Sackett's Harbor, with the number of officers and men to be continued at that place, with the annual expense thereof. [See No. 236, page 912.]

In answer to the sixth question, the Board respectfully state, that all the vessels upon the lake stations, excepting those on the stocks at Sackett's harbor, from the reports made by the commanders at those places, are so much decayed as to be unworthy of repair, and they have accordingly, in their reply to the fifth question, recommended them to be sold.

The only vessels upon the list, other than those above mentioned, that have been represented to be so much decayed as to be unworthy of repair, are the Java frigate, of forty-four guns, at Boston, and the small schooner Asp, at Baltimore.

The Board propose that the Java shall be carefully surveyed by the naval constructors, to ascertain the relative cost of repairing her, or building another ship of equal capacity; and as she answers the purpose of a receiving vessel, they would not recommend her being broken up, or disposed of for the present. The Asp is also used as a receiving vessel, and, while she will answer, saves the expense of hiring another vessel for that purpose.

I have the honor to be, sir, your obedient servant,

JOHN RODGERS.

The Hon. S. L. SOUTHARD, *Secretary of the Navy.*

18th CONGRESS.]

No. 240.

[1st Session.]

### CONTRACTS FOR THE YEAR 1823.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 12, 1824.

SIR:

NAVY DEPARTMENT, *February 11, 1824.*

I have the honor to transmit, herewith, a statement of the contracts made by the Commissioners of the Navy during the year 1823, prepared in obedience to the fifth section of the act of the 3d of March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I am, very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

The Hon. the SPEAKER of the House of Representatives.





## SHIP CHANDLERY—Continued.

ARTICLES.	WASHINGTON.		BOSTON.		NORFOLK.		PORTSMOUTH, N. H.		NEW YORK.		PHILADELPHIA.	
	W. Yeaton, * Charles Deane.		Devens & Thompson.		E. Higgins.		Grozer & Hopkins.		Tucker & Carter.		J. Turner, Jun. & Co.	
Hooks, boat, with staves,	1 00 each,	50 each,	50 each,	50 each,	50 each,	63 each,	63 each,	40 each,	40 each,	62½ each.		
Hooks, boat, without staves,	50 each,	95 each,	95 each,	95 each,	40 each,	50 each,	50 each,	30 each,	30 each,	37½ each.		
Handspikes,	4 00 per dozen,	15 00 per dozen,	2 75 per dozen,	11 00 per dozen,	4 00 per dozen,	3 25 per dozen,	3 25 per dozen,	3 50 per dozen,	3 50 per dozen,			
Lanterns, horn,	15 00 per dozen,	4 00 each,	11 00 per dozen,	2 00 each,	3 50 each,	15 00 per dozen,	15 00 per dozen,	15 00 per dozen,	15 00 per dozen,			
Lanterns, glass,	8 00 per dozen,	2 00 each,	5 00 per dozen,	5 00 per dozen,	7 50 each,	6 00 per dozen,	6 00 per dozen,	2 00 each,	2 00 each,			
Lanterns, tin,	2 00 each,	10 00 per dozen,	7½ per dozen,	7½ per dozen,	75 each,	75 each,	75 each,	5 00 per dozen,	5 00 per dozen,			
Logboard, or stall,	10 00 per dozen,	12½ per dozen,	12½ per dozen,	12½ per dozen,	9 per pound,	9 per pound,	8 per pound,	8 per pound,	8 per pound,			
Lead, bar,	10 00 per dozen,	12½ per dozen,	12½ per dozen,	12½ per dozen,	11 per pound,	11 per pound,	10 per pound,	10 per pound,	10 per pound,			
Lead, sheet,	30 00 per pound,	30 00 per pound,	13 per pound,	13 per pound,	25 per pound,	25 per pound,	13½ per pound,	16 per pound,	16 per pound,			
Lead, black,	30 00 per pound,	30 00 per pound,	30 per pound,	30 per pound,	35 per pound,	35 per pound,	28 per pound,	30 per pound,	30 per pound,			
Leather, pump,	40 00 per pound,	40 00 per pound,	25 per pound,	25 per pound,	30 per pound,	30 per pound,	25 per pound,	30 per pound,	30 per pound,			
Leather, scupper,	40 00 per pound,	40 00 per pound,	25 per pound,	25 per pound,	60 per pound,	60 per pound,	40 per pound,	40 per pound,	40 per pound,			
Leather, bellows,	40 00 per pound,	40 00 per pound,	25 per pound,	25 per pound,	30 per pound,	30 per pound,	28 per pound,	30 per pound,	30 per pound,			
Leather, rigging,	5 00 per dozen,	10 00 per dozen,	3 75 per dozen,	3 75 per dozen,	5 00 per dozen,	5 00 per dozen,	4 00 per dozen,	4 00 per dozen,	4 00 per dozen,			
Locks, pad,	10 00 per dozen,	5 00 per dozen,	7 00 per dozen,	7 00 per dozen,	18 00 per dozen,	18 00 per dozen,	13 50 per dozen,	13 50 per dozen,	13 50 per dozen,			
Locks, brass, door,	5 00 per dozen,	2 00 per dozen,	5 00 per dozen,	5 00 per dozen,	10 00 per dozen,	10 00 per dozen,	5 00 per dozen,	6 00 per dozen,	6 00 per dozen,			
Locks, iron, door,	2 00 per dozen,	2 00 per dozen,	2 00 per dozen,	2 00 per dozen,	4 00 per dozen,	4 00 per dozen,	3 00 per dozen,	3 00 per dozen,	3 00 per dozen,			
Locks, chest,	2 50 per barrel,	3 00 per barrel,	2 00 per barrel,	2 00 per barrel,	2 50 per barrel,	2 50 per barrel,	2 00 per barrel,	2 50 per barrel,	2 50 per barrel,			
Lime,	3 00 per half dozen,	3 00 per half dozen,	6 00 per half dozen,	6 00 per half dozen,	9 00 per half dozen,	9 00 per half dozen,	6 00 per half dozen,	6 00 per half dozen,	6 00 per half dozen,			
Mallets, serving,	2 00 per dozen,	2 00 per dozen,	3 00 per dozen,	3 00 per dozen,	4 50 per dozen,	4 50 per dozen,	4 00 per dozen,	4 00 per dozen,	4 00 per dozen,			
Mauls, top,	25 each,	25 each,	50 each,	50 each,	87½ each,	87½ each,	3 50 each,	1 00 each,	1 00 each,			
Mauls, commander's, wood,	25 each,	25 each,	25 each,	25 each,	50 each,	50 each,	50 each,	50 each,	50 each,			
Marline spikes,	3 00 per dozen,	3 00 per dozen,	2 00 per dozen,	2 00 per dozen,	5 50 per dozen,	5 50 per dozen,	4 50 per dozen,	4 50 per dozen,	4 50 per dozen,			
Muslin for charts,	2 00 per piece,	2 00 per piece,	1 00 per piece,	1 00 per piece,	2 50 per piece,	2 50 per piece,	2 00 per piece,	2 00 per piece,	2 00 per piece,			
Mortars and pestles, bell metal,	4 00 each,	4 00 each,	2 00 each,	2 00 each,	3 50 each,	3 50 each,	2 00 each,	2 00 each,	2 00 each,			
Mortars and pestles, wood,	2 00 each,	2 00 each,	30 each,	30 each,	1 00 each,	1 00 each,	62 each,	50 each,	50 each,			
Mops,	4 00 per dozen,	4 00 per dozen,	4 50 per dozen,	4 50 per dozen,	7 50 per dozen,	7 50 per dozen,	5 00 per dozen,	6 00 per dozen,	6 00 per dozen,			
Measures, tin, gallon,	75 each,	50 each,	50 each,	50 each,	65 each,	65 each,	50 each,	50 each,	50 each,			
Measures, half gallon,	50 each,	30 each,	33 each,	33 each,	37½ each,	37½ each,	30 each,	30 each,	30 each,			
Measures, quart,	30 each,	20 each,	25 each,	25 each,	25 each,	25 each,	25 each,	16 each,	16 each,			
Measures, pint,	20 each,	20 each,	20 each,	20 each,	12½ each,	12½ each,	8 each,	8 each,	8 each,			
Measures, half pint,	15 each,	15 each,	10 each,	10 each,	10 each,	10 each,	20 each,	6 each,	6 each,			
Nets, seine,	40 per pound,	50 per pound,	50 per pound,	50 per pound,	62½ per pound,	62½ per pound,	50 per pound,	56 per pound,	56 per pound,			
Nets, trudge,	40 per pound,	50 per pound,	50 per pound,	50 per pound,	62½ per pound,	62½ per pound,	45 per pound,	50 per pound,	50 per pound,			
Nets, trawl,	40 per pound,	50 per pound,	50 per pound,	50 per pound,	62½ per pound,	62½ per pound,	45 per pound,	50 per pound,	50 per pound,			
Needles, sewing,	\$ 00 per gross,	1 12 per gross,	1 12 per gross,	1 12 per gross,	1 25 per gross,	1 25 per gross,	1 25 per gross,	1 00 per gross,	1 00 per gross,			
Needles, roping,	4 00 per gross,	1 00 per gross,	1 50 per gross,	1 50 per gross,	1 75 per gross,	1 75 per gross,	1 75 per gross,	1 50 per gross,	1 50 per gross,			
Needles, marine,	1 00 per dozen,	1 50 per dozen,	2 00 per dozen,	2 00 per dozen,	1 50 per dozen,	1 50 per dozen,	1 75 per dozen,	1 50 per dozen,	1 50 per dozen,			
Palm irons, not mounted,	1 50 per dozen,	50 per dozen,	75 per dozen,	75 per dozen,	50 per dozen,	50 per dozen,	75 per dozen,	75 per dozen,	75 per dozen,			
Pencils, lead,	50 per dozen,	15 per dozen,	75 per dozen,	75 per dozen,	50 per dozen,	50 per dozen,	75 per dozen,	3 per dozen,	3 per dozen,			
Pencils, slate,	15 per dozen,	15 per dozen,	6 per dozen,	6 per dozen,	6 per dozen,	6 per dozen,	4 per dozen,	6 per dozen,	6 per dozen,			
Putty,	1½ per pound,	1½ per pound,	10 per pound,	10 per pound,	10 per pound,	10 per pound,	12½ per pound,	9 per pound,	9 per pound,			



Paper, cannon cartridge,	10 00	per ream,	5 00	per ream,	4 00	per ream,	5 00	per ream,
Paper, musket cartridge,	10 00	per ream,	3 00	per ream,	3 00	per ream,	4 00	per ream,
Paper, pistol cartridge,	6 00	per ream,	3 00	per ream,	3 00	per ream,	4 00	per ream,
Paper, sheathing,	3 00	per ream,	2 00	per ream,	2 00	per ream,	3 00	per ream,
Paper, sand,	6 00	per quire,	37	per quire,	75	per quire,	30	per quire,
Paper, emery,	4 00	per quire,	37½	per quire,	25	per quire,	2 50	per barrel,
Pitch,	4 00	per barrel,	2 75	per barrel,	2 50	per barrel,	2 50	per barrel,
Pumps, hand, copper,	10 00	per dozen,	24 00	per dozen,	45 00	per dozen,	1 12½	per gallon,
Pumps, hand, wood,	4 00	per dozen,	2 25	per dozen,	3 50	per dozen,	1 12½	per gallon,
Oil, lamp,	1 25	per gallon,	1 10	per gallon,	1 25	per gallon,	1 25	per gallon,
Oil, olive,	2 50	per gallon,	1 50	per gallon,	1 50	per gallon,	1 50	per gallon,
Reels, log,	25	each,	37	each,	62½	each,	37½	each,
Reels, deep sea,	1 00	each,	1 00	each,	1 00	each,	1 00	each,
Rosin,	2	per pound,	2	per pound,	24	per pound,	2	per pound,
Rivets, assorted,	12	per pound,	20	per pound,	12½	per pound,	20	per pound,
Soap,	14	per pound,	10	per pound,	10	per pound,	9	per pound,
Scissors,	60	per pair,	25	per pair,	25	per pair,	20	per pair,
Shears, sheep,	1 00	per pair,	50	per pair,	63	per pair,	40	per pair,
Saltpetre,	12½	per pound,	12	per pound,	10	per pound,	9	per pound,
Sulphur, crude,	8	per pound,	4	per pound,	3	per pound,	3	per pound,
Sulphur, flour,	10	per pound,	5	per pound,	3	per pound,	2	per pound,
Scales and weights,	5 00	per set,	4 50	per set,	5	per set,	4	per set,
Tallow,	17	per pound,	14	per pound,	4 30	per set,	5 50	per set,
Thread, white, red and blue,	3 00	per barrel,	2 75	per barrel,	16	per barrel,	15	per barrel,
Twine, whipping,	1 50	per pound,	1 00	per pound,	2 75	per barrel,	2 25	per barrel,
Twine, roping,	50	per pound,	40	per pound,	1 00	per pound,	87	per pound,
Twine, seine,	50	per pound,	40	per pound,	37½	per pound,	33	per pound,
Twine, sewing,	50	per pound,	40	per pound,	35	per pound,	32	per pound,
Trumpets, hand,	9 00	per dozen,	45	per dozen,	50	per dozen,	45	per dozen,
Trumpets, draw,	3 00	each,	5 75	per dozen,	6 00	per dozen,	6 00	per dozen,
Thimbles, assorted,	14	per pound,	1 00	each,	1 75	each,	1 00	each,
Tin, sheets of, double,	20 00	per box,	25	per pound,	25	per pound,	25	per pound,
Tin, sheets of, single,	15 00	per box,	14 50	per box,	13 00	per box,	13 00	per box,
Tin, block,	50	per pound,	13 00	per box,	13 00	per box,	12 00	per box,
Turpentine,	13	per gallon,	37½	per gallon,	20	per gallon,	25	per gallon,
Wax, lamp,	50	per pound,	12	per gallon,	12½	per gallon,	10	per gallon,
Wax, bees,	60	per pound,	45	per pound,	45	per pound,	40	per pound,
Nails, iron, cut 10 cents, wrought 12 cents,	12	per pound,	40	per pound,	50	per pound,	40	per pound,
Nails, copper,	40	per pound,	11½	per pound,	14	per pound,	37	per pound,
Nails, spike,	12	per pound,	30	per pound,	11½	per pound,	14	per pound,
Nails, brad,	40	per pound,	12½	per pound,	33	per pound,	18	per pound,
Nails, scupper,	12	per pound,	11	per pound,	11	per pound,	11	per pound,
Tacks, pump,	30	per pound,	30	per pound,	30	per pound,	25	per pound,
Lines, deep sea, 100 fathoms,	60	per pound,	25	per pound,	14	per pound,	20	per pound,
Lines, fishing, assorted,	30	per pound,	45	per pound,	47	per pound,	50	per pound,
Lines, log, 100 fathoms,	30	per pound,	23	per pound,	35	per pound,	25	per pound,
Lines, fishing, assorted,	35	per pound,	33	per pound,	37	per pound,	36	per pound,
Line, marine,	31	per pound,	37½	per pound,	37½	per pound,	36	per pound,
Line, house,	31	per pound,	8	per skein,	8	per skein,	8	per skein,
Line, Hambro',	35	per pound,	17	per skein,	8	per skein,	8	per skein,
Line, grommet,	35	per pound,	31	per skein,	8	per skein,	8	per skein,
Line, bonnet,	35	per pound,	25	per pound,	20	per pound,	25	per pound,

Exhibit of contracts for paints and oils made by the Commissioners of the Navy during the year 1823.

ARTICLES.	Hastings & Mearl, Portsmouth, N. H.	Tucker & Carter, Wash- ington and Gosport.	Eben, Holmes, Charlestown, Mass.	P. Schermerhorn & Sons, New York.	J. Turner, Jun. & Co. Philadelphia.
White lead, dry, American, first quality, -	\$12 50 per cwt.	\$12 50 per cwt.	\$12 00 per cwt.	\$12 00 per cwt.	\$12 00 per cwt.
White lead, in oil, American, -	13 00 per cwt.	13 17 per cwt.	12 50 per cwt.	14 00 per cwt.	13 00 per cwt.
White lead, dry—London \$13½, Dutch \$19, -	12 62½ per cwt.	12 25 per cwt.	11 62½ per cwt.	9 00 per cwt.	12 00 per cwt.
White lead, in oil—London \$14½, Dutch \$12½, -	13 25 per cwt.	13 50 per cwt.	12 62½ per cwt.	14 00 per cwt.	14 00 per cwt.
Red lead, foreign, -	10 00 per cwt.	9 25 per cwt.	9 00 per cwt.	9 00 per cwt.	9 50 per cwt.
Red lead, American, -	10 00 per cwt.	9 25 per cwt.	8 50 per cwt.	9 00 per cwt.	9 00 per cwt.
Litharge, powdered—American \$10, Bran \$7, -	8 50 per cwt.	8 00 per cwt.	7 50 per cwt.	5 00 per cwt.	11 00 per cwt.
Litharge, powdered—foreign \$10, Bran \$7, -	8 50 per cwt.	8 00 per cwt.	8 00 per cwt.	5 00 per cwt.	11 00 per cwt.
Yellow ochre, in oil—French \$9, American \$5, -	7 00 per cwt.	7 75 per cwt.	8 00 per cwt.	7 50 per cwt.	8 00 per cwt.
Yellow ochre, dry, American, -	1 25 per cwt.	1 50 per cwt.	1 50 per cwt.	50 per cwt.	2 00 per cwt.
Stone ochre, -	12½ per pound,	13 per pound,	10 per pound,	2 per pound,	12½ per pound.
Spanish brown—foreign \$2½, American \$2, -	2 25 per cwt.	3 00 per cwt.	2 25 per cwt.	2 25 per cwt.	2 50 per cwt.
Spanish brown, in oil—foreign \$8, American \$6, -	7 00 per cwt.	8 00 per cwt.	7 00 per cwt.	7 50 per cwt.	8 00 per cwt.
Venetian red, dry, -	7 00 per cwt.	6 50 per cwt.	6 00 per cwt.	4 50 per cwt.	8 00 per cwt.
Venetian red, in oil, -	10 00 per cwt.	10 00 per cwt.	8 00 per cwt.	10 50 per cwt.	10 00 per cwt.
Verdigris, -	50 per pound,	50 per pound,	52 per pound,	50 per pound,	75 per pound.
Vermilion, -	80 per pound,	90 per pound,	75 per pound,	90 per pound,	1 00 per pound.
Green paint, in oil, -	35 per pound,	36 per pound,	20 per pound,	25 per pound,	70 per pound.
Laumblack, -	12½ per pound,	18 per pound,	12 per pound,	15 per pound,	11 per pound.
Black paint, in oil, -	12½ per pound,	15 per pound,	13½ per pound,	13 per pound,	16 per pound.
Chromic yellow, -	1 00 per pound,	1 25 per pound,	1 00 per pound,	1 00 per pound,	1 37½ per pound.
Patent yellow, -	18 per pound,	18 per pound,	13 per pound,	2 per pound,	18 per pound.
Prussian blue, \$2½, \$1½, -	1 25 per pound,	1 46 per pound,	1 25 per pound,	75 per pound,	2 75 per pound.
Blue paint, in oil, -	30 per pound,	37 per pound,	20 per pound,	25 per pound,	37½ per pound.
Whiting, -	1 55 per cwt.	1 50 per cwt.	1 25 per cwt.	1 00 per cwt.	2 00 per cwt.
Rose pink, -	20 per pound,	20 per pound,	12 per pound,	2 per pound,	25 per pound.
Drop lake, -	87½ per ounce,	60 per ounce,	75 per ounce,	50 per ounce,	2 00 per ounce.
Spirits of turpentine, -	50 per gallon,	60 per gallon,	45 per gallon,	56 per gallon,	45 per gallon.
Black varnish, -	35 per gallon,	33 per gallon,	35 per gallon,	35 per gallon,	35 per gallon.
Bright varnish, -	35 per gallon,	40 per gallon,	35 per gallon,	35 per gallon,	35 per gallon.
Copal varnish, \$4½, \$3½, \$1½, -	3 00 per gallon,	3 50 per gallon,	3 25 per gallon,	50 per gallon,	6 00 per gallon.
Paint oil, raw, -	85 per gallon,	1 00 per gallon,	80 per gallon,	94 per gallon,	75 per gallon.
Paint oil, boiled, -	95 per gallon,	1 06 per gallon,	90 per gallon,	1 20 per gallon,	84 per gallon.
All other articles of paint 7½ per cent. above the wholesale cash prices at Boston.					



*Exhibit of contracts for bread and groceries made by the Commissioners of the Navy during the year 1823.*

ARTICLES.	G. W. Adams, New Orleans.	E. A. & W. Winchester, Charlestown, Mass.	Cary Selden, Washington and Norfolk.	A. Symonds, Sackett's Harbor.	John Nexen, New York.	D. S. Griswold, Portsmouth, N. Hampshire.	Eph. Wheeler, Charleston, S. Carolina.	Eph. Wheeler, Whitehall, Lake Champlain.	D. S. Griswold, Baltimore.	P. S. V. Hamet, Erie, Pennsylv- ania.	Cary Selden, Philadelphia.
Bread, navy,	-	3½ per lb.	3½ per lb.	4 per lb.	3½ per lb.	4 per lb.	3½ per lb.	4 per lb.	3½ per lb.	3 per lb.	4 per lb.
Whiskey,	-	36½ per gall.	34 per gall.	22 per gall.	33 per gall.	36 per gall.	36 per gall.	39 per gall.	35 per gall.	25 per gall.	34 per lb.
Molasses,	-	33 per gall.	33 per gall.	63 per gall.	32 per gall.	35 per gall.	35 per gall.	45 per gall.	35 per gall.	1 00 per gall.	33 per gall.
Vinegar,	-	13 per gall.	12½ per gall.	16 per gall.	12½ per gall.	12½ per gall.	15 per gall.	20 per gall.	12½ per gall.	25 per gall.	12½ per gall.
Rice,	-	3½ per lb.	3½ per lb.	6 per lb.	3½ per lb.	4 per lb.	2½ per lb.	3 per lb.	3½ per lb.	13 per lb.	3½ per lb.
Butter,	-	15 per lb.	15 per lb.	13 per lb.	14½ per lb.	16 per lb.	17 per lb.	16 per lb.	16 per lb.	13 per lb.	15 per lb.
Cheese,	-	8 per lb.	8 per lb.	8 per lb.	7 per lb.	9 per lb.	9 per lb.	8 per lb.	9 per lb.	10 per lb.	8 per lb.
Candles, spermaceti,	-	38 per lb.	37 per lb.	44 per lb.	33 per lb.	37 per lb.	39 per lb.	42 per lb.	36 per lb.	63 per lb.	39 per lb.
Candles, mould,	-	13 per lb.	16 per lb.	17 per lb.	14½ per lb.	16 per lb.	16 per lb.	18 per lb.	16 per lb.	21 per lb.	16 per lb.
Tobacco,	-	-	-	11 per lb.	-	-	-	13 per lb.	-	20 per lb.	-
All other articles of groceries at above the wholesale cash prices at Boston,	-	2 per cent.	2½ per cent.	-	2 per cent.	2½ per cent.	2 per cent.	5 per cent.	2½ per cent.	25 per cent.	2½ per cent.

*Exhibit of contracts for cordage made by the Commissioners of the Navy during the year 1823.*

ARTICLES.	W. Yeaton, Washington.	Plume & Co. Norfolk.	J. P. Davis, Boston.	Tiers & Myerle, Philadelphia.	W. Lewis & Co. Norfolk.	W. Lewis & Co. Portsmouth.	W. Lewis & Co. Philadelphia.	Tucker & Carter, New York.
Tarred cordage of every description, except standing rig- ging, if common make,	13 cents per lb.	10½ cents per lb.	10 cents per lb.	10½ cents per lb.	11 cents per lb.	10 cents per lb.	11 cents per lb.	9 20 cts. per lb.
Doitto, if patent make,	13½ cents per lb.	-	10½ cents per lb.	-	11 cents per lb.	10½ cents per lb.	11 cents per lb.	11 100 cts. per lb.
Standing rigging, patent make,	15 cents per lb.	16½ cents per lb.	11 cents per lb.	15 cents per lb.	11½ cents per lb.	11 cents per lb.	11 cents per lb.	12 100 cts. per lb.
White rope, if common make,	-	-	17 cents per lb.	-	18 cents per lb.	17 cents per lb.	18 cents per lb.	16 cents per lb.
White rope, if patent make,	-	-	17 cents per lb.	-	18 cents per lb.	17 cents per lb.	18 cents per lb.	18 cents per lb.

WHATEVER MAY BE THE PRICE OF HEMP.

*Exhibit of contracts for slop clothing, made by the Commissioners of the Navy, during the year 1823.*

ALEXANDER WATSON, CONTRACTOR.	WHERE DELIVERED.	
	Washington and Norfolk.	New York.
For the blue cloth jackets, - - - - -	\$4 25	\$4 25
For the blue cloth trowsers, - - - - -	2 60	2 60
For the pea jackets, - - - - -	5 25	5 25
For the duck frocks, - - - - -	1 15	1 15
For the duck trowsers, - - - - -	90	90
For the duck bannians, - - - - -	1 17	1 17
For the red cloth vests, - - - - -	1 75	1 75
For the white flannel drawers, - - - - -	75	75
For the white flannel shirts, - - - - -	1 40	1 40
For the yarn stockings, - - - - -	50	50
For the black silk handkerchiefs, - - - - -	50	50
For the shoes, not copper fastened, - - - - -	1 15	1 15
For the hats, felt, - - - - -	75	75
For the blankets, three and a half points, - - - - -	1 75	1 75
For the mattresses, - - - - -	4 25	4 25

*Exhibit of contracts for canvass, made by the Commissioners of the Navy, during the year 1823.*

ARTICLES.	WEIGHT.	NEW YORK.	NEW YORK.
	Pounds.	John Colt.	John Travers.
For each bolt, No. 1, - - - - -	41	\$19 00 per bolt,	\$19 per bolt.
For each bolt, No. 2, - - - - -	37 $\frac{1}{2}$	18 00 per bolt,	18 per bolt.
For each bolt, No. 3, - - - - -	35	17 00 per bolt,	17 per bolt.
For each bolt, No. 4, - - - - -	32	16 00 per bolt,	16 per bolt.
For each bolt, No. 5, - - - - -	30	15 00 per bolt,	15 per bolt.
For each bolt, No. 6, - - - - -	25	14 00 per bolt,	14 per bolt.
For each bolt, No. 7, - - - - -	22 $\frac{1}{2}$	13 00 per bolt,	13 per bolt.
For each bolt, No. 8, - - - - -	20	12 00 per bolt,	12 per bolt.
For canvass for hammock cloths, - - - - -	-	14 00 per bolt.	
For canvass for tarpaulins, - - - - -	-	14 00 per bolt.	
For hammocks, - - - - -	-	75 per yard.	

*Exhibits of contracts for salt pork and beef, and fresh beef and vegetables, made by the Commissioners of the Navy, during the year 1823.*

ARTICLES.	BOSTON.	PHILADELPHIA.	SACKETT'S HARBOR.	ERIE, PENN.	NEW YORK.
	E. A. and W. Winchester.	George Poppal.	Ashbel Symonds.	John Dickson.	Thompson & Valentine.
For fresh beef, - - - - -	6 cents p. lb.	4 cts. per lb.	3 cents per lb.	3 $\frac{1}{2}$ cts. per lb.	4 $\frac{1}{10}$ per pound.
For vegetables, - - - - -	1 $\frac{1}{2}$ cents p. lb.	1 $\frac{1}{2}$ cts. per lb.	2 cents per lb.	$\frac{1}{2}$ cts. per lb.	$\frac{1}{3}$ per pound.
For salted beef, - - - - -	8 00 per barrel.				
For salted pork, - - - - -	11 00 per barrel.				

*Contract for coals and bricks, made by the Commissioners of the Navy, during the year 1823.*

Articles.	Portsmouth, N. H.	Charlestown, Mass.	Brooklyn, N. Y.	Washington.
Coals.—Cary Selden, at - - - - -	38 cts. per bush.	38 cts. per bush.	35 cts. per bush'l,	28 $\frac{1}{2}$ cts. per bush'l.
Bricks.—John Shotwell, at - - - - -	- - - - -	- - - - -	5 00 per thousand.	
Lime.—Caleb Bishop, at - - - - -	- - - - -	- - - - -	1 12 $\frac{1}{2}$ per load of 16 bushels.	
Patent right to use Charles W. Skinner's patent Ventilator, on board the public vessels of the United States, for - - - - -	300 dollars.			



*Exhibit of contracts for medicine, &c. made by the Commissioners of the Navy, during the year 1823.*

ARTICLES.	William Gunton, Washington.	Samuel Clarke, Boston.	George Camp, Sackett's Harbor.
Calomel, ppt.	\$1 25 per pound,	\$1 50 per pound,	\$2 00 per pound.
Pulverized jalap.	87½	75	1 12½
Pulverized rhœi.	1 50	1 00	1 50
Pulverized ipecac.	4 00	4 00	4 50
Pulverized cantharid.	2 75	2 50	3 00
Pulverized cinchon. flav.	62½	56	75
Pulverized colombo.	1 00	88	1 00
Pulverized sem. lini.	8	25	
Pulverized fol. digital.	1 50	1 00	75
Pulverized sabinæ.	1 00	1 00	
Pulverized gum arab.	75		50
Pulverized antimonialis.	2 50	1 75	
Pulverized gallæ.	1 00	1 00	
Pulverized gentian.	50	25	50
Sulphas sodæ.	6½	6½	12½
Sulphas alumen.	12½	12½	
Sulphas cupri.	37½	20	31
Sulphas ferri.	12½	20	38
Sulphas zinci.	50	18	38
Super. tart. potass.	31½	24	50
Nitras potass.	20	16	31
Tart. antim.	2 00	1 00	1 50
Carbon. potass. pur.	50	30	50
Carbon. ammon.	1 25	70	1 50
Carbon. calcis.	25	25	6
Carbon. magnesia.	1 00	70	1 20
Murias ammon.	75	50	50
Sub. buras. sodæ.	75	50	1 00
Rad. serp. Virg.	37½	37½	75
Rad. zinziber.	25	12½	28
Rad. seneca.	37½	37½	62
Rad. scillæ mar.	50	37½	75
Tinc. opii.	1 50	2 00	2 50
Tinc. myrrh.	50	1 00	1 50
Tinc. guaiac.	62½	1 00	2 00
Tinc. cinchon. comp.	62½	88	1 50
Tinc. digitalis.	62½	88	1 25
Tinc. opii. camp.	62½	88	1 50
Spt. æther nitr.	50	63	1 00
Aq. ammonia.	37½	25	38
Spt. lavender comp.	50	75	88
Acid sulph. arom.	50	92	
Gum opii.	10 00	10 00	10 00
Gum camphor.	1 50	1 00	1 12
Gum guaiac.	75	75	1 00
Gum kino.	3 00	2 25	3 50
Gum aloes.	75	40	50
Gum gambog.	2 00	1 50	2 25
Gum ammon.	1 00	88	88
Gum myrrh.	75	1 00	1 00
Emp. cantharid.	1 50	1 50	2 00
Emp. adhæs.	60	38	62
Emp. merc. c. gum.	50	1 50	62
Fol. senna.	75	25	50
Manna.	1 00	88	1 25
Capsicum.	2 00	1 50	2 00
Sacc. Alb.	25	24	22
Ol. menth. pip.	5 00	4 00	6 00
Ol. terebinth.	12½	13	25
Ol. olivar. (bottles)	6 00	6 00	5 25
Ol. succini.	1 50	1 25	2 25
Ol. ricini. (bottles)	14 00 per dozen,	12 00 per dozen,	14 00 per dozen.
Sem. sinapis.	37½ per pound,	27 per pound.	
Acetis plumb.	75	54	88 per pound.
Mel. disp.	12½	25	
Flor. sulph.	12½	10	12
Flor. anthem. nobil.	50	45	
Nitras argenti.	2 00 per ounce,	1 50 per ounce,	2 50 per ounce.
Hyd. nitri. rub.	1 50	1 50	1 75 per pound.
Hyd. mur. corr.	2 00	1 50 per pound,	2 00
Bals. copaiv.	75	1 00	1 00
Amylum.	15	25	
Pix. Burgund.	37½	20	30
Sap. Castile.	25	22	38
Nuc. moschat.	2 50	92	3 75
Cort. cassia.	62	50	75
Cort. elemi.	50	25	
Cera flava.	50	60	50
Ext. glycyrrhiz.	37½	22	50
Cons. rosar.	1 00	50	75
Pulv. carbonis.	8	50	
<i>Fumigating articles, viz:</i>			
Manganese, per oxid.	20	14	
Acid sulphur.	15	16	35

## CONTRACTS—Continued.

ARTICLES.	William Guntton, Washington.	Samuel Clarke, Boston.	George Camp, Sackett's Harbor.
Nitras potass, -	-	16 per pound,	31 per pound,
Murias sodæ, -	3 per pound,	2	3
Coarse muslin, -	25 per yard,	26 per yard.	
Clean linen rags, -	33 per pound,		
Strong fine thread, -	1 00	1 50 per pound.	
Sheep skins, -	6 00 per dozen,	5 50 per dozen,	
Common scissors, -	25 per pair,	38 per pair,	31 per pair.
Papers of pins, -	12½ per paper,	15 per paper,	12½ per paper.
Pieces of tape, -	12½ per piece,	15 per piece.	
Oil cloth, -	75 per yard,	63 per yard.	
Carded tow, -	25 per pound,	25 per pound.	
Pillows for fractures, -	2 00 each,	50 each.	
Towels for cockpits, -	3 00 per dozen,	3 00 per dozen.	
Red binding, -	12½ per yard,	2 per yard.	
Webbing, -		8	
Sponge, -	2 25 per pound,	2 00 per pound,	2 50 per pound.
Penis syringes, -	1 00 per dozen,	1 25 per dozen,	1 50 per dozen.
Clyster syringes, from	11 to 36	24 00	28 00
Pewter urinal, -	12 00	12 00	
Spatula, -	4 50	5 00	
Fire spatula, -	12 00	8 00	
Apothecaries' scales and weights,	15 00	20 00	
Tiles, from	1 to 3	1 00	
Marble, slab, -	1 00 per sup. foot,	50 per foot.	
Wedgewood mortars, -	1 to 3 each,	2 50 each.	
Marble mortars, -	75 to \$3 each,	2 50	
Vials, assorted, -	4 00 per gross,	4 00 per gross,	4 50 per gross.
Corks, assorted, -	31½	20	50
Lapis septicus, -	25 per ounce,	12½ per ounce.	
Sol. min. fowleri, -	1 00 per pound,	1 50 per pound,	1 50 per pound.
Ung. basilic. flav. -	37½		50
Ung. simplex, -	50		38
Ung. merc. fort. -	1 12½		1 75
Ung. hydrargy. rub. -	75		50
Acid muriat. oxig. -	2 00		50
<i>Instruments.</i>			
Amputating cases, -	32 00 each,	32 00 each.	
Trepanning cases, -	22 00	18 to \$30 each.	
Dissecting cases, -	7 00	10 00 each.	
Pocket dressing, -	20 00 per set,	10 50 to 23 per set.	
Curved needles and case,	2 00	3 00	
Tourniquets, -	2 50 single,	3 50 single.	
Bullet forceps, -	3 50 per pair,	3 00 per pair.	
Flexible metallic probes,	1 25 each,	1 25 each.	
Probangs, -	62½	75	
Scarificator, six cups,	8 00	24 to \$36	
Elastic catheters, -	12 00	24 00	
Elastic bougies, -	9 00 per dozen,	12 00 per dozen.	
Silver catheters, -	1 25	3 50 to \$7	
Common bougies, -	62½	1 12	
Teeth instruments, -	8 00 per set,	5 to \$8 per set.	
Flat trochars, -	2 50 each,	42 00 per dozen.	
Thumb lancets, -	9 00 per dozen,	6 to \$9	
Spring lancets, -	5 00	24 00	
Spare phleams for lancets,	3 50	3 00	
Bellows and elastic tube,	80 00		
Needles, common, -	6½	12	
Trusses, -	10 00	36 00	
Coarse pasteboards, -	6½ per sheet,	12½ per sheet.	
Sets of Dessault's splints,	4 00	60 00 per dozen.	
Graduated measures, -	8 00 per dozen,	12	
Funnels, -	3 00	2 67	
Pill boxes, -	25 per paper,	25 per paper.	
Gallipots, -	37½ per dozen,	75 per dozen.	
Crucibles, -	2 00	40	
Wrapping paper, -	1 00 per ream,	1 00 per ream.	
Hone, -	1 00	75	

Exhibit of contracts for timber made by the Navy Commissioners during the year 1823.

Description of timber.	Contractors.	Price per cubic foot.	Where to be delivered.
13,200 cubic feet white oak logs, -	Ballard, White, and Leatherbury, -	18 cents, - -	Washington.
13,200 cubic feet yellow pine, -			
85 logs white oak, 29 feet long,			
85 logs yellow pine, 29 feet long,			
10 logs yellow pine 20 feet long,			
10 logs white oak, 20 feet long,			



## CONTRACTS—Continued.

Description of timber.	Contractors.	Price per cubic foot.	Where to be delivered.
427 pieces yellow heart pine, 25 to 50 feet long,	Ballard, White, and Leatherbury,	24 cents,	Washington.
1,000 cubic feet yellow heart pine, 30 to 40 feet long,			
479 white oak logs,	Richard B. Mason,	29 cents,	Washington.
7,500 cubic feet white oak logs for plank,			
13 yellow heart pine logs,	Joseph Radcliffe,	55 cents per sided inch,	Washington.
8,550 cubic feet yellow heart pine logs,			
250 white oak knees,			
150 white oak knees,			
200 white oak knees,	Joseph Radcliffe,	62½ ditto,	Portsmouth, N. H.
200 white oak knees,	Joseph Radcliffe,	75 ditto,	
3,000 cubic feet white oak plank stocks	John Ross,	50 cents per cubic foot,	Portsmouth, N. H.
45 feet long,			
3,500 ditto, 35 feet long,	John Ross,	45 ditto,	

*Exhibit of a contract for gunners' stores, made by the Navy Commissioners with Devers & Thompson, deliverable at Boston, for the year 1823.*

Articles.	Prices.
Empty canisters, assorted,	\$5 00 per dozen.
Flannel cylinders, assorted,	5 00 per hundred.
Cartridge boxes, (leather,)	16 00 per dozen.
Leather boxes for quill tubes,	15 00 "
Tompions,	17 00 "
Pails to cover muzzles,	4 00 "
Sponge caps for worms, painted,	2 00 "
Powder horns,	8 00 "
Aprons of lead,	9 per pound.
Match tubs,	9 00 per dozen.
Lintstocks,	7 50 "
Division bags,	10 00 "
Covers for lanterns,	3 00 "
Battle axes,	4 00 "
Wad-formers for 6, 12, 18, 24, 32, and 42 pounds,	2 00 "
Fire buckets,	24 00 "
Rammer heads,	6 00 "
Cartouch boxes for muskets,	15 00 "
Cartouch boxes for pistols,	10 00 "
Boarding belts,	12 00 "
Boarding caps,	20 00 "
Boarding pikes,	15 00 "
Log lines for lock strings,	42 "
Cartouch boxes to contain 500 musket balls,	6 00 "
Water cans with copper hoops, for magazine,	9 00 "
Pails with copper hoops, for magazine,	9 00 "

*Exhibit of contracts for ordnance, iron, &c. made by the Commissioners of the Navy during the year 1823.*

John Mason, to be delivered at his foundry,	Ordnance for a ship of 74 guns, viz: 42 pound carronades, at \$185 each. 32 pound cannon, at \$125 per ton of 2,240 pounds. For turning and chiseling, \$8 per ton. 42 pound } round shot, at 5 cents per pound. 32 pound } 42 pound } grape shot, at 8 cents per pound. 32 pound } 42 pound } stools, at 5½ cents per pound. 32 pound }
West Point Foundry Association, at New York,	42 pound carronades, at \$185 each. 32 pound cannon, at \$125 per ton of 2,240 pounds. For turning and chiseling, \$8 per ton. 42 pound } round shot, at 5 cents per pound. 32 pound } 42 pound } grape shot, at 8 cents per pound. 32 pound }
John Mason, at his foundry,	42 pound carronades, at \$185 each. 32 pound cannon, at \$125 per ton of 2,240 pounds. For turning and chiseling, \$8 per ton. 42 pound } round shot, at 5 cents per pound. 32 pound } 42 pound } grape shot, at 8 cents per pound. 32 pound }
Evan T. Ellicott & Co. at Philadelphia,	32 pound double-headed shot, at 6 cents per pound.
Charles Ridgely, of Hampton, at Washington,	Round, square, and flat American iron, at 4 cents per pound. Iron for chain cables: For 36 and 44 gun frigates, at \$119 per ton of 2,240 pounds. For schooners, at \$125 per ton of 2,240 pounds.
Evan T. Ellicott & Co. at Washington,	Round American iron, at 5 cents per pound.

[18th CONGRESS.]

No. 241.

[1st Session.]

## PENSION TO THE MOTHER OF THE LATE CAPTAIN OLIVER H. PERRY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 23, 1824.

Mr. FULLER, from the Committee on Naval Affairs, to whom was recommitted a bill, entitled "A bill for the relief of Sarah Perry, mother of the late Oliver H. Perry."

Though this bill was recommitted without any definite instructions, yet, from the objections which were made to its original character, and the efforts to change it, by making the relief of Mrs. Perry a charge upon the Navy Pension Fund, the committee are led to consider the nature and expediency of the change proposed.

However strong may be the disposition of the committee to afford to the mother of the illustrious Perry the same tokens of regard which have been accorded to his widow and children, it is incumbent on them to abstain from any encroachment upon the fund in question, provided it shall appear that the faith of the Government is pledged to protect this fund, as a consecrated deposit for the support and encouragement of another and different class of persons.

By the act of the 23d of April, 1800, (Sec. 5,) it is provided, that the proceeds of all prizes taken by the public armed ships of the United States, when of inferior force, shall be adjudged one-half to the captors, and the other half to the United States. By the eighth section of the same act it is provided, that all officers, seamen, and marines, disabled in service, shall receive a pension during life, or the continuance of disability; and by the next section it is enacted, that all moneys which may accrue to the United States from prizes "shall be, and remain forever," a fund for the payment of pensions to those officers, seamen, and marines, who may be entitled to receive the same; and if the fund should be insufficient, the public faith is pledged to supply the deficiency; and should there be a surplus, it shall be applied to making further provision for the beforementioned persons, and "for such as may merit, by their bravery and long and faithful services, the gratitude of their country."

Early in the late war with Great Britain, and before the Navy Pension Fund had in any considerable degree accumulated under these provisions of law, an act was passed extending its benefits to the widows and orphan children of such officers, seamen, and marines, as might fall in battle or die of wounds, limiting their pensions to the term of five years. The wisdom and policy of this extension are very manifest; and it was no violation of the sections of the act before recited, as far as it applied to any future or prospective acquisition from prizes. The present fund has arisen from captures made almost exclusively since the extension, and it remains pledged to the purposes of the original law, with no other addition.

Should justice or policy require that any other relatives of seamen be relieved at the public expense, the committee are of opinion that the public faith does not permit it to be done from the acquisitions of the present fund; but, they have no doubt of the right of Congress to provide by law that the proceeds of prizes, which may be hereafter captured, may be applied to new objects of public bounty. But, while so many officers, seamen, and marines, remain, who may require relief, or who may be entitled, by "their bravery and faithful services," to the benefits of the fund, and who, if it were exhausted, might seek in vain the fulfilment of their country's pledge, it is deemed no less unjust than impolitic to assail this sacred deposit; the fruit of valor and of victory; the balm of honorable wounds; and the consolation of bereaved widowhood and helpless infancy.

The committee are of opinion, that the bill ought to pass in its original form; and they have accordingly restored the enacting clause, and report it to the House with no other amendment or variation.

[18th CONGRESS.]

No. 242.

[1st Session.]

## CORDAGE MADE FROM AMERICAN AND RUSSIAN HEMP CONTRASTED.

COMMUNICATED TO THE SENATE, FEBRUARY 23, 1824.

SIR:

NAVY DEPARTMENT, February 13, 1824.

In answer to a resolution of the Senate of the 23d of January last, "That the Secretary of the Navy be requested to communicate to the Senate, so far as can be ascertained from the accounts in the Navy Department, the quantity of *cordage manufactured from hemp of domestic growth*, which has been used in the service of the navy, since the year 1812; and the reasons, if any, why cordage manufactured from domestic hemp cannot be used as advantageously and as economically for the navy of the United States as cordage manufactured from imported hemp," I have the honor to enclose a letter from the Board of Navy Commissioners, dated 27th January, 1824, and one from the Fourth Auditor of the Treasury, dated 12th February, 1824; and am.

Very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

HON. PRESIDENT OF THE SENATE UNITED STATES.

SIR:

NAVY COMMISSIONERS' OFFICE, January 27, 1824.

Upon the subject of the resolution of the honorable the Senate of the United States of the 22d instant, calling for information as to the "quantity of cordage manufactured from hemp of American growth, which has been used in the service of the navy since the year 1812, and the reasons, if any, why cordage manufactured from American hemp cannot be used as advantageously and as economically for the navy of the United States as cordage manufactured from imported hemp," the Commissioners of the Navy have the honor to state:

That they have no knowledge of any cordage, manufactured from hemp of American growth, having been used in the navy since the establishment of the board: that, in the contracts made by them for cordage, they have uniformly introduced a stipulation, binding the contractors to manufacture the cordage of the best Russian hemp.

The reasons which entitle Russian hemp to a preference are to be found solely, it is believed, in the manner of preparing it for market. In its natural state American hemp is, unquestionably, as good as that of any other country;



and numerous experiments prove the fact, that, when prepared as Russian hemp is, it is fully equal to the best Russian hemp, and indeed superior to that generally imported. The Russian method is called "water rotting;" that practised in the United States "dew rotting."

Hemp prepared by dew rotting has a dark color, and frequently appears as if it were mildewed. But, from whatever cause, or combination of causes, it may proceed, universal experience has proved that cordage made of dew-rotted hemp is far less durable than that made of water-rotted hemp, particularly when used for cables; although, when perfectly new, it may be nearly as strong, and is sometimes found to be equally so. Hence, cordage manufactured from American hemp cannot, in the opinion of the commissioners, be used as advantageously and as economically for the navy of the United States as cordage manufactured from imported hemp.

With a climate and great extent of soil, admirably adapted to the culture of hemp, it appears to be a subject of regret that our countrymen have not fallen upon some plan of preparing their hemp for use, so as to give it all the advantages it naturally possesses. The commissioners have ever been desirous of introducing into our navy cordage made of hemp of our own growth; but when they reflect that the safety of our ships, and the lives of those on board of them, depend so much upon the quality of the cordage used, they cannot take upon themselves the responsibility of using that which their own and universal experience have pronounced to be of inferior quality.

The commissioners have heretofore offered every encouragement in their power, consistently with a due regard to economy, to the growers of American hemp, to induce them to adopt the Russian or some other equally good method of preparing their hemp. Could this be effected, the duty of the commissioners would then, in their view of the subject, permit them to indulge the disposition, which they will never cease to cherish, to use for the navy cordage manufactured of American hemp, to the entire exclusion of hemp the product of any other country.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

SIR: TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, February 12, 1824.

In answer to your letter of the 31st ult. enclosing a copy of the resolution of the Senate of the United States, requiring information relative to the quantity of cordage manufactured from hemp of domestic growth, since the year 1812, I have the honor to state that the information cannot be accurately ascertained from the settlements made in this office. It appears, however, that about one hundred and eighty-two tons of Kentucky yarns, and cordage manufactured from Kentucky hempen yarns, have been contracted for and delivered in 1813 and 1814, viz:

100 tons cordage, contracted for by Mathew L. Davis, to be manufactured from Kentucky hempen yarns, and delivered at New York in 1813.

50 tons Kentucky yarns, contracted for by Richard Pindell and H. Clay, delivered at Baltimore in 1814.

31 tons 17 cwt. 2 qrs. 27 lbs. Kentucky yarns, contracted for and delivered at New Orleans in 1813, by W.

Garret.

I have the honor to be, very respectfully, sir, your obedient servant,

CONSTANT FREEMAN, *Fourth Auditor.*

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

18th CONGRESS.]

No. 243.

[1st Session.]

## ANNUAL EXPENDITURES FOR THE GRADUAL INCREASE OF THE NAVY, AND THE PROGRESS MADE IN BUILDING SINCE 1816.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 26, 1824.

WASHINGTON, February 25, 1824.

To the House of Representatives of the United States:

In conformity with the resolution of the House of Representatives, of the 17th instant, I now transmit the report of the Secretary of the Navy, accompanied by statements marked A and B, showing "the amount of money expended in conformity with the provisions of an act, entitled 'An act for the gradual increase of the navy of the United States,' approved April 29th, 1816; and of the 'Act to amend said act,' approved 3d of March, 1821; also, the number of vessels built, or now on the stocks, with their rates; the value of the timber purchased, or for which contracts have been made; and whether sufficient timber has been purchased, or contracted for, to build the vessels contemplated by the provisions of said acts."

JAMES MONROE.

SIR: NAVY DEPARTMENT, February 24, 1824.

In compliance with the resolution of the House of Representatives, of the 17th instant, requesting the President of the United States "to present a statement of the amount of money expended, in conformity with the provisions of an act, entitled 'An act for the gradual increase of the navy of the United States,' approved the 29th of April, 1816; and of the 'Act to amend said act,' approved the 3d of March, 1821," I have the honor to communicate a copy of a letter from the Board of Navy Commissioners, respecting the vessels built and building; and the timber purchased and contracted for; also, copy of a letter from the Fourth Auditor, exhibiting the amount of money expended in conformity with the provisions of said act.

It will be perceived that the timber purchased and contracted for amounts to a small part only of the whole expenditure, being but \$1,546,452 74, while the whole amounts to \$5,972,460 27. Other materials have been purchased, and contracts made for more, which, not being called for in the resolution, are not embraced in the answer.

With the highest respect, I have the honor to be, sir, your most obedient servant.

SAMUEL L. SOUTHARD.

THE PRESIDENT OF THE UNITED STATES.

## A.

SIR:

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 19, 1824.*

Pursuant to a call of the House of Representatives of the United States, by their resolution of the 17th instant, I have the honor to hand you a statement exhibiting the annual amount of money expended in conformity with the provisions of an act, entitled "An act for the gradual increase of the navy of the United States," approved 29th April, 1816, and of the act to amend said act, approved 3d March, 1821, amounting, in the aggregate, to five millions nine hundred and seventy-two thousand four hundred and sixty dollars and twenty-seven cents, (\$5,972,460 27), and embracing the whole period from the passage of the first recited act to the 18th February, 1824.

I have the honor to be, sir, very respectfully, your obedient servant.

CONSTANT FREEMAN, *Fourth Auditor.*

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

*Statement exhibiting the annual amount of money expended in conformity with the provisions of an act, entitled "An act for the gradual increase of the navy of the United States, approved 29th April, 1816, and of the act to amend said act, approved 3d March, 1821," prepared in pursuance of a resolution of the House of Representatives of the United States, passed the 17th February, 1823.*

From 29th April to 30th September, 1816,	-	-	-	-	-	-	\$31,783 01
1st October, 1816, to 30th do. 1817,	-	-	-	-	-	-	503,352 36
1st do. 1817, to 30th do. 1818,	-	-	-	-	-	-	627,324 24
1st do. 1818, to 30th do. 1819,	-	-	-	-	-	-	1,083,410 15
1st do. 1819, to 30th do. 1820,	-	-	-	-	-	-	1,451,650 67
1st do. 1820, to 30th do. 1821,	-	-	-	-	-	-	973,040 04
1st do. 1821, to 30th do. 1822,	-	-	-	-	-	-	700,248 30
1st do. 1822, to 30th do. 1823,	-	-	-	-	-	-	446,959 72
1st do. 1823, to 17th February, 1824,	-	-	-	-	-	-	99,691 78
							<u>\$ 5,972,460 27</u>

TREASURY DEPARTMENT, *Fourth Auditor's Office, 19th February, 1824.*

CONSTANT FREEMAN, *Fourth Auditor.*

## B.

SIR:

NAVY COMMISSIONERS' OFFICE, *February 20, 1824.*

In reply to that part of the resolution of the House of Representatives, of the 17th instant, which requires information as to "the number of vessels built, or now on the stocks, with their rates, the value of the timber purchased, or for which contracts have been made, and whether sufficient timber has been purchased, or contracted for, to build the vessels contemplated by the provisions of said act" of 29th April, 1816, the Commissioners of the Navy have the honor to state:

That four ships of the line and one frigate have been built: that five ships of the line and five frigates are now on the stocks; that the frames of two other frigates, and of two steam batteries, have been procured: that the frames of another frigate and another steam battery have been nearly procured—the deficiency in both not exceeding probably 10,000 dollars.

That "the value of the timber purchased, or for which contracts have been made," after a careful examination of all the various contracts made, since the first organization of the Board, is estimated at \$1,546,452 74.

That sufficient timber has not been purchased, or contracted for, to build all the vessels contemplated by the act for the gradual increase of the navy—and of the timber procured, a portion, though a very small one it is hoped, will probably be found defective on working up. The whole deficiency of timber may, possibly, amount to 120,000 to 130,000 dollars. It will not, we are confident, exceed the latter sum.

I have the honor to be, with great respect, sir, your most obedient servant.

JOHN RODGERS.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

18th CONGRESS.]

No. 244.

[1st Session.]

## NAVY HOSPITAL FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 13, 1824.

NAVY DEPARTMENT, *March 10, 1824.*

SIR:

In answer to the resolution of the House of Representatives of the 20th January, "That the Commissioners of the Navy Hospitals be directed to report to this House the amount of the sums which they have received and expended by virtue of the act, entitled 'An act establishing Navy Hospitals; the balance remaining in their hands on the 31st of December, 1823, designating the sum which has been absorbed in the pay of the navy, and which is due to the Hospital Fund,' and what measures they have adopted to carry into effect the provisions of said act," we have the honor to enclose a copy of a letter from the Fourth Auditor of the Treasury, marked A, with a statement of the accounts in the Auditor's Office, marked B, showing the receipts and disbursements of said fund up to the 31st of December, 1823.

The law separating the Naval from the Marine Hospital Fund was passed on the 26th February, 1811. On that day a balance of \$3,782 86, standing to the credit of the Marine Hospital Fund, was carried to the credit of the Navy Hospital Fund. This sum, with the deductions authorized by law, from the pay of the officers, seamen, and marines, constitutes the whole of the Navy Hospital Fund. These deductions have been regularly made whenever the officers, seamen, and marines, have received their pay, and the sums so deducted have been left in the "pay of



the navy," which is of course responsible for them. They were not, in the first instance, drawn from the "pay of the navy" at the times in which they accrued, in consequence of the war which succeeded the passage of the law, and were left in the same situation for several years afterwards.

By the report made on the 29th of October, 1823, it appears that the balance to the credit of the fund at that time was \$117,074 34; since which the deductions from the pay of the officers, seamen, and marines, and for which the "pay of the navy" is responsible, have amounted to \$2,638 61, making the Navy Hospital Fund, on the 31st December, 1823, amount to \$119,712 95, exclusive of the amount which has been under the control of the commissioners.

After the establishment of the fund in February, 1811, and before the 30th of September, 1821, the expenditures by the commissioners amounted to \$10,652 85; since that time there has been drawn and placed in the hands of the Treasurer of the United States, subject to the orders of the commissioners, \$43,335 87; and, in September, 1823, \$18,000 were paid for a site for a naval hospital near the navy yard at Charlestown, Massachusetts. These three sums added together make \$71,988 72, which, added to the sum of \$119,712 95, for which the "pay of the navy" is responsible, makes \$191,701 67, being the whole amount of money which has accrued to the fund since its establishment.

From this statement it will be perceived that the only funds which the commissioners can immediately control for the objects of the law, are those in the hands of the Treasurer, viz: \$43,335 87. The debt due from the "pay of the navy" can only be paid as balances of the appropriations for that object shall remain at the end of the year; and as these appropriations are founded upon estimates calculated with great care and accuracy, and are barely adequate to accomplish their object, it is manifest that it will be a long time before the fund is repaid, and the commissioners will have the control of all the means which properly belong to it.

The delay will greatly postpone the accomplishment of the benevolent purposes of the law creating the fund, and do injustice to those who have contributed to it, and who by the delay will be deprived of its benefits.

With a view to avoid the difficulties which have heretofore existed on this subject, an order has been given to the Fourth Auditor of the Treasury to make out, at the end of each quarter, from the returns of the disbursing officers, a statement of all moneys accruing to the Navy Hospital fund during the quarter, and give a regular certificate of the amount, that a warrant may be issued for the same in favor of the agent of the fund. By this means it will, at the end of each quarter, receive all the money to which it is entitled, and the "pay of the navy" will not become any further indebted to it.

In September, 1823, the commissioners purchased a site for an hospital adjoining the navy yard at Charlestown, Massachusetts, for which they paid \$18,000, and have made a contract for another site near the navy yard at Brooklyn. These are all the "measures they have adopted to carry into effect the provisions of the act."

Respectfully, &c.

WILLIAM H. CRAWFORD,  
J. C. CALHOUN,  
SAMUEL L. SOUTHARD.

To the Hon. the SPEAKER of the House of Representatives.

A.

SIR: TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 26, 1824.

In obedience to the request contained in your letter of the 21st instant, enclosing a resolution of the House of Representatives relative to the "Naval Hospital Fund," I have the honor to report:

That, from the 26th February, 1811, to the 31st December, 1823, there has been passed to the credit of the said fund on the books of this office, and those of the accountant of the navy, the sum of	\$187,918 81
To which must be added a balance standing to the credit of the "Marine Hospital Fund" on the 26th February, 1811, and carried to the credit of the "Naval Hospital Fund,"	3,782 86
	\$191,701 67
From this sum is to be deducted amount of expenditures to 30th September, 1821,	\$10,652 85
Moneys drawn and placed in the hands of the Treasurer of the United States,	43,335 87
Moneys drawn in September, 1823, for the payment of land purchased for a naval hospital site at Boston,	18,000 00
	71,988 72
	\$119,712 95

Leaving a balance to the credit of the "Naval Hospital Fund" on the books of this office, on the 31st December, 1823, of one hundred and nineteen thousand seven hundred and twelve dollars and ninety-five cents, the whole of which has been absorbed in the "pay of the navy," and for which the appropriation for that object is responsible.

I have the honor to be, sir, with great respect, your obedient servant,

CONSTANT FREEMAN, Auditor.

Hon. SAMUEL L. SOUTHARD, Secretary of the Navy.

B.

Dr.

Navy Hospital Fund.

Cr.

To balance due Navy Hospital Fund,	\$119,712 95 $\frac{A}{12}$	By balance standing at the credit of the Navy Hospital Fund on the 1st day of October, 1823, per report transmitted 29th October, 1823,	\$117,074 24 $\frac{A}{12}$
		By amount carried to the credit of said fund, from 1st day of October to 31st day of December, 1823,	2,638 61
			\$119,712 95 $\frac{A}{12}$
		By balance brought down,	\$119,712 95 $\frac{A}{12}$

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, January 26, 1824.

CONSTANT FREEMAN, Auditor.

18th CONGRESS.]

No. 245.

[1st Session.

## MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 15, 1824.

SIR:

NAVY DEPARTMENT, April 14, 1824.

In answer to a resolution of the House of Representatives of the 12th instant, directing the Secretary of the Navy "to report to the House the number of non-commissioned officers and privates of the marine corps in the service of the United States, and where stationed or performing duty;" and to report also the amount paid the lieutenant colonel of the marine corps the past year for his monthly pay and emoluments of office; I have the honor to transmit herewith papers marked A, B, C, D, and E, which contain the information required.

With great respect, I am, sir, your obedient servant,

SAMUEL L. SOUTHARD.

HON. HENRY CLAY, *Speaker of the House of Representatives.*

A.

SIR:

HEAD-QUARTERS OF THE MARINE CORPS, WASHINGTON, April 14, 1824.

I have the honor to transmit to the Department a general return of the corps of marines, which will give the information required by the first resolution of the House of Representatives of the 12th instant.

I also enclose a statement of the paymaster, showing "the amount paid the lieutenant colonel of the marine corps the past year, for his monthly pay and emoluments of office."

The pay of a lieutenant colonel commandant was fixed by the act of Congress of the 3d of March, 1799, and I enclose an estimate of the corps made out for the year 1800. The same pay has been allotted to the lieutenant colonel commandant of the marine corps from that period to this date. It has been stated in every estimate, and appropriated by every successive act of Congress, from that to the present period. The lieutenant colonel commandant of the marine corps commands more men, and has equal, if not greater, responsibility, than any colonel in the military establishment, and is stationed where he is necessarily obliged to incur greater expense than any other officer of his grade. He commands the only military post at the seat of Government.

At some former period, the question whether the lieutenant colonel commandant of the marine corps was entitled to the pay he has always received, was settled, I believe, by reference to the law officer of the Government; but it has been so long ago, that we cannot, from any documents to be found in this office, refer to the period.

I have the honor to be, very respectfully, your obedient servant,

ARCHIBALD HENDERSON, *Lieut. Col. Commandant.*The Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

B.

HEAD-QUARTERS OF MARINES, PAYMASTER'S OFFICE,

SIR:

WASHINGTON, April 13, 1824.

Enclosed I have the honor to send you an estimate of pay, subsistence, and emoluments allowed by law, and paid to the lieutenant colonel commandant of the United States' marine corps, from the 1st of January, 1823, to the 31st of December, 1823.

I am, respectfully, sir, your obedient servant,

JOSEPH L. KUHN, *Paymaster Marine Corps.*The Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

C.

*Estimate of pay, subsistence, and emoluments, allowed by law, and paid to the lieutenant colonel of the marine corps, from the 1st of January, 1823, to the 31st of December, 1823, inclusive.*

Pay as lieutenant colonel commandant, from the 1st of January, 1823, to the 31st of December, 1823, inclusive, twelve months, at \$75 per month,	\$900 00
Subsistence from the 1st of January, 1823, to the 31st of December, 1823, is 365 days, which, at six rations per day, is 2,190 complete rations, at 20 cents per ration,	438 00
To six additional rations per day, as lieutenant colonel commandant, from the 1st of January, 1823, to the 31st of December, 1823,	438 00
Fuel for six winter months, at \$24 per month,	144 00
Fuel for six summer months, at \$12 per month,	72 00
Forage for four horses, from the 1st of January, 1823, to the 31st of December, 1823, is twelve months, at \$8 each per month,	384 00
Allowance for two private servants, from the 1st of January, 1823, to the 31st of December, 1823, is twelve months, at \$14 84 for each per month,	356 16
Premium for enlisting forty-three recruits, from the 1st of January, 1823, to the 31st of December, 1823, at \$2 each,	86 00
	\$2,818 16
Deduct hospital fund for twelve months, at 20 cents per month,	2 40
	\$2,815 76

JOSEPH L. KUHN, *Paymaster Marine Corps.*



## D.

*Estimate of the expenses of the marine corps for the year 1800.*

PAY.						
1 Lieutenant Colonel,	-	-	-	per month, \$75 00	\$ 900 00	
4 Captains,	-	-	-	-	1,920 00	
18 First Lieutenants,	-	-	-	-	30 00	6,480 00
18 Second Lieutenants,	-	-	-	-	25 00	5,400 00
56 Sergeants,	-	-	-	-	9 00	6,048 00
56 Corporals,	-	-	-	-	8 00	5,376 00
50 Drums and fifes,	-	-	-	-	7 00	4,200 00
890 Privates,	-	-	-	-	6 00	64,080 00
Extra pay to adjutant, paymaster, and quartermaster,	-	-	-	-	16 00	576 00
Extra pay to sergeant major, quartermaster's sergeant, drum and fife majors,	-	-	-	1 12½	54 00	
SUBSISTENCE.						\$95,034 00
1 Lieutenant Colonel, six rations per day, and six extra as commandant, 4,380 rations, at 16½ cents,	-	-	-	-	722 70	
Forage, \$10 per month,	-	-	-	-	120 00	
4 Captains, three rations per day, 4,380 rations, at 20 cents,	-	-	-	-	876 00	
18 First Lieutenants, three rations per day, 19,710 rations, at 20 cents,	-	-	-	-	3,942 00	
18 Second Lieutenants, two rations per day, 13,140 rations, at 20 cents,	-	-	-	-	2,638 00	
1,052 Non-commissioned officers, musicians, and privates, one ration, is 383,980 rations, at 28 cents,	-	-	-	-	107,514 40	
CLOTHING.						115,803 10
56 Sergeants' suits, at \$22 32	-	-	-	-	1,249 92	
50 Drums and fifes,	22 32	-	-	-	1,116 00	
946 Corporals and privates,	18 98	-	-	-	17,955 08	
1,052 Hats and cockades,	2 00	-	-	-	2,104 00	
1,052 Stocks and clasps,	0 25	-	-	-	263 00	
4,208 Pairs of shoes,	1 00	-	-	-	4,208 00	
250 Watch coats,	10 00	-	-	-	2,500 00	
1,052 Blankets,	2 00	-	-	-	2,104 00	
2,104 Socks,	0 10	-	-	-	210 40	
2,104 Socks,	0 10	-	-	-	210 40	
MILITARY STORES.						31,920 80
1,052 Knapsacks, at \$1 50	-	-	-	-	1,578 00	
1,052 Prickers and brushes,	0 25	-	-	-	263 00	
56 Gun worms,	0 17	-	-	-	9 52	
20 Sergeants' swords,	5 00	-	-	-	100 00	
12,000 Gun flints	5 00	-	-	-	60 00	
111,000 Musket cartridges,	-	-	-	-	6,311 36	
25 Drums,	12 00	-	-	-	300 00	
25 Fifes,	1 00	-	-	-	25 00	
Colors,	-	-	-	-	32 00	
200 Cartridge boxes and bayonet scabbards, at \$2,	-	-	-	-	400 00	
Camp equipage; quartermaster's, barrack-master's, and hospital stores; stationary; premiums for recruiting, viz:						9,078 88
Camp utensils,	-	-	-	-	300 00	
60 Bed bunks, bedding, &c., at \$5,	-	-	-	-	300 00	
16 Loads of straw, at \$6,	-	-	-	-	96 00	
Flour for hair powder,	-	-	-	-	60 00	
Medicines and hospital stores,	-	-	-	-	500 00	
Stationary,	-	-	-	-	330 00	
Postage,	-	-	-	-	250 00	
Quarters for the commandant and other officers, and barracks for the men, at different stations,	-	-	-	-	1,300 00	
Fire wood,	-	-	-	-	5,300 00	
Contingent expenses, comprising transportation, officers' travelling expenses, armorsers' and carpenters' bills, &c.	-	-	-	-	5,000 00	
RECAPITULATION.						13,436 00
Pay,	-	-	-	\$ 95,034 00 }	-	210,837 10
Subsistence,	-	-	-	115,803 10 }	-	31,920 80
Clothing,	-	-	-	-	-	9,078 88
Military stores, including 200 cartridge boxes and bayonet scabbards, at \$2,	-	-	-	-	-	13,436 00
Contingencies,	-	-	-	-	-	\$265,272 78





18th CONGRESS.]

No. 246.

[1st Session.]

# EXAMINATION AND SURVEY OF THE HARBOR OF CHARLESTON, SOUTH CAROLINA, AND THE COAST OF FLORIDA, WITH A VIEW TO THE ESTABLISHMENT OF NAVY YARDS.

COMMUNICATED TO THE SENATE BY THE CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS, MAY 8, 1824.

SIR:

SENATE CHAMBER, *April 8, 1824.*

The Committee on Naval Affairs of the Senate of the United States, to whom has been referred a resolution "to inquire into the expediency of establishing a navy yard at Charleston, South Carolina; and a resolution, also, to inquire into the expediency of establishing a naval depot at Pensacola, or at such place in the vicinity of it as may be most advantageous to the United States," have instructed me to request such information from the Department in relation to the objects aforesaid as may be in its possession, and such observations in reference thereto as the Secretary may be pleased to communicate.

I am also requested by the committee, to ask information of the Department on the utility of continuing or discontinuing the navy yard or depot at New Orleans; and in the latter event, whether it would be advisable to dispose of the real estate belonging to the United States in that city, which has heretofore been appropriated to that object, and the probable value thereof.

With great respect, I have the honor to be, sir, your obedient servant,

JAMES LLOYD.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy of the United States.*

SIR:

NAVY DEPARTMENT, *April 28, 1824.*

I have the honor to enclose a copy of a letter from the Navy Commissioners on the several subjects mentioned in your letter of the 8th instant.

Before your letter was received, I had determined to increase the naval station at Charleston, by the appointment of such officers as would be sufficient for the purposes mentioned in the letter from the Commissioners. The reasons stated by them show that it would be inexpedient to establish a building yard there, until further examinations and surveys have been made, and further information procured. This may be accomplished in the course of the present year.

The station at New Orleans has ceased to be useful to any considerable extent; it is impossible to use it at all as a place for building or repairing vessels; and its distance from the Gulf, and the difficulty of the navigation of the river, render it useless for supplies. Its value for all public purposes has been diminished, and almost destroyed by the passage of the act of Congress of 28th February, 1823, "vesting in the corporation of New Orleans so much of the lot on which the navy store-house is situated as would be sufficient to continue Condi street to Market Hall." The station may therefore well be abandoned for most purposes, retaining at it only an agent, and perhaps one or more officers to meet accidental calls. If this be done, it would, no doubt, be expedient to dispose of the real estate there. This has already been authorized by the "Act authorizing the disposal of certain lots of public ground in the city of New Orleans and town of Mobile," passed 20th April, 1818. I believe that no sale under that law has yet been effected; the proceedings have been under the control of the Treasury Department, to which I beg leave to refer you, both for the value of the land, and the arrangements which have been made for selling it.

A naval depot on the coast of Florida is indispensable for the economical and efficient management of that portion of our navy which is employed in the West Indies and Gulf of Mexico. Pensacola is best fitted for the object, but the extent of the permanent improvements should not be determined until after a full and accurate survey by competent officers. The character of the station and depot there ought to correspond with the establishment which may be made at Thompson's Island or the Tortugas; and it would be prudent to make a thorough examination of all those places before much money is expended at any one of them.

The transfer of the station and public stores and materials from New Orleans to Pensacola might probably be accomplished during the present year. A site for the depot ought, however, first to be selected and purchased at the latter place. Should the transfer be made, it will occasion considerable addition to the contingent expenditures of the Department, which ought to be provided for. The same remark is to be made, should it be determined to break up the stations at Erie, Sackett's Harbor, and Whitehall, and transport or sell the stores and materials now at those places.

I am, very respectfully, your most obedient servant,

SAMUEL L. SOUTHARD.

HON. JAMES LLOYD, *Chairman of the Naval Committee, in Senate.*

SIR:

NAVY COMMISSIONERS' OFFICE, *April 15, 1824.*

The letter of the Honorable James Lloyd to you, of the 8th instant, which you were pleased to refer to this Board, has been duly considered, and the Commissioners beg leave to submit the result.

In reply to the first part of the inquiry, the Commissioners respectfully suggest, that it would not, in their opinion, be advisable to establish a navy yard at Charleston, S. C. until it shall be demonstrated, by a previous survey and examination, that it possesses the advantages suited to such an establishment.

The advantages which such an establishment ought to possess, are, a safe and commodious harbor, with sufficient depth of water; easy of ingress and egress; facilities in supplying the timber and other materials necessary in the construction, equipment, and repair of our vessels of war; with the certainty of being, at all times, able to procure, on reasonable terms, the services of mechanics and laborers. Until satisfactory information on all these points can be obtained, the Commissioners are clearly of opinion that it would be inexpedient to establish a Navy yard at Charleston, or to make it a naval station, beyond the facilities it would afford, as such, by the appointment of an agent, a captain of the navy; and a purser, to furnish supplies, and control the expenses of such of our sloops of war, and other smaller vessels, as may, from time to time, find it necessary to resort to that port, for the purpose of replenishing their provisions, water, and stores.

Upon the second branch of the inquiry, the Commissioners respectfully observe, that they are decidedly of opinion that it would be advisable to establish a naval depot on some part of the coast of Florida, as near the mouth of the Mississippi as a suitable site for such an establishment can be found.

From the information in their possession, the Commissioners incline to the opinion that Pensacola possesses more of the advantages necessary for such an establishment than any other place to be found on the whole coast of Florida; yet even this place, not affording, at all times, a sufficient depth of water for larger vessels than frigates of the first class, it is recommended that competent officers of the engineers be directed to ascertain the probable expense of erecting such fortifications as will render Thompson's Island, or the Dry Tortugas, secure anchorage for vessels, in time of war. Either of these places has a sufficient depth of water for vessels of the largest class; and if they can be rendered secure from attack, will form highly valuable positions, in conjunction with a depot at Pensacola, for the protection of our commerce passing to and from the Mississippi, and other ports in the Gulf of Mexico.

It is also recommended, that the harbor of Pensacola be regularly surveyed, by competent officers of the navy, and of the engineer corps of the army, to determine its advantages, before any permanent establishment shall be commenced.

The navy establishment at New Orleans affording none of the advantages requisite for such an establishment, the Commissioners would suggest that a longer continuance of a naval depot there is inexpedient; and they would respectfully recommend, that the real estate there be sold as soon as may be practicable, and that the proceeds be applied to the purchase and improvement of such site as it may be found expedient to purchase, at Pensacola, or elsewhere, on the coast of Florida, Thompson's Island, or Dry Tortugas.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

SIR:

SENATE CHAMBER, May 3, 1824.

I am instructed by the Committee of the Senate on Naval Affairs to inquire if the Navy Department has at present authority to make the surveys and examinations of the harbor of Charleston and the coast of Florida, referred to in your note of the 28th April? and, if not, what appropriations would be necessary to enable the Department to effect these objects during the ensuing summer?

I have the honor to be, &c.

JAMES LLOYD.

The Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

SIR:

NAVY DEPARTMENT, May 5, 1824.

In answer to your letter of the 3d instant, making the inquiry "if the Navy Department has, at present, authority to make the surveys and examinations of the harbor of Charleston and the coast of Florida, referred to in my note of the 28th April, and, if not, what appropriations would be necessary to enable the Department to effect these objects during the ensuing summer?" I have the honor to make the following statement:

There is no appropriation in the bill for the support of the navy for the present year, which can be used by the Department for the purposes mentioned in the note referred to; and if the survey and examinations are to be made, an appropriation, for that purpose, will be necessary. On the 7th May, 1822, an appropriation of \$6,000 was given "for making and completing a survey of the coast of Florida;" this survey has been, in part, made, but it has not yet been completed, and the accounts not having been rendered, it is impossible to state how far the appropriation has been expended, but it is believed that very little, if any, remains.

The proposed surveys and examinations must be made by skilful naval officers, and they must be accompanied by one or more competent engineers, to Thompson's Island and the Dry Tortugas. They can commence their operations by the first or middle of October, and make their report by the 15th January next. No further provision is necessary than an appropriation of money, and it is believed that five thousand dollars will be sufficient.

I am, very respectfully, your most obedient servant,

SAMUEL L. SOUTHARD.

Hon. JAMES LLOYD, *Chairman of the Naval Committee in Senate.*

18th CONGRESS.]

No. 247.

[1st Session.]

### CLAIM FOR PAY, PRIZE-MONEY, AND PENSION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 17, 1824.

Mr. HARVEY, from the Committee on Naval Affairs, to which was referred the petition of Richard Bland Randolph, reported:

The petitioner states that he entered the naval service of the United States as a midshipman, on board the *Insurgente*, on the 1st day of May, 1800, where he continued till September in the same year; then, being sick, he was sent on shore, where he continued till the act providing for a naval peace establishment was passed, in 1801; making, in the whole, twenty months and eighteen days; during which time he assisted in taking from the enemy eighteen prizes, and received several severe wounds; that he has never received his wages nor prize-money, and prays Congress for remuneration. He further prays for a pension in consequence of his wounds.

From an examination of the evidence produced by the petitioner, the committee have no doubt that he served as a midshipman on board the *Insurgente*, as he has set forth in his petition; but they are not satisfied that he has any just claim on the Government for wages or prize-money, or that he is entitled to a pension.

It appears from the records in the Navy Department, that, on the 19th day of March last, the petitioner received seventy-six dollars for four months' pay, as the full amount for wages which then appeared to be due to him.

It further appears, that the prize-agency of the *Insurgente* was altogether a private transaction, and never was under the inspection or control of the Department. The committee can see no good reason why the Government should be accountable, even if a loss has been sustained in a case of this sort.

In regard to the petitioner's application for a pension, the committee will observe that the law makes ample provision for all cases of this description; and they have no information that would justify them in recommending more liberality in this instance than is provided for every disabled soldier or seaman.

They therefore submit the following resolution:

*Resolved*, That the petitioner have leave to withdraw his petition and documents.

SIR:

NAVY DEPARTMENT, May 12, 1824.

I have received your letter, dated 4th of May, enclosing the petition of R. B. Randolph, formerly a midshipman in the United States' navy.

On the 19th of March last Mr. Randolph applied to the Department and received seventy-six dollars, the four months' extra pay allowed under the act providing a naval peace establishment, in 1801, being the full amount of pay due to him, so far as any evidence has been furnished, and all, it is believed, that he has any right to claim.

The prize-agents of the *Insurgente* were private; the Department had no control over them; and there is no information in the Department on this part of Mr. Randolph's petition, nor is there any power to relieve him if he has suffered wrong.

So far as the evidence furnished goes, there is no proof that he is entitled to a pension under the laws now existing.

I am, very respectfully, &c.

SAMUEL L. SOUTHARD.

Hon. MATTHEW HARVEY, *of the Naval Committee, House of Representatives.*



[18th CONGRESS.]

No. 248.

[1st SESSION.]

## TRIAL OF LIEUTENANT BEVERLY KENNON.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 17, 1824.

*To the House of Representatives:*

MAY 14, 1824.

I herewith transmit to the House of Representatives a report of the Secretary of the Navy, together with the proceedings of a court-martial lately held at Norfolk, for the trial of Lieutenant Beverly Kennon, as requested by a resolution of the House, bearing date the 25th of April, 1824.

JAMES MONROE.

NAVY DEPARTMENT, May 13, 1824.

SIR:

In obedience to a resolution of the House of Representatives of the 23d of April last, calling for the proceedings of a court-martial lately held at Norfolk, for the trial of Lieutenant Beverly Kennon, of the United States' navy, I have the honor to transmit, herewith, a copy of the proceedings of said court, with copies of the communications which have passed on the subject of publishing the same.

With the highest respect, I am, sir, your obedient servant,

SAMUEL L. SOUTHARD.

THE PRESIDENT OF THE UNITED STATES.

WASHINGTON, March 24, 1824.

DEAR SIR:

I received this morning a letter from a friend in Virginia, upon the subject of the late arrest and trial of Beverly Kennon, a lieutenant in the naval service of the United States. The object of this letter was to call my attention to a decision, which it is understood your Department has made, *that the proceedings of this trial are not to be published, and no copy of them furnished.* My motive in addressing this letter to you is, to inquire whether the proceedings of this court-martial have been officially received by you, and whether any decision has yet been made as to the propriety of withholding them from the public; if so, the extent of the decision, and the reason for it. I ask this information as a Representative from Virginia, (many of whose citizens feel a deep interest in the subject,) and under a persuasion that there is no impropriety in my doing so. Should there be, you will frankly tell me so, and withhold it.

With sentiments of esteem and respect, I am, &c.

ANDREW STEVENSON.

S. SOUTHARD, Esq. *Secretary of the Navy.*

NAVY DEPARTMENT, March 26, 1824.

SIR:

I have received your letter dated the day before yesterday, and cheerfully answer the inquiries made in it. The proceedings of the court-martial, in the case of Lieutenant B. Kennon, were received on the 28th of February. I immediately commenced the examination of them, and proceeded as rapidly as other official duties would, at the time, permit. They filled, probably, six quires of paper, and I was not able to finish them for several days. The sentence fully acquitted Lieutenant Kennon, and was approved.

On the 16th of this month I enclosed to him a copy of the sentence and approval, with permission to publish it, and information that I intended to do so. Five days ago I sent a copy to the editors of the National Intelligencer, and requested them to insert it in their paper; and I perceive that it appears there in yesterday's paper.

In my letter to Lieutenant Kennon I said, "I am gratified that this sentence enables me to restore you to the station which you held before your arrest. You will proceed as passenger in the Peacock, and resume that station on meeting the frigate United States."

I presume the letter from your friend was written before the course taken by the Department was known, and was occasioned by the delay in approving and promulgating the sentence—a delay which I sincerely regret, but which I could not avoid.

If your inquiry was designed to extend, not only to the *result* of the trial, but to the whole proceedings of the court-martial, it is proper for me to state, that they have not been published. It is not the custom of this Department to publish the proceedings of courts-martial, except in very particular cases; and, if this were not so, there are circumstances attending this case which, in my opinion, render it indiscreet and improper for the Department to make the publication. Much, perhaps all, of the difficulties in Lieutenant Kennon's case arose from improper articles in the newspapers, which ought not to have been made by the parties, as officers. Had the facts been within my knowledge and control early enough, I should not have permitted events to take the course they did; but, after I was informed, I was not able to stop them before the trial, without producing a greater evil. The trial has now taken place. Lieut. Kennon has been fully acquitted, and honorably restored to the station he held before his arrest. Further proceedings, and further exposure before the public, it seems to me, can be of no service to him, unless it might possibly eventuate in the gratification of personal feelings, which it would be no credit to him, before this nation, to cherish. There must, in some way, be a period put to the public alterations of our naval officers, in this as well as in other cases, unless we are disposed to break down both the discipline of the service and the affections of the nation for the navy. There can be no period better for the purpose than the present; and, so far as depends on this Department, it will now be done. Orders have heretofore been given to prevent a resort to newspapers to exhibit charges, and injure each other's reputation; and these orders will be rigidly enforced. If one officer be guilty of improper conduct towards another, or towards the public, there is a much easier and better remedy dictated, both by self-respect and regard to the service. Should the Department publish the proceedings of this court-martial, they will be calculated to continue a state of things in no way serviceable to Lieutenant Kennon, Commodore Porter, or the navy generally; but would probably produce discussions, excite feelings, and create controversies, alike injurious to all. There are matters in the defence calculated to encroach strongly on discipline and good order. The peace of the service demands that the matter rest as it is—so far, at least, as this Department is concerned. Another objection to the publication arises from what I suppose to be the fact, that both Lieutenant Kennon and Commodore Porter have left the United States. The latter sailed before the trial closed, and before I expected that he would; and, in ordering Lieut. Kennon to rejoin his ship, I was governed by what I believed to be his wish, as expressed through the whole course of the proceedings, and by what I conceived proper, as the result of a full acquittal.

As respects the furnishing of a copy of the proceedings about which you inquire, I should believe it better that no copy be furnished to any one: but it will not be refused, should it be requested by the parties, with a view to such a use of it as becomes their duty to the service in which they are engaged.

If you have yourself a wish to see the proceedings, or converse with me on the subject, I will meet your wishes with pleasure.

I am, very respectfully, your obedient servant,

SAMUEL L. SOUTHARD.

HON. ANDREW STEVENSON, *House of Representatives.*

SIR:

WASHINGTON, April 9, 1824.

We beg leave again to trouble you upon the subject of Lieutenant Kennon's trial. Our object is to obtain from your Department a full transcript of the proceedings of the court-martial, to be used by the friends of Mr. Kennon, in further vindication of his character and conduct.

Having, in our late interview with you, stated at large the reasons why, in our opinion, these proceedings ought to be made public, we deem it unnecessary to do more, at this time, than to ask that a copy of the trial, &c. may be furnished us, as soon as it can be conveniently done.

Very respectfully, sir, we are your obedient servants,

ANDREW STEVENSON,  
M. ALEXANDER, JUN.

SAMUEL L. SOUTHARD, Esq. *Secretary of the Navy.*

GENTLEMEN:

NAVY DEPARTMENT, April 19, 1824.

I have had the honor to receive your letter of the 9th, requesting a full transcript of the proceedings of the court-martial in the case of Lieutenant Kennon, to be used by his friends, in further vindication of his character and conduct, and have reflected on the reasons urged by you in our late interview, why, in your opinion, these proceedings ought to be made public.

The opinion heretofore expressed, and the course pursued by me, have been governed by a reference to the interest of the public, and the duties of the Department, without regard to the wishes of Commodore Porter or Lieutenant Kennon, neither of them having personally or directly made application, either for a copy of the proceedings, or for publication by the Department. Soon after the trial a friend of Commodore Porter expressed a wish that they might be published, and a copy forwarded to him, which I declined. Your request is the first on behalf of Lieutenant Kennon, and appears to me to be of the same kind, and to require the same decision.

In my letter to Mr. Stevenson, dated 26th March, I gave the view which I then took of this case. I have reconsidered it with the attention demanded by respect for your request and opinions, and it still seems to me correct. In the exercise of my best discretion, and without any possible individual or personal feeling, I determined not to publish the proceedings, because it was contrary to the custom of the Department; because the parties were both absent from the country; and because I believed it would result in injury to the service, and those concerned. These reasons remain unchanged, and I cannot, therefore, consistently with my sense of duty, make the publication.

I also stated in the letter referred to, that, although I believed it better that no copy should be furnished to any one, yet it would not be refused, should it be requested by the parties, with a view to such a use of it as becomes their duty to the service in which they are engaged. No such request has been made. Both left the country without it, and, so far as I am informed, without desiring their friends to obtain it. Lieutenant Kennon was in Norfolk several days after the sentence of the court, and the opinion of the Department was communicated to him, and he expressed no dissatisfaction, and made no representation of any kind on the subject. Under these facts I think it improper to yield a copy to the friends of either of the parties, to be used in their absence, and for which they can, in no way, be made answerable.

It is unpleasant to me to deny what you request, but it is impossible to draw a distinction between yourselves and other citizens unconnected with the parties, or to yield copies of official papers, especially of this description, without strong reasons for so doing. But, although satisfied that my determination comports with the public interest, yet, if I err, and any evils are likely to result from the course I pursue, it is pleasant to me to know that you have, in your official stations, ready and convenient means to relieve both individuals and the public from them; a relief as gratifying to me as it can be to yourselves.

I am, very respectfully, your obedient servant,

SAMUEL L. SOUTHARD.

HON. ANDREW STEVENSON, }  
HON. MARK ALEXANDER, } *House of Representatives.*

DEAR SIR:

WASHINGTON, April 20, 1824.

We beg leave to inquire whether you have received a joint letter, written by us eight or ten days ago, and, if so, whether the request it makes will be complied with?

Very respectfully, your obedient servants,

ANDREW STEVENSON,  
MARK ALEXANDER, JUN.

SAMUEL L. SOUTHARD, Esq. *Secretary of the Navy.*

*Extract of a letter from the Secretary of the Navy to Captain David Porter, commanding West India squadron, Norfolk, dated*

NAVY DEPARTMENT, December 31, 1823.

I have ordered Captain Biddle (the orders sent herewith) to report to you for duty; and you will despatch him in the Congress to the Florida or the Thompson's Island station, with such orders as you may consider necessary to execute the views of the Department, contained in the instructions heretofore given to you. You will send with him all the vessels under your command which are ready, and will permit no delay which is not indispensable.

It being indispensable that the difficulties, such as have arisen with Lieutenant Kennon and yourself, should be promptly and firmly terminated by this Department, you will remain at Norfolk in order that an investigation may take place, and will therefore forward immediately such charges as you may have to make, and which may direct me in the orders which I have to issue.

It is my intention to have an investigation into the conduct of Captain S. Smith at the same time with that into the conduct of Lieutenant Kennon. If, therefore, any of the officers of the vessels which you may send with Captain Biddle are necessary in these investigations, you are authorized to detain them at Norfolk, and, if necessary, supply their places with others now at the station, and who can be spared; taking care not to send away any who may be wanted as witnesses in the trials of Captain Smith and Lieutenant Kennon, so far as you are acquainted with them. Lieutenant Kennon has named the following officers as witnesses necessary for him:

Lieutenant J. Tattnall, Acting Lieutenants V. M. Randolph and F. Buchanan, Purser Samuel Hambleton, and Lieutenant William Taylor.

SIR:

NAVY DEPARTMENT, March 16, 1824.

I enclose a copy of the sentence of the general court-martial, acquitting you of the charges and specifications preferred against you by Captain David Porter, and which has been approved. I am gratified that this sentence enables me to restore you to the station which you held before your arrest. You will proceed as passenger in the Peacock, and resume that station on meeting the frigate United States.



There are matters in the trial and defence which are not approved, and which it is not proper to publish; you are at liberty, however, to publish the sentence "fully acquitting" you, as it is the intention of the Department to do so. The sentence and its approval will be made known to Captain Porter by the first opportunity. It is not the intention of the Department to order the arrest and trial of Captain Porter on the charges preferred by you.\*

I am, very respectfully, sir, your obedient servant.

SAMUEL L. SOUTHARD.

Lieutenant BEVERLY KENNON, *U. S. Navy, Norfolk, Va.*

*Minutes of the proceedings of a general court-martial assembled at the United States' navy-yard, at Gosport, Virginia, on Wednesday the twenty-eighth day of January, in the year of our Lord one thousand eight hundred and twenty-four.*

Present, Captain William Bainbridge, President. Members: Captains Thomas Macdonough, Charles G. Ridgely, Jesse D. Elliott, Lewis Warrington, John D. Henley, Master Commandant George C. Read, and Lieutenant John Gallagher.

Lieutenant Beverly Kennon appeared, and the following orders of the honorable Secretary of the Navy, for the convention of the court, were read:

SIR:

NAVY DEPARTMENT, January 9, 1824.

A general court-martial is hereby authorized and required to convene at the United States' navy yard at Gosport, Virginia, on the 22d instant, for the trial of Beverly Kennon, Esq., a lieutenant in the navy of the United States, and such other persons as shall be regularly arraigned before the said court.

The court will be constituted as follows, viz: Yourself, President; Captains Thomas Macdonough, Charles G. Ridgely, Robert T. Spence, and John D. Henley; Master Commandants Alexander Wadsworth and George C. Read; and Walter F. Jones, Esq., Judge Advocate.

Enclosed are the charges and specifications upon which Lieutenant Kennon is to be tried.

The members and Judge Advocate of the court have been severally notified to report to you at the time and place mentioned in this precept.

I am, very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

WM. BAINBRIDGE, Esq. *Captain U. S. Navy, Charlestown, Mass.*

NAVY DEPARTMENT, January 17, 1824.

SIR:

Captain R. T. Spence and Master Commandant Alexander Wadsworth, named as members of the general court-martial, of which you are President, and which is to convene at the United States' navy yard, at Gosport, Virginia, on the 22d instant, have been excused from officiating in that capacity; and I have added to the court, and ordered to report to you, at the time and place specified, Captain Lewis Warrington, Captain J. D. Elliott, and Master Commandant William B. Finch, and Lieutenant John Gallagher.

I am, respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

Captain WM. BAINBRIDGE,  
*President of a general court-martial, Norfolk, Virginia.*

NAVY DEPARTMENT, January 21, 1824.

SIR:

In consequence of your inability to reach Gosport, Virginia, in time to convene the general court-martial on the 22d instant, I have postponed the convention of the court until Wednesday, the 28th instant, and you are hereby authorized to organize the court at that time, and proceed with the trial, the same as if that date had been inserted in the original precept.

The members of the court, Judge Advocate, and parties concerned in the contemplated proceedings, have been notified of the postponement.

I am, very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

Captain WILLIAM BAINBRIDGE,  
*President of a general court-martial, Norfolk, Virginia.*

NAVY DEPARTMENT, January 7, 1824.

SIR:

You are hereby appointed Judge Advocate of a general court-martial ordered to assemble at the United States' navy yard, at Gosport, Virginia, on the 22d instant, for the trial of Lieutenant Beverly Kennon, of the navy of the United States, and such other persons as shall be regularly arraigned before the said court. If convenient for you to officiate in this capacity please to signify the same to this Department, and at the time and place mentioned report yourself to Captain William Bainbridge, President of the court.

I am, very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

WALTER F. JONES, Esq., *Norfolk, Virginia.*

NAVY DEPARTMENT, January 21, 1824.

SIR:

In consequence of the inability of Captain William Bainbridge to reach Gosport, Virginia, in time to convene the general court-martial ordered to assemble at that place on the 22d instant, the convention of the court has been postponed until Wednesday, the 28th instant, of which you will please take notice, and report yourself accordingly.

I am, very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

WALTER F. JONES, Esq., *Norfolk, Virginia.*

The accused, Lieutenant Beverley Kennon, was then asked if he had any legal objection to offer to either of the members sitting on his trial, and he replied in the negative. The President, members, and Judge Advocate, thereupon respectively took the oaths prescribed in this behalf by the act of Congress "for the better government of the navy of the United States."

Master Commandant William B. Finch not appearing, the court adjourned to meet again to-morrow morning at 10 o'clock.

\* Received while the trial was progressing.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,

THURSDAY, January 29, A. D. 1824.

The court met pursuant to adjournment. Members present, as on yesterday.

Lieutenant Beverly Kennon appeared, and was thereupon arraigned on the charge and specification thereof contained in the following letter from Captain David Porter, of the navy of the United States, to the honorable Secretary of the Navy:

UNITED STATES' SHIP JOHN ADAMS, January 3, 1824.

SIR:

I have to request a court-martial to be held on Lieutenant Beverly Kennon, for violating the third and fifteenth articles of the act for the better government of the navy.

First. By falsely and maliciously publishing, in the Norfolk and Portsmouth Herald, of the 13th of December, and in the column dated the 12th of the same month, a letter purporting to be from me to him, when I never wrote him such a letter.

Second. By having, within a year last past, maliciously used base means for defaming my character, to wit: By publishing, or causing to be published, in the Norfolk and Portsmouth Herald, a statement, bearing his name, containing falsehoods which were calculated to injure my character, and which he permitted to remain without being publicly contradicted, until his attention was drawn to the subject by the remarks in a Georgia paper.

Contrary to his assurance, contained in an article bearing his name, and published in the Norfolk and Portsmouth Herald of the 10th of November, 1823, he did assail my character in the following words: "As there appears to be still a mysterious policy in keeping back the name of the author (of the article which appeared in the Georgian of the 9th of October, 1823,) that my want of rank seems to forbid my penetrating," when he had been referred to me for the author's endeavoring, by these assertions, to make it appear that his want of equality in rank with me made it difficult for him to obtain satisfaction for injuries, which I was supposed to have done him, when no such difficulty was known to exist.

By withholding his publication in the Herald of the 15th ultimo, (which was intended to do me great injury,) until a few days before the ship he was in was to have sailed, which would have enabled him for a time to have escaped punishment.

By repeated attacks made by him on me in the public newspapers, and by falsely declaring in the Herald that he never made a reluctant apology, and publicly recalling it after he had obtained all the advantages resulting from a reluctant apology made to me.

By having used towards me, in a public print, a term which is seldom applied to other than pick-pockets, rogues, gamblers, &c.; and declaring his determination to "hold on upon" (me) "his real enemy."

I have the honor to be your obedient servant,

D. PORTER.

The Hon. SECRETARY OF THE NAVY.

And it being demanded of the said Lieutenant Beverly Kennon whether he was guilty or not guilty of the aforesaid charge, and the specifications of the same, he answered that thereof he was not guilty.

Lieutenant Kennon then requested that Robert B. Taylor, Esq. might be allowed to assist him as counsel in his defence; and his request was granted him under the usual limitations.

The accused also moved that he might have time allowed him to procure the testimony of George Robertson, Esq. junior editor of the Georgian, in Savannah, by examination before some judge, notary public, or other person duly qualified to administer oaths; and the Judge Advocate informing the court that he should consent to the examination of this witness, under such circumstances, and in like manner, on the part of the prosecution, the court thereupon granted the request of the accused. And the accused exhibiting the interrogatories proposed, and the Judge Advocate adding cross interrogatories on the part of the prosecution, the same were read to the court, and it was thereupon ordered that the examination of the said witness might be taken before any judge of the court of the United States, notary public, or other person duly qualified to administer oaths; and further, that the said interrogatories should be forthwith transmitted.

Lieutenant Kennon hereupon stated that his counsel was not in attendance; and the court, therefore, adjourned to meet again to-morrow morning, at 10 o'clock.

U. S. NAVY YARD, GOSPORT, VIRGINIA,

FRIDAY, January 30, A. D. 1824.

The court met pursuant to adjournment. Members present, as on yesterday.

Lieutenant Kennon and his counsel appeared, and it was resolved by the court to proceed in the examination of the witnesses.

The Judge Advocate then read to the court the following letter from Commodore Porter:

U. S. SHIP JOHN ADAMS, NORFOLK, January 28, 1824.

SIR:

The testimony of Dr. Babbit being the only circumstance to detain me longer here, I have to state that the public interest will be benefited by its being taken as early as possible; which I beg you to communicate to the general court-martial, of which you are Judge Advocate.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

WALTER F. JONES, Esq., Judge Advocate.

Dr. BABBIT was thereupon called into court and duly sworn; and the charge and specifications thereof before the court being read to him, he was examined as follows, on the part of the prosecution.

Question by the Judge Advocate. Do you know any thing in relation to the charge and specifications thereof just read to you? if yea, please state the same to the court.

Answer. I do not; I have never seen any of the publications stated to have been made on the part of Lieutenant Kennon, with the exception of one in answer to a certain certificate signed "P. Wilson."

The Judge Advocate then exhibited to the witness the Norfolk and Portsmouth Herald of the 29th of December, 1823, and the column bearing date the 28th of the same month. [See Appendix, No. 2.]

Question. Be pleased to examine the Norfolk and Portsmouth Herald now before you, and state to the court if the piece in the column dated the 28th of December, 1823, and under the signature of Lieutenant Kennon, be the one to which you have reference?

Answer. That is the one to which I have reference.

The accused here handed to the court the following proposal:

"If it be the object of the prosecution to prove, by witnesses, the several publications in the Herald of Lieutenant Kennon's name, he is at once willing to admit that he is their author, and that they may be spread upon the record of the court."

The publications are those of the following dates: October 24, 1823; November 10, 1823; December 15, 1823; and December 28, 1823. [See Appendix, Nos. 2, 3, 4, 5.]



The examination of Dr. Babbitt was then resumed.

Question by Judge Advocate. Are you in possession of any facts in connexion with the publication referred to by you, which go to prove any malicious intent on the part of Lieutenant Kennon in that publication?

Answer. I am not.

The examination of this witness on the part of the prosecution being concluded, and the accused declining to propose any questions to him, he was permitted to withdraw; and Mr. THOMAS G. BROUGHTON, being introduced and duly sworn, was examined as follows by the Judge Advocate:

Question. Are you the editor of the Norfolk and Portsmouth Herald?

Answer. I am.

Question. Did you publish, in your paper of the 8th September last past, an article giving an account of the capture of the Spanish schooner Segunda Galliego, and of the subsequent disposal of her by the Captain General of Cuba; and is the article now before you the one alluded to?

Answer. Here the Herald of the 8th September, 1823, was exhibited to the witness. [See Appendix, No. 6.]

Question. I did, and the article now produced is the one alluded to.

Question. From whom did you get the information which enabled you to publish that account?

Answer. From Lieutenant Kennon.

Question. Did Lieutenant Kennon ever publicly contradict that account in your paper, or any other paper, until after the publication of the defence of Captain Porter's character in the Georgian, against the imputations cast upon it by the publication in your paper?

Answer. Lieutenant Kennon left town the morning of the publication alluded to, before he had an opportunity of seeing me; but his brother, Dr. George Kennon, called on me, and stated it to be Lieutenant Kennon's particular request that the statement should be corrected in the next paper.

Question. Between the time of that publication alluded to in your paper, and that in the Georgian, was not the life of Captain Porter supposed to be in great jeopardy?

Answer. Yes.

Question. Had you not seen an account of his death, and have you not published such an account?

Answer. I saw an account of his death, but did not publish it, because I believed it to be a fabrication.

Question. When was the article to which the one in the Georgian was a reply first publicly contradicted, and at whose instance?

Answer. It was first publicly contradicted in the Herald of the 20th October, and at my own suggestion.

Question. When did the article in the Georgian first reach you?

Answer. On the 19th of October.

Question. When Lieutenant Kennon furnished you with the information upon which the publication in your paper of the 8th September was founded, did he not express it as his opinion that the Segunda Galliego was a piratical vessel?

Answer. I do not recollect that he did.

Question. Did Lieutenant Kennon ever inform you that he believed Captain Porter to be the author of the article in the Georgian, prior to the publication of his reply to it of the 10th November?

Answer. Never, to my knowledge.

The examination of Mr. Broughton on the part of the prosecution being concluded, he was cross-examined as follows by the accused:

Question by accused. Did you apply to me to obtain the information on which you wished to make your publication of the 8th September, or did I go to you to communicate the information?

Answer. I applied to you.

Question. Did I express any objection to a publication at all, on the ground that it was perhaps improper to anticipate the official publication, if deemed by the General Government of sufficient importance to be published?

Answer. You did.

Question. When at last I yielded to your wishes to make a publication on the subject, did I put into your hands a copy of my official letter to Captain Porter, as the basis of your statement?

Answer. You did, and you also informed me that it was a copy of your official letter to Captain Porter.

Question. Is this paper the one which was put into your hands as the copy of my official letter? [See Appendix, No. 7.]

(Here the accused handed to the witness the copy aforesaid.)

Answer. Yes, sir.

Question. Did I give you any authority to state any facts in your publication but those stated in that copy of my official letter?

Answer. You did not.

Question. In the communication you had with me, which led to your publication of the 8th September, did I, by words or tone, or in any other manner, indicate a hostile temper to Captain Porter, or a disposition to injure either his professional or private reputation?

Answer. Not in the slightest manner whatever did you manifest such a disposition.

Question. At what time did you receive from Lieutenant Kennon the publication in your paper bearing date the 28th December, and when was it published?

Answer. I received it on the evening of the 28th December, and it was published on the 29th.

Question. You have spoken of a contradiction or correction made by you on the 20th October, of your publication of the 8th of September, in consequence of the statement in the Georgian. Is this the publication you refer to under date of 20th October?

(Here the Herald of Monday, 20th October, was handed to witness.) [See Appendix, No. 8.]

No answer.

Question. In your examination frequent reference was made, both in the questions and answers, to a publication in the Georgian. Is this the publication you allude to?

(Here the above-mentioned publication in the Georgian was handed to the witness.) [See Appendix, among interrogatories to G. Robertson, Jun.]

Answer. Yes.

Question. My publication, bearing date 28th December, 1823, came out in your Monday's paper. Was it not placed in your hands for publication on the Saturday evening preceding the day of publication?

Answer. It was, I think, given to me on Friday evening.

Question. At what time in the morning was your paper, containing my publication of the 28th December, issued from the press?

Answer. I cannot say as to the precise time. Our usual time of publication is about sunrise.

Proposition on the part of Lieutenant Kennon. Will the court permit the prisoner to propound now some questions to Dr. Babbitt, which had not been remembered when he was first examined?

To this proposition the court assented, and the witness, Mr. Broughton, being directed to withdraw, Dr. BABBITT was again introduced into court, and examined as follows by the accused:

Question. Did you see and read the certificate mentioned by you, signed "P. Wilson;" and when and where did you see it?

Answer. I saw it, and, I think, not until after the arrival of the John Adams in this port, from Washington.

Question. Is the John Adams the flag ship of Captain Porter?

Answer. She is.

Question. Do you know from your own knowledge, or from the admission of Captain Porter, by whom and at whose instance that certificate was prepared?

Answer. I do not.

Question. Do you know if the certificate of P. Wilson was shown to or circulated among the officers of the John Adams, or any other persons?

Answer. I do not.

Question. Who is P. Wilson; what is his station, if any, on board the John Adams; where did you last see him; and where is he now, according to the best of your belief?

Answer. Mr. Wilson acted as Commodore Porter's secretary. I saw him last at Strother's hotel, in Washington, some time in December last. He there told me that he was going to the south, by Commodore Porter's permission, to settle some business. I do not know where he now is.

The accused having concluded his examination of Dr. Babbit, he was permitted to withdraw, and Captain ARTHUR SINCLAIR, of the United States' navy, being introduced and lawfully sworn, was examined as follows by the Judge Advocate:

Question. Did you not visit the Sea Gull, at the time of her arrival from Thompson's Island, in October last?

Answer. I did.

Question. Did you not then say to Captain Porter, that Lieutenant Kennon was much distressed at an article which had appeared in the Georgian?

Answer. I do not recollect the precise words that I used. I mentioned that Lieutenant Kennon had seen a piece in the Georgian which had given him much uneasiness.

Question. Did you, or did you not, then say that Lieutenant Kennon had written or would write to the editor of the Georgian, to know who was the author?

Answer. I don't think I did—I do not recollect it.

Question. Did not Captain Porter say that it was unnecessary for him (Lieutenant Kennon) to write to the editor; that he (Captain Porter) would, whenever Lieutenant Kennon wished, inform him who the author was?

Answer. No, sir.

Question. Did not Captain Porter desire you to say to Lieutenant Kennon, that he (Captain Porter) fully concurred in opinion with the author; that he had stated no facts but such as could be proved; that Lieutenant Kennon had no one to blame but himself for the appearance of the article in the Georgian; and did you not repeat this conversation, or some parts of it, to Lieutenant Kennon?

Answer. I did not understand him as desiring me to deliver any message to Lieutenant Kennon; he said that Lieutenant Kennon had no one to blame but himself.

Question. Did you not inform Captain Porter that the printer of the article in the Herald, of the 8th September, took all the blame on himself for the misstatements it contained; and did not Captain Porter express himself well satisfied that the editor had done so?

Answer. Yes, sir, I believe he did.

Question. Did he not desire you to say to Lieutenant Kennon, that he, Captain Porter, should be gratified if he could satisfactorily explain why the falsehoods in that article had the sanction of his name? Did you not deliver Captain Porter's message to him, or certain parts, and what parts?

Answer. He sent no message at all, but made certain observations to me.

Judge Advocate. Be pleased to state those observations to the court.

Witness. His first observation was: "You know me well enough to be assured that, if a man treads upon my toes, I will retaliate upon him ninety-nine fold." I then observed, that Lieutenant Kennon had no disposition to tread upon his toes, or to disturb him in any manner whatever; and that he would find, from the piece of Mr. Broughton's of Monday, October 20th, that Lieutenant Kennon had no disposition to do so. He expressed satisfaction at this information; he looked among a parcel of papers for the piece to which I had referred, and (not being able to find it) observed, that, if the paper alluded to was such as I had represented, and if he was no more chafed, the thing should rest, or words to that effect.

Question. Did Lieutenant Kennon ever mention any difficulties he had had with Captain Porter in the West Indies?

Answer. Never, until after the publication in the Georgian.

Question. Has he ever shown you any letters which passed between him and Captain Porter?

Answer. Not till some time after the publication in the Georgian; I then asked him the allusion of that piece, and drew from him, by that means, the production of these letters.

Question. Do you know that it was so arranged by Lieutenant Kennon that his article of the 10th November should make its appearance the very morning of Captain Porter's leaving Norfolk for Washington?

Answer. No, sir.

Question. Were you not informed by Captain Porter of his intention to leave Norfolk on that day?

Answer. Yes.

Question. Did you not inform Lieutenant Kennon of Captain Porter's intention?

Answer. Not to my knowledge.

The examination of the witness being closed on the part of the prosecution, he was permitted to withdraw, and the Judge Advocate read to the court a letter from Captain Porter to him, (enclosing certain letters and copies of letters from Lieutenant Kennon to Captain Porter,) as follows:

SIR:

U. S. SHIP JOHN ADAMS, January 30, 1824.

If Lieutenant Kennon will admit as testimony the enclosed letters and copies of letters, to show the feelings which actuated him towards me, it will save much time and trouble.

I have the honor to be your obedient servant,

D. PORTER.

W. F. JONES, Esq. Judge Advocate.

Whereupon the accused handed in a paper, which was read to the court, as follows:

"The papers which Captain Porter proposes to me to admit as evidence relate to matters occurring prior to all the matters of this prosecution, not the subject of any charge or specification at this trial; one of them to a matter stated by Commodore Porter, some time since my arrest, as one of his intended charges, and afterwards deliberately abandoned by him. He has, therefore, put it out of my power to be prepared, by proofs, to meet these accusations. By a rule of justice and reason, sanctioned and maintained no less in naval than in civil courts, evidence to any of these matters is inadmissible; and in no case can the principle apply so properly as in this case, where the prosecutor, by abandoning the charge deliberately, has prevented all preparation to repel one of the accusations. But I stand here for my honor, as a man and an officer, and I will waive, as I have heretofore waived, all objections, and give the prosecutor free permission to investigate now all the acts of my life, personal or professional, if he will do so on principles of reciprocity. If he will produce all my letters to him, and more especially mine of the 11th April, 1823, and his answers, I will consent to admit the papers he proposes."

And the court then adjourned to meet at this navy yard to-morrow morning at ten o'clock.

U. S. NAVY YARD, GOSPORT, VIRGINIA,  
SATURDAY, January 31, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday.

Lieutenant Kennon appeared, and Captain ARTHUR SINCLAIR was again called into court, and cross-examined on the part of the defence, as follows:

Question by Lieutenant Kennon. Did Captain Porter, in his conversation with you in October last, or in November, tell you he was the author of an anonymous publication in the "Georgian," assailing my character?



Answer. He did not.

Question. Did he, in your conversation with him in October, or at any other time, tell you, or intimate to you, that, on finding I had no concern in the publication in the Herald, which he deemed offensive, he would make any reparation to me, or that he would, by any publication, either anonymous or in his own name, endeavor to correct, in the public opinion, the mischief that the publication in the Georgian was calculated to do me; or that he would, by private explanation, repair the wrong?

Answer. No, sir; I understood him no further than that, if he approved the publication which I had mentioned to him in the Herald, and if he was no farther chafed, the thing should rest where it was.

Question. Did he know that I was in Norfolk when he was there in October and November last?

Answer. I think I named to him that you were in Norfolk.

Question. When you read the first publication in the Herald of the 8th September, did you perceive that it conveyed any reflection on the personal or official character of Captain Porter?

Answer. No, sir, none whatever. I had no thought upon the subject until Lieutenant Kennon mentioned to me that there was a little error in the publication, which I thought of so little importance, that I advised him to give himself no trouble about it.

The cross-examination of Captain Sinclair being concluded, he was directed to withdraw, and Lieutenant JOSIAH TATNALL, of the United States' navy, being called in and duly sworn, was examined as follows by the Judge Advocate:

Question. At what time did you arrive from Savannah to join the United States' frigate United States?

Answer. I arrived on the 26th November.

Question. Did you not, soon after your arrival, inform Lieutenant Beverly Kennon that Captain Porter was the author of an article in the Georgian, defending himself from an attack in the Herald, bearing Lieutenant Kennon's name?

Answer. I did, sir.

Question. When did you inform him that Captain Porter was the author?

Answer. On the evening of the 28th November.

Question. Do you know that Lieutenant Kennon ever made use of the information you gave to him? If yea, what use?

Answer. I do not know that he ever made any use of it.

Question. Did you obtain that information from the editor of the Georgian, or from his agent?

Answer. I received that information from a gentleman who obtained it from the editor of the Georgian.

Question. Do you mean the court to understand that this gentleman was not the agent of the editor of the Georgian?

Answer. He was not the agent of the editor of the Georgian.

Question. Did Lieutenant Kennon, when you informed him who was the author of the article in the Georgian, say that he suspected as much, or words to that effect?

Answer. No, sir.

Question. Had you any conversation with Lieutenant Kennon on the subject of his difference with Captain Porter, since the publication in the "Georgian?" If yea, what was the nature of that conversation?

Answer. None that I recollect.

Question. Did Lieutenant Kennon say to you, in any conversation you had with him, that he was ignorant of the author of the article in the "Georgian?"

Answer. Lieutenant Kennon informed me that he had received no definite information as to the author of the article; he had heard nothing more than mere surmise.

Question. At the time Lieutenant Kennon published an article in the Norfolk and Portsmouth Herald, containing a copy of a letter said to have been received from the editor of the Georgian, (say 15th December,) was it not currently reported, and generally believed, that the United States' frigate United States was on the point of her departure from this country; and was not Lieutenant Kennon first lieutenant of that ship?

(Here Lieutenant Kennon admitted that there was, at that time, such a report in circulation.)

The examination of Lieutenant Tatnall on the part of the prosecution being concluded, the accused was desired to propose any questions he might deem proper, and the witness was cross-examined as follows on the part of the defence:

Question. Did you inform me that Captain Porter was the author of the publication in the "Georgian" as a fact within your knowledge, and which you could personally establish, or that you heard it from another on whom you could rely?

Answer. That I heard the fact from one on whom I could rely, and that I felt confident it could be substantiated.

Question. In making your communication to me, were you influenced by a belief that my honor and character were so deeply implicated by the anonymous publication in the Georgian, that it was your duty, as a brother officer, to make known to me whom you had reason to believe the author?

Answer. That was my motive and belief.

Question. Did you not tell me that the publication referred to had made an impression on the public mind in Savannah, injurious to my character?

Answer. I did.

Question. When you told me Captain Porter was the author, did I not express to you my astonishment that Captain Porter should have made such an attack, as I had never, directly or indirectly, done him an injury, or assailed him, personally or professionally?

Answer. Yes, you made those remarks.

Question. Have you known me long and well in service together, and as a private gentleman?

Answer. I have, sir.

Question. In my professional character, have I been a friend to discipline, subordinate and respectful to my superior officers, or have I been capacious, insubordinate, and disrespectful to my superiors?

Answer. I have always considered Mr. Kennon particularly correct in his deportment as an officer.

Question. In service, have I been wanton in the use of my power over my inferiors, or displayed towards them any evidence of a cruel and tyrannical temper?

Answer. Never, to my knowledge.

Question. In service, have I displayed any temper of false indulgence to my inferiors, relaxing necessary duty, or displaying any low desire to obtain popularity with my inferiors at the expense of discipline?

Answer. I have never observed any thing of the kind.

Question. With my equals in service, has my deportment been frank, open, and aboveboard, or artful, deceptive, and suspicious?

Answer. I have always considered your character to be that of a gentleman.

Question. In my conduct as a private gentleman, have you ever discovered that I was false, malicious, and mischievous, or capable of using base means to attain my object?

Answer. I have never made such discovery.

The cross-examination of Lieutenant Tatnall being concluded, he was directed to withdraw; and Lieutenant Commandant RALPH VOORHEES being introduced and duly sworn, was examined as follows, on the part of the prosecution:

Question by Judge Advocate. Were you not on board the Sea Gull when she arrived at Thompson's Island from the coast of East Florida, and found lying there the Spanish schooner Segunda Galligo, brought in by Lieutenant Kennon?

Lieutenant Kennon here handed to the Judge Advocate the following proposition:

"The question relates to matters not embraced by the charges and specifications; and is, therefore, not legally admissible, as the proofs in support of the prosecution must be united to the charges preferred. But the prisoner again repeats that he is willing to waive all objections to this or any other matter, on the terms of perfect reciprocity; and if Captain Porter consents to allow me the same range in my defence that he wishes to take in the prosecution, and will unreservedly answer to all my inquiries as to his conduct, and impose no restraints on my proofs, I shall not object to the question; but, until this consent be given, I hope the question will be suspended."

The court was then cleared, and, after deliberation, it was decided that the question should not be put.

The doors were then thrown open, and the prisoner, witness, and audience admitted.

Question by Judge Advocate. At what time did the United States' schooner galliot Sea Gull arrive at Norfolk from Thompson's Island?

Answer. On or about the 24th October last.

Cross-examination of Lieutenant Voorhees, on the part of the defence:

Question by Lieutenant Kennon. Were you in the city of Washington in December last, and at what part of that month?

Answer. I was in Washington some time in the early part of that month, say a fortnight.

Question. Have you ever had any conversation with Captain Porter in relation to a certificate of P. Wilson?

Answer. No, I never had.

Question. Do you know any person who had? If you do, state his name.

Answer. No.

Question. Do you know who was the author of an anonymous publication in the Georgian respecting me, or at whose instance it was published?

Answer. I do not know; I did not see it until it was in print.

Question. Have you ever heard Captain Porter say he was the author?

Answer. No, sir.

The witness withdrew, and the court adjourned to meet again on Monday morning at 10 o'clock.

#### UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA.

MONDAY, February 2, A. D. 1824.

The court met pursuant to adjournment: members present, as on Saturday.

Lieutenant Beverly Kennon appeared, and Captain DAVID PORTER, of the United States' navy, being introduced and duly sworn, was examined as follows by the Judge Advocate:

Question. Had you any difficulty with Lieutenant Kennon previously to his return to the United States from the West Indies, which resulted in an explanation between you?

Answer. Yes, sir.

Question. After this explanation, did Lieutenant Kennon offer an apology, or did you extort one from him?

Answer. I exacted one from him.

Question. What were the terms and conditions of that apology?

Answer. That I would allow him to carry home with him the same compliment in the orders I had given him, which I had given to other officers.

Question. Are you in possession of any facts connected with the publications in the Herald which go to prove the malicious intent of those publications? If yea, be pleased to state them.

Answer. On two occasions I had difficulties with Mr. Kennon in my command abroad, and I never had difficulties with any officer similarly situated under my command. The day I gave him his orders to return home, or the following day, I exacted an apology from him for an offensive letter which he wrote to me, charging me with injustice. A note which I wrote him brought him on board the Sea Gull: I convinced him (at least he seemed to be convinced) that what he charged me with was not correct; I showed him the orders under which other officers had gone home, and compared them with his; he could find no difference, and then I demanded an apology from him; Lieutenant Kennon attempted to excuse himself under the wrong impressions he was under, and stated to me that I ought to make allowances for them. I informed him that he had charged me without an explanation, and that nothing less than an unqualified apology would answer; otherwise I must strike out from his orders the compliment I had paid him. Mr. Kennon, after some hesitation, then acknowledged that he had done me an injustice, and made an apology, the terms of which I dictated to him, by saying "you ought, at least, to say that you had done me an injustice, and that you regretted it." He then asked me if I would permit him to take back the letter he had written me, and which had given offence. I told him "yes! it is lying on the settee, take it, I never wish to hear of the subject again." He took the letter, and, in my presence, tore it to pieces. I do not know that any thing passed between Lieutenant Kennon and myself afterwards, or that I saw him again before he sailed; I do not know of any particular necessity for my seeing him again, and he sailed in a day or two.

Here the witness was going into a detail of facts connected with the detention of the Segunda Galliego, when the accused offered the following proposition:

"How transactions occurring in the West Indies can affect the question of malice in the publications, more than any other act in Lieutenant Kennon's life, the prisoner, with great deference to the court, cannot perceive. He has, however, no objection to the inquiry, provided it be distinctly understood and entered on the record, that he is at liberty to use the same license in investigating the motives of Captain Porter and the acts of Captain Porter, in respect to the Galliego, and all other matters which may tend to fix the charge of malice on the prosecutor, and thus repel the attempts, by these circumstances, to fix it on him."

The court was cleared, and, after deliberation, it was resolved that it was improper to go into the further investigation of the accused while under the command of Commodore Porter in the West Indies. And the court being opened, and the accused, witness, and audience admitted, the examination of Captain Porter was resumed.

Question. Have you any knowledge of declarations, on the part of Lieutenant Kennon, to other persons, either citizens or officers, which, in connexion with the facts stated by you, or the publications referred to, go to substantiate the malicious character of those publications?

Answer. I only know of the publications themselves, and the facts which led to the bad feelings which produced them.

Question. Has the general character of Lieutenant Kennon, while under your command, been strongly marked by insubordination, and a spirit of disaffection?

Answer. Mr. Kennon was not long enough with me, at any one time, to form any estimate of his general character as an officer.

Cross-examined by the accused as follows:

Question by accused. Is the letter now produced to you, bearing date "Sea Gull, Port Rodgers, 14th August, 1823," and beginning, "sir," professing to be a letter from you to me, a genuine original letter from you to me, signed with your proper hand? [See appendix, No. 9.]

Answer. Yes.

Question. It contains the expressions—

"With assurances that it will ever afford me pleasure to be associated with you on duty, please to accept my best wishes for a speedy and pleasant passage, and a happy sight of your friends.

"Very respectfully, your obedient servant,

"Lieutenant Commandant BEVERLY KENNON."

"D. PORTER."



Have these expressions been changed, added to, diminished, or transposed, or in any manner altered, since that letter was written and sent by you to me?

Answer. The letter contains those expressions; they have been added to, to make it appear a distinct and separate letter.

Accused. State to the court what words have been added; specify every one.

Witness. "Sea Gull, Port Rodgers, August 14, 1823," and "sir;" those are the words which have been added to the expressions, to make it appear a distinct and separate letter, unconnected with any thing else but friendship.

Question. Do you mean to be understood by your answer merely that all the intermediate words between the words "Sea Gull, Port Rodgers, August 14, 1823, sir," and the expressions quoted in a former inquiry, have been left out; or do you mean that something has been added, which was not originally contained in the letter?

Answer. There is nothing but what was originally contained in the letter; the letter has been transposed.

Question. Did you not, at the moment of writing that passage, sincerely entertain the sentiments and good wishes towards me expressed in it?

Answer. I cannot say that I had the same reason to be content with Lieutenant Kennon that I had to be with other officers to whom I had given similar letters.

To this answer the accused objected in the following terms: "The prisoner admits the right of the witness to employ his own terms in expressing his answer; but, while he admits this, he must be allowed respectfully to insist to the court that, whatever terms the witness may employ, he must answer affirmatively or negatively to the very question propounded. If this were not so, a witness might, by design, (though, in this case, no such design is believed to exist,) evade always a direct negation or affirmation to the question propounded." The court was cleared, and, after deliberation, it was decided that the answer should be spread upon the record in the terms of the witness.

The court thereupon adjourned until to-morrow morning at 11 o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,

TUESDAY, February 3, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday.

Master Commandant William B. Finch appeared, and reported himself to the President as a member of the court; and the court being cleared, it was, after deliberation, resolved, that, at this stage of the proceedings in the case of Lieutenant Kennon, it was improper to admit Master Commandant W. B. Finch as a member of the court.

The court was then opened, and the prisoner, witness, and audience admitted. The cross-examination of Captain Porter was resumed.

Question by accused. My question was, "Did you not, at the moment of writing that passage, sincerely entertain the sentiments and good wishes towards me, expressed in it?" Your answer is, "I cannot say that I had the same reason to be content with Lieutenant Kennon that I had to be with other officers to whom I had given similar letters." I perceive by your answer, sir, that you do not distinctly perceive the point of my inquiry. It was not whether you had more or less reason to be content with me than with other officers; and you will perceive that the information your answer affords on that subject brings me no nearer to the matter on which my question sought information. Having thus explained to you my wish, I again ask of you, sir, and beg a direct reply to that matter, exclusively: Did you, at the moment of writing that passage, sincerely entertain the sentiments and wishes towards me expressed in it?

Answer. I entertained the sincere desire to make Lieutenant Kennon my friend.

Here the Judge Advocate requested permission of the court to advise the witness upon the subject of the present inquiry, and cited the case of *King vs. Sir John Friend*; and, the court assenting, the witness was advised as follows:

"If Captain Porter has reason to believe that, by a direct answer to this question, or by the admission that, on the date of that letter, he either did or did not entertain the sentiments therein expressed, he may lay the foundation of any prosecution or charge, to be hereafter exhibited against him, the Judge Advocate here informs him that he is at liberty to decline such answer or admission."

Proposition by accused. "If the witness, being admonished by the Judge Advocate that he cannot answer the question without danger to himself, shall think proper, on that ground, to decline an answer, the counsel for the prisoner acknowledges that the witness is to judge of that, yields at once to the objection, and asks only that the record may show the question, the admonition by the Judge Advocate, the objection taken by the witness, and the acknowledgment of that objection by the court."

And the witness expressing his desire to satisfy the inquiry, the accused proposed the following question:

Question. I conceive, sir, that you do not perceive the precise point of my inquiry. Your answer, so far as it goes, is satisfactory; but it goes not to the extent of my inquiry. It gratifies me to be informed, in the opinion entertained at the moment of your writing that passage, that you entertained then the sincere desire to make me your friend; but my inquiry is more precise. Did you not sincerely entertain the sentiments and wishes towards me expressed in that passage of your letter? Have the goodness to satisfy me on that matter.

Answer. When Lieutenant Kennon received my letter, he charged me with hostility towards him, because I had not expressed myself more warmly in his favor; and that passage was the price of his apology towards me; and I thought at the time that I might pen it with safety, as I conceived Lieutenant Kennon would not seek to be under my command again.

Question. Sir, it pains me to be troublesome to you, but I perceive that I am still so unfortunate as not to make myself understood. I do not ask you what I did when I received that letter, nor what charge of hostility I made against you, nor what price I paid for your permitting it to continue, nor whether you conceived that I would not seek to be again under your command; all these matters will, in due time, be inquired into; at present, my sole purpose is to know the state of your sentiments at the moment of writing that letter; and I must again put you to the trouble to answer. Did you not, at the moment of your writing that passage, entertain the sentiments and wishes towards me expressed in that passage? I would not be understood to suggest words to you, but a simple aye or no will, for the present, answer my purposes.

Answer. I certainly was not the enemy of Mr. Kennon, and had a sincere desire to make him my friend.

Question. I must suppose that my want of precision occasions so much trouble to you and the court. But, in this matter, I must allow no misconception to remain. I do not ask you if you were then my enemy, nor whether you sincerely desired to make me your friend. Indeed, you have already satisfied me as to the latter point, and it was not necessary to put yourself to the trouble of repeating the same idea, in almost the identical words in which you did me the favor to express it before on this very question. What I want is, to know if you did not entertain the sentiments and wishes expressed in that passage? Aye, or no, sir, if you please, to the inquiry.

Answer. I believe I have said all that I can or ought to say, in answer to this question, to put the court in possession of the state of my feelings which prevailed between Lieutenant Kennon and myself when I penned that passage, and I decline further answer. [And the witness here asked the protection of the court from the course of interrogation pursued by the accused. A proposition, in writing, was handed in by the accused; and the court being thereupon cleared, it was decided as follows:]

The court, having deliberated, do decide that the witness is not bound to answer any question having a tendency to endanger himself. But, in the event of his declining to answer any question of that nature, the court resolve that it be spread upon the record, that he does so upon the ground above stated. And they further resolve, that the paper handed to them by the accused cannot be admitted upon the record, inasmuch as they conceive it to be couched in objectionable terms, and that the same be returned to him.

The accused, witness, and audience, being admitted, the above decision was read; and the accused thereupon handed to the Judge Advocate the following proposition:

"The prisoner disclaims all design to use one expression, or to offer one sentiment, which could be objectionable in the paper alluded to by the court's decision; and respectfully asks that the 'terms' in that paper deemed

'objectionable' by the court may be indicated to him, for the double purpose of apologizing for even the unintentional mistake, and at the same time reforming the objectionable terms, and then placing on the record of the court the minute he had the honor to submit to their deliberation, and which they have decided on."

And, the court being cleared, it was, after deliberation, decided, as to the last proposition of the accused, "that the court are willing to believe that the objectionable parts of the paper alluded to were made inadvertently; but, having come to a decision on that paper, and embraced in that decision the proposition of the accused, they decline taking further order on it."

And the court then adjourned, to meet again to-morrow morning at ten o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,  
WEDNESDAY, February 4, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon and the witness, Captain Porter, appeared; and the latter begged leave to enter upon the record an explanation of a certain part of his testimony; which request was granted.

Captain Porter. I find, on reading my testimony, that an inaccuracy has crept into it, occasioned, I presume, by the recording of it. For the word "penned," the word "signed" should be used. The lines were never written by me but once, and that was about two months before the orders in which the sentence alluded to, containing an expression of good-will towards Lieutenant Kennon, were written. They were written for an officer towards whom I felt the sentiments expressed therein, with the exception of the words "Your obedient servant." They were copied in the orders of several officers returning home, and were finally included in those of Lieutenant Kennon.

Proposition by the accused:

The prisoner has a suggestion of some moment to bring under the notice of the court, which can be properly presented only at this stage of the proceedings. His counsel is engaged in preparing it in writing, that he may conform, as he will do with pleasure and deference, to the rules of the court. But time will be required to prepare it, and he asks the delay of one hour to effect it.

To this proposition the court assented; and, the paper being read, they adjourned to meet again to-morrow at twelve o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,  
THURSDAY, February 5, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon and the witness, Captain Porter, appeared.

The paper handed in on yesterday by the accused was again read, and one also directed by the court to be prepared by him.—(See appendix, Nos. 10 and 11.)

And the counsel then suggested that he had another motion to present to the court, to prepare which time was required; and the same (see appendix, No. 12) being handed to the Judge Advocate, and read to the court, they then adjourned to meet again to-morrow morning at ten o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,  
FRIDAY, February 6, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon and the witness, Captain Porter, appeared.

The court being cleared, the motion handed in on yesterday by the accused was read; and, after deliberation, it was decided—

The court decline admitting upon their record the motion before rejected by them; and they do decide that the accused is at liberty to file upon their record his protest to this their decision.

And the court being opened, and the accused, witness, and audience admitted, the same was read.

The accused here handed in a paper, which was read, as follows:

"I do not understand the decision of the court. While it declines admitting upon their record the motion before rejected by them, it says that 'I am at liberty to file upon the record my protest to this their decision.' If I am to understand by this sentence that my protest offered yesterday, with the papers therein referred to, are to appear as a part of the proceedings of the court, I am entirely indifferent as to the mode, and am perfectly satisfied with the court's decision. But if I am to understand from the words 'decline admitting upon the record the motion,' that the protest and the papers therein referred to are not to appear in any way as a part of the proceedings of the court, I pray that I may distinctly know it; for it brings me to an awful crisis, which I cannot look upon without alarm, and wish not to approach but with the utmost caution."

The court was hereupon cleared, and it was, after deliberation, decided: The accused, in his motion of yesterday, presented to the court this alternative, that they should admit upon the record the paper then presented for their consideration, together with the motion to which it referred, or, in the event of their refusing to do so, that they would receive upon the record that paper by itself, as his protest to their decision. The court have withheld their assent to his first proposition, and granted it to the last. The defence to be prepared by the counsel is open to the admission of any matter touching the record, not offensive in itself; and while that channel is free to the accused, they decline any further review of their decision.

A proposition by the accused was hereupon handed to the Judge Advocate, to deliberate upon which the court was cleared, and the same was read, as follows:

"If, in my proposal made on yesterday, there was any thing indefinite, I deeply regret the trouble it has occasioned the court. My apology must be the necessity I am under of submitting all my ideas and wishes to the court in writing, and the inaccuracy inevitably arising in compositions prepared on the spur of the occasion, in the presence of the court, and without opportunity to weigh the force and precision of every term. My intention on yesterday was to request that my protest, with the suggestions in writing and the two written motions therein referred to, should in some shape or other appear in the proceedings, so as to afford me the benefit thereof before the reviewing and appellate power. If my intention was not then expressed with sufficient accuracy, and the court, misled as to my wishes by the inaccuracy of my expression, granted its assent to receiving my protest only because they believed I asked no more, I now apply to have this motion and the other papers therein alluded to received in some shape or other, most agreeable to the court, among its proceedings, so as to be in a condition to avail myself, before the Secretary of the Navy and the President of the United States, as well as this court, of all legal benefits I may derive from them. And to prevent all future misapprehensions as to the intent of this my application, I hand in with this motion the papers I allude to, and which I wish to appear among the court's proceedings, all of them signed by my hand, and numbered 1, 2, 3, with the addition of the paper now in possession of the Judge Advocate, in which I disclaimed all design to use objectionable terms, and prayed leave to reform them.

Whereupon the court was cleared, and it was decided—

"The court have already admitted the paper 'disclaiming all design to use objectionable terms,' and the 'suggestions in writing,' upon their record; they have rejected the motion preceding the first of these two papers; they now decide that the accused must not assume the right of instructing the court, (a disposition which they regret to



perceive is becoming apparent on his part;) that he must not embarrass their proceedings by pressing on them what they deem unnecessary matter; and that the counsel for the accused must confine himself to the limitations presented to him by the rules of the court; and the court will now proceed to the examination of the witness.

The court being opened, and the prisoner, witness, and audience admitted, the above decision was read, and the accused presented to the Judge Advocate the following written request:

"I pray that I may be put in possession of the papers which the court have refused to receive among its proceedings." And he was informed that the only paper presented by him during the trial, which had been rejected, was then in his possession, having been returned to him by the same order in which his rejection was contained.

And the examination of Captain Porter was resumed.

Question by accused. You have stated that, on the 14th August, 1823, the date of your letter to me, "you sincerely desired to make me your friend." I presume, sir, you then thought me worthy of your friendship, as you sincerely wished to make me your friend?

Answer. I had the same desire to make you my friend that I had to make any other man my friend.

Question. You do not answer directly to my question, sir; I beg leave to repeat it. I do not ask you if you had the same desire to make me your friend which you had to make any other man your friend; but did you think me worthy of your friendship, as you wished to make me your friend?

Answer. I certainly did wish to part on friendly terms with every officer under my command. Lieutenant Kennon, when he parted with me, certainly carried with him my best wishes.

Question. Has any other part of the letter of the 14th August been in any manner altered since you signed and sent it?

Answer. I can observe no alteration in any other part.

Question. Does any other part of the letter qualify, explain, or revoke the sentiments expressed in the clause above cited, or have allusion thereto? If it does, be pleased to cite the passage or words which you think do so qualify, explain, or allude to the passage cited.

Answer. None; it appears to me that the letter stands in all its parts exactly as when I sent it, with the exception of the envelope.

Question. As those other passages in the letter relate to official duties only, and not to your opinion of my personal and official character, would it have been consistent with your ideas of service that I should unnecessarily have published those passages to the world on the 15th December, while the Weasel was yet sailing under those orders?

Answer. I think it would be as proper to publish them at one time as another.

Question. Is it proper, at any time, for an officer to publish his orders relative to service?

Answer. I do not think I should do it.

Question. You admit that you did write to me a letter containing the very words which I published on the 15th of December as yours; you admit, too, that the residue of that letter not only had no allusion to, or influence on, the passage I published, but that, consistently with your opinion of service, I could not have published, on the 15th of December, 1823, the residue of that letter; what, then, was the guilt intended to be imputed to me by your first charge?

To this question the Judge Advocate objected, upon the ground that the prosecutor was bound only by facts to substantiate his charges, and not to go into any explanation, in his testimony, of their nature, or the degree of character of guilt they were to fix upon the accused.

And, the court being cleared, it was decided that the question should not be put to the witness.

The court was thereupon opened, and the accused, witness, and audience were admitted, and the above decision read.

The witness here desired to have read to him the last question which had been propounded by the accused, together with his answer thereto; and his prayer being granted, and the question and answer referred to read to him, he stated to the court that, at the time of the publication of that passage, all was done by the Weasel that was required by those orders; she was then acting under other orders.

The accused here requested the Judge Advocate to read to the witness the orders alluded to, (see Appendix;) and the same being read, he proposed the following question:

Question. As the orders themselves, which have now been read at my request, required me to give to my successor a copy of those orders for his government, had I, on the 15th December, any knowledge, that you are acquainted with, that those orders had been revoked?

Answer. I cannot say what you knew; all that I know is, that the Weasel has been here, that her commander has been here, and that she sailed from here in company with the Spark, some time after the sailing of the frigate United States.

Question. Were these orders of the 14th August ever officially countermanded or revoked before the 15th of December, or at any time?

Answer. Only by the officer succeeding you receiving other orders.

Question. Who was that officer? When and where did he receive those other orders?

Answer. Lieutenant Zantzing was that other officer. He received those other orders at Thompson's Island; I cannot say as to the precise time.

Question. Who gave those orders to Lieutenant Zantzing? That will enable you to fix the time. Were you at Thompson's Island when Lieutenant Zantzing received his orders?

Answer. I do not know from whom he received those orders. I left the West Indies in consequence of yellow fever. The command in the West Indies was divided by Commodore Rodgers into three divisions; Lieutenant Shubrick had one, Lieutenant Oellers another, and Lieutenant Ramage a third. My impression is, that Lieutenant Ramage was in command at Thompson's Island at the time those orders were given, and that he gave them.

Question. Do you not know that between the time of my arrival in this country in the Weasel, and her departure after the United States, as mentioned by you above, the Weasel had performed her cruise in the West Indies and back, under my successor in command?

Answer. Yes, between those times she had gone to the West Indies, and returned.

Question. In my publication of the 15th December, 1823, I mention "a testimonial" conferred on me by you, and published parts of your letter of the 14th August, 1823, as that "testimonial." When, and where, and to whom, have I at any time stated that you had given me a "letter" to that effect, meaning, as you say, one containing no other matter but the said words called by me a testimonial?

Answer. I have never heard that Lieutenant Kennon had said to any one that I had given him a letter to that effect. It is published in the prints, however, as a letter.

Question. Do you mean that it is called a letter in the prints?

Answer. I mean only that it is printed as a letter; not quoted as an extract.

Question. If I had in the prints called it "extracts of a letter," you own, then, I should have called it truly?

Answer. Certainly.

Question. Do you personally know that I am false, base, and malicious, except from the facts stated by you to the court?

Answer. All the charges I have against Mr. Kennon I have laid before the court.

Question. Is my general character that of a man false, base, and malicious?

The witness, in his answer, being about to state particular facts in answer to this question, he was informed by the Judge Advocate that, in his answer, he must confine himself to the terms of the question; that it should go to the general character of the accused, and not to any specific facts within his knowledge; and, the court being cleared, it was decided that the answer of the witness should conform to the instructions of the Judge Advocate.

The court was opened, and the decision read to the witness, who answered as follows:

Answer. My intercourse with Lieutenant Kennon has been very limited, and I have not been able to form any opinion as to his general character.

Question. Did you arrive in Savannah, Georgia, from Thompson's Island, about the 9th October last, on board the galliot Sea Gull?

Answer. Yes.

Question. In a newspaper called the Georgian, published in Savannah, on or about the 9th October last, was an anonymous publication commencing in the following words: "To the editor of the Georgian: Some statements have gone the rounds," &c. &c. [Here the publication alluded to was shown the witness, for the original of which see appendix, in which it is found attached to the interrogatories and cross-interrogatories forwarded to the court from Savannah.] Were you the author of that publication, or was it published at your request, or by your directions?

Answer. I know the author; I fully concur with him in opinion, and am prepared to substantiate all the facts contained in that publication. I decline any further answer.

Question. Is there any "mysterious policy in keeping back the name of the author," which induces you to keep back the name of the author, or why do you decline naming the author?

Answer. I decline answering that question, on the ground that I avail myself of the warning I have received from the Judge Advocate.

Question. In your charges you appropriate to yourself expressions used by me in my publication in the Herald of the 10th November, 1823, and other publications, in which my terms were not applied to you by name, but to the anonymous author of the publication in the Georgian. Have you any reason for saying that my expressions were applied to you, and what are those reasons?

Answer. I have reasons for believing that Lieutenant Kennon thought me the author of that piece, because I told Captain Sinclair, on my arrival here in the Sea Gull, that I fully concurred in opinion with the author, and that if Lieutenant Kennon wished to know who the author was, he (Captain Sinclair) might refer him to me, and I would inform him. Another reason is, that Lieutenant Kennon published a letter in the Herald of the 15th December; and column marked 12th of the same month, dated Savannah, November 25th, 1823, to him, from George Robertson, Jun., in which he uses a quotation from a letter from me to said Robertson, (for which quotation see extract of Herald of that date in the appendix, and marked No. 5;) and in the same article in the Herald, he publishes the terminating part of a letter from me to him, to show that I entertained a different opinion of him at the time this termination was written, to what I did at the time the anonymous article was published in the "Georgian." (See appendix, same reference as the last.) Another reason is, the whole of the article in the Herald of the 29th December. (See that article extracted in the appendix, and marked No. 2.) Another reason is his reference to his want of rank, in the article of the 15th December, commencing, "As there is still a mysterious policy in keeping back the name of the author, that my want of rank seems to forbid my penetrating"—(see that article in appendix, as before referred to.)

Question. I understand you, then, sir, that your communications to Captain Sinclair, and the terms of my publications of the 10th November, 15th and 29th December, and particularly the last, induced you to believe that I intended to apply them to you, and, for this reason, you determined to arrest me. Am I right, sir, in thus understanding you?

Answer. The charges and specifications specify the grounds of your arrest.

Proposition by accused:

"It often happens that a question may be *very important*, as one link in a chain of facts, although its immediate connexion and bearing may not be perceived. To require of the party to disclose the object of his question, which leads to others, would enable an artful witness to elude it. This is not apprehended now. But this question leads to *very important* conclusions. That it is *innocent* in itself, and *legal*, cannot be doubted. The prisoner hopes he may not be required to unmask all his objects, but that the question may be answered, as its importance and necessity will appear, by the one already prepared to succeed it."

And the court being cleared upon this proposition, it was determined that the answer which had been given by the witness to the question first proposed him should be received upon the record, in the terms in which it was rendered.

And the court thereupon adjourned until to-morrow morning at ten o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,  
SATURDAY, February 7, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon and the witness, Captain Porter, appeared; and the Judge Advocate informed the court that he had a proposition for their consideration, which he had received from Captain Porter; upon which the court was cleared, and the proposition read as follows:

"To put the accused and the prosecutor in perfect equality before the court, the latter respectfully requests that he may be permitted to peruse every proposition handed in by the accused before the court act on it, in order that his objections, if any should arise, may go on the record with the proposition and decision.

"The prosecutor regrets there is any necessity he should appear, in any *character*, before this court; but, having received the order of the court to appear as a witness, he perceives the necessity of acting as prosecutor, and, as such, he respectfully asks a knowledge of the proceedings had on this trial, of which he is totally ignorant, except what he has learned in the character of witness."

And the court decided that Captain Porter (his examination concluded) be admitted as the prosecutor in the case now pending. That, as to any proposition which may be handed into the court on the part of the accused, the prosecutor shall not be permitted to peruse such proposition before the court shall have acted on it.

The court was thereupon opened, and the above decision read.

Captain Porter prayed that the Judge Advocate might read to him the question, and his answer thereto, in relation to the property of Lieutenant Kennon's publishing his orders, while the Weasel was then under another officer cruising under those orders; which prayer being granted, and the same read to him, he desired that his answer to the question referred to might be placed upon the record, thus amended: "I think it would be as proper to publish them at *(the)* one time as *the* other."

Proposition by the accused:

"The prisoner respectfully asks of the court that he may be allowed to be in *open* court when the record of the proceedings of the preceding day are read, for the purpose of informing himself more distinctly than he would otherwise do of the proceedings of the trial.

"He asks, too, that the matter intended to be the subject of any private deliberation of the court, which does not concern the court itself, but may lead to a decision affecting the trial, may be distinctly announced to him in *open* court, that he may thus have an opportunity of offering such suggestions and comments thereon as he may be advised are legal, respectful, and proper.

"If these applications are proper, he hopes to be indulged; if they be contrary to the usage of courts-martial, he hopes that the court will find in his inexperience, and that of his counsel, on such matters, an apology for the application."

The court was cleared for deliberation on these propositions, and it was decided as follows:

The court admit the first proposition of the accused, and the same would have been granted at any previous stage of the trial had the accused offered the least intimation of his wish thereon.

As to the second proposition, the court have already decided upon a similar proposition on the part of the prosecutor, and the same rule will be adopted on the part of the accused.

The court was then opened, the above decision read, and the cross-examination of the prosecutor resumed.

Question by the accused. Are you quite certain, sir, that the matter stated in your charges and specifications specify the grounds of my arrest?



Answer. I have no other charges against Lieutenant Kennon than those that I have laid before the court.

Question. Some of those specifications are derived, sir, are they not, solely from my publication of the 29th December; for example, the last specification of the second charge?

Answer. Yes, sir.

Question. Did you not apply for my arrest before you had ever seen or heard of my publication of the 29th December, and, indeed, before it came from the press—I mean the article referring to P. Wilson's certificate?

Answer. I did apply for your arrest the evening before I saw that publication, and I was informed of your arrest before I saw it; but, believing that you were not authorized to make such a publication as a prisoner, more than at any other time, I made it the subject of a specification.

Question. How do you explain, sir, that a publication not known to you, or heard of by you, before you applied for my arrest, was yet one of the causes of my arrest?

Answer. I did not say, to my knowledge, sir, that that specification was one of the causes of your arrest; if I did, I did not intend my answer should bear such a construction. I certainly applied for your arrest *before* that publication appeared.

Question. If you are not the author of the anonymous publication in the Georgian, I did not intend to apply the expressions contained in my publications to you. The matter, then, is a very simple one; if you are not the author, this ground of my arrest is at once removed; say then, sir, if you please, and say explicitly, did you apply to yourself the words intended by me for an anonymous writer? I don't ask you who the author is.

Answer. I did apply to myself the observations referring to the author; but for the reasons before stated by me, and because the publications themselves were so strongly indicative of his intention to apply those observations to me, that I could entertain no doubt upon the subject.

Question. Although you decline to answer my inquiry if you are the author of the publication in the Georgian, you have taken occasion to say that you concur with him in opinion, and that you are prepared to substantiate all the facts contained in that publication. Am I to understand that you, even now, with all the facts which are within your knowledge, mean to impute to me the vices and improprieties imputed to me by that publication?

To this question the Judge Advocate objected, on the ground that it was altogether irrelevant to the matter in issue between the parties; and the court, being cleared, came to the following resolution:

The court decide that the question shall not be put to the witness. They are sitting here to try the point in issue between the parties, and they now instruct the accused to confine his questions within the limits of the specifications.

The court was then opened, and the above decision read.

Proposition by accused:

Understanding that my question was objected to by the Judge Advocate, I expressed to him my wish to suggest its legality and propriety by a written minute, and was in the act of preparing it by my counsel, when the court was closed; and my counsel, on departing, expressed a hope to the Judge Advocate that opportunity of supporting the question would be allowed me. On my return, the decision of the court rejecting it has been announced to me. I yield to the decision. If the court think it disrespectful now to sustain it by any observations, I pray to know their pleasure.

The counsel for the accused was informed that time would be allowed him to prepare his minute; and the court adjourned till Monday morning at ten o'clock.

U. S. NAVY YARD, GOSPORT, VIRGINIA,

Monday, February 9, A. D. 1824.

The court met pursuant to adjournment: members present, as on Saturday. Lieutenant Kennon, and the witness, Captain Porter, appeared.

The proceedings being read, the counsel for the accused requested of the court that he might be allowed to read the minute prepared by him under their decision of Saturday, and he was informed that it must be presented in the usual manner, and, if deemed a proper instrument, it should then be read to the court.

To this the counsel objected; he declined submitting his paper for inspection before it was read to the court.

On which, the court being cleared, it was decided that the conditions of the counsel being contrary to the usages of courts-martial, as well as to the practice during the course of the present trial, they declined admitting the paper offered by him; and do direct that the examination of the witness be resumed and limited within the charge and specifications before them.

The court was then opened, and the above decision read. The counsel begged leave to offer an explanation of the remarks made through the Judge Advocate to the court; he did not intend that his objection should be construed to apply to the inspection of his minute by the court; he only objected under the impression that the paper was to be subjected solely to the inspection of the Judge Advocate, and received or rejected according to the opinion he might pronounce as to the propriety of its reception.

The court, in consideration of this explanation, agreed that the paper should be read; whereupon, the court was cleared, and the paper handed in by the counsel for the accused read.

The Judge Advocate suggested to the court, that, in clearing on Saturday for deliberation upon the last question proposed by the accused, he did not understand the remark of the counsel as to the proposal of a minute in support of that question. He communicated to the court a remark of the counsel, that, in the event of the rejection of the question, he must file a minute upon the record. He did not understand him to make that remark in the shape of a request to be urged before the court, as stated by the accused in his last proposition handed in on Saturday; and the court, deliberating on the question, decided it should not be put to the witness.

This suggestion made, the court resumed its deliberation on the minute last presented; by the counsel, and decided, that, without departing from the rule they had adopted as to the revision of their decisions, they were still desirous to have every channel opened to the accused; and that, although the argument just handed in to the court should not be considered with regard to the reversal of their last order upon the question it was intended to support, it should be read in open court, and filed upon their record, for the consideration of the reviewing and appellate power before which their proceedings are directed to be laid; and, at his request, the Judge Advocate was permitted to accompany on the record an answer to the argument thus considered and received. (See appendix 13 and 14.) And the court being opened, their decision, and the argument of the counsel, were thereupon read.

The cross-examination of Captain Porter was resumed.

Question by the accused. What were the typographical errors in the "Georgian" publication you speak of? Do they alter the meaning of the publication? If they do, state the errors in detail.

Answer. In the sentence commencing "Lieutenant Kennon states," &c. &c. and containing the words "which was soon followed by her capture," for the word "capture" read "captain;" and, in the sentence commencing "that Governor Vives accordingly undertook," and containing, in a parenthesis, the words "(of Governor Vives's letter)," for the word "of," read "see;" that refers to a letter of Governor Vives, when the contrary is stated in the words imputed to Lieutenant Kennon.

Question. Did you ever attempt to correct those typographical errors, by any republication or statement of errata in the "Georgian?"

Answer. No, the publication has not the sanction of my name, and I felt under no obligation to do so.

Question. As you are able to point out the typographical errors in the publication in the Georgian, allow me to ask, sir, how you know they are typographical errors, which are only to be known by a comparison of the original with the publication?

Answer. I know from facts, and circumstances, and my recollection of the original; the facts I have just explained to the court.

Question. I do not wish you to say if you are the author of the publication, if you are unwilling to answer that question; but do you mean to be understood, by your answer, as conveying the idea that some other person was the author?

Answer. I decline giving any answer to that question, under the warning I have received from the court.

The accused objected to this answer, and his counsel handed in the following paper to the court:

"The counsel respectfully submits to the court, that the rule laid down by the court does not protect the witness from answering this question; it does not ask him to say whether he is or is not the author, but merely to confirm or repel an inference from other answers.

"The rule alluded to protects a witness only from answering questions which impute 'crime' to him, or subject him 'to a penalty' or to *punishment*, or tend to fix infamy or dishonor on him.—(See Phillips 205, McNally 174.) But this rule does not protect a witness, merely because the answer may expose him to some inconvenience, or because the answer may be unpleasant to him.

"The answer here will not convict the witness of a *crime*, or subject him to punishment, or enforce on him dishonor, whether he answers negatively or affirmatively."

To which the Judge Advocate replied: that if the answer to the question proposed on the part of the accused subjected the witness merely to inconvenience, or to unpleasant feelings, he admitted that the rule which the court had adopted in his favor would not hold; if the answer subjected him merely to a civil action, (that then the rule would not apply.—(See statute Geo. III, c. 37; and Phillips on Evidence, vol. 1, p. 208, Am. edition.)

But should a witness's situation, like the one present, compel him to answer such a question according to its terms, and he should give, in his answer, the name of the real author, that person might be summoned to prove that the witness was the publisher. If the publication were libellous, and tending to a breach of the peace, a prosecution would lie, more especially in the case of an officer; were the statements thus established against him proved false and malicious, there can be no doubt but that a foundation would thus be laid for charges; and all prosecutions before military tribunals partake of the nature of criminal prosecutions.

The Judge Advocate thereupon conceived that the rule adopted by the court applied in the present instance.

And the court, being cleared, decided that the rule applied to the witness in this case, and that his answer should remain upon the record in the terms in which it was given.

The court was then opened, their decision read, and the cross-examination of Captain Porter resumed.

Question by accused. Is it that publication in the Herald, now shown you, of the 8th of September, (see appendix, extract, marked No. 6,) the one that you allude to in the first specification of your second charge, for your charge and specification do not specify the *particular publication* in the Herald to which that specification refers?

Answer. I allude to that statement.

Question. Do you know, of your own knowledge, that I did publish, or cause to be published, that statement?

Answer. I do not, sir.

Question. When and where did you first read or hear of that publication of the 8th of September?

Answer. It was handed me by an officer in St. Mary's, some time previous to the publication in the Georgian.

Question. After seeing that publication in the Herald, and before the anonymous publication in the Georgian, did you make any application to me, or make any inquiry, whether the passages in it which you deemed offensive had been authorized by me, or I had given them the sanction of my name?

Answer. No; the article contained all the information I desired on this subject.

Question. Will you be pleased, sir, to tell the particular passages of that publication in the Herald, which you conceive calculated to injure your character as an officer or a man?

Answer. The article goes on to show that this vessel, Segunda Galligo, was nothing more than a pirate. All the circumstances stated are sufficient to impress upon the mind of any man that she must have been a vessel of a piratical character, and, as such, it was my duty to hold on to her until I could receive every proof that she was not a vessel of that description. After going thus far, his narrative stops short, and the subject is continued thus: "In addition to the above, we learn," &c. &c. (thus putting the vessel entirely out of my hands, into the hands of another power,) which was not the fact. Again, those lines commencing with the words, "with a friendly communication," and ending with the words "to him," which was not the fact. Again, "General Vives accordingly undertook," ending with the word "discharged," which was not the fact.—(See the whole publication in the appendix, marked No. 6.) And had these been the facts, I should have been unworthy of wearing the epaulets which are now on my shoulders.

Question. If I understand you then, sir, the aforesaid passages in the publication of the 8th of September are those beginning with the words "in addition to the above, we learn," to the end of the publication?

Answer. No, sir. You are not to understand me thus; it is the whole publication *connected* with those passages I have cited, which gave offence; his narrative stopped short exactly at the point when it was likely to produce an impression unfavorable to myself.

Question. The first part of the publication, from the commencement to the part beginning, "from Lieutenant Kennon we learn the particulars of the capture and detention," all relate to the arrival of the Weasel, state of her crew, &c.; is there any thing offensive in that part of the publication?

Answer. No, sir; there is nothing offensive in it. This is the first time I have ever read that part, to my recollection.

Question. The next part of the publication, beginning at the words first quoted in the former publication, and terminating at the sentence just before the one beginning "in addition to the above, we learn," all relates to the capture of the Segunda Galligo. Is there any fact stated in that part of the publication, which was not substantially stated to you in my official letter reporting the capture? If there be any such fact, be pleased to state it.

Answer. The facts stated in that part of the publication are as they were stated in your official report of the capture of the Segunda Galligo. I have no reason to doubt the truth of them, as far as they go, but they do not disclose the whole truth.

Question. Was any fact omitted in that part of the publication which had been stated in my official letter to you? if there was, be pleased to state what fact was omitted.

Answer. I know of none omitted. I complain of the narrative not continuing till the result of the affair with the Galligo.

Question. After leaving Savannah, did you put into the port of Norfolk on your way to Washington, and at what time were you there, and how long were you there?

Answer. I did; October 23d was the time of my arrival. The day after my departure a publication appeared in the Herald, announcing my arrival, and accompanied by a publication of Lieutenant Kennon's, [here the witness referred to the publication of the 24th of October, in the Herald, for which see extract in the appendix, marked No. 3,] expressing his intention of replying to the author of the publication in the Georgian, and calling his attention to the publication in the Herald of the preceding Monday.

Question. Were you not, while in Norfolk, informed of the explanation given by the editor of the Herald in his paper of the 20th of October last of the publication made by him of the 8th of September, and of his exoneration of me in all participation in the offensive passage? if not, when and where, and how, were you first informed of that explanation?

Answer. Commodore Sinclair, when I first arrived, informed me of some publication of the editor's, and promised to send me a copy, but did not state the nature of it. I expressed the satisfaction I should feel if Lieutenant Kennon would acquit himself of any hostile or unfriendly intention towards me in the publications which had appeared. Commodore Sinclair did not send me this copy, and this is the first time I have ever seen the publication containing the explanation, except what appears to be an extract from it, contained in the body of a subsequent publication of Lieutenant Kennon's.

And the court adjourned, to meet again to-morrow morning at half-past nine o'clock.



U. S. NAVY YARD, GOSPORT, VIRGINIA,  
TUESDAY, *February* 10, 1824.

The court met pursuant to adjournment: members present, as on yesterday.

Lieutenant Kennon, and the witness, Captain Porter, appeared, and the cross-examination of Captain Porter was resumed.

Question by accused. In the Herald of the 24th of October was a publication of Lieutenant Kennon's; when were you first informed of that publication? how and by whom were you so informed? (See appendix, marked No. 3.)

Answer. I was first informed of it in Washington, I think about a week after my arrival in Norfolk, in the Sea Gull, in October, perhaps more than a week after my arrival. I picked it up accidentally; it was on a table in the Secretary of the Navy's office.

Question. Did you, or did you not, after seeing that publication, take any pains to inform yourself of the observations made in the Herald, referred to in that publication?

Answer. No, I did not. I received a promise from Captain Sinclair that he would send me that publication; I confided in his promise; if he did send it, I did not receive it.

Question. Were you again in Norfolk on or about the 8th day of November last, and for how many days were you there?

Answer. I did arrive here about the 8th of November, and remained three or four days. On the day of my leaving here I saw the publication of Lieutenant Kennon of the 10th of November on board the steamboat.

Question. Did you, at any time before my arrest, either publicly, or by private communication to me, explain or instigate the strictures you had publicly made on my character and conduct in the Georgian?

Answer. I did, in a letter to the editor of the Georgian.

Question. Did you do it, sir, before my arrest, in any other mode than by letter to the Georgian editor?

Answer. Only by a message to Lieutenant Kennon, through Commodore Sinclair, who informed me that Lieutenant Kennon was preparing a reply to this defence of my character in the Georgian. I requested Commodore Sinclair to warn Lieutenant Kennon against any personalities towards me in his intended publication, and Commodore Sinclair informed me there would be none.

[Here the accused offered in evidence his letter to the editor of the Georgian, which was, by consent, read to the court.] (See appendix, No. 14.)

Question. Do you know the hand-writing of George Robertson, Jun. editor of the Georgian? Is the letter now produced to you, dated 31st October, in his hand-writing?

[Here the letter of the editor of the Georgian, in reply to the one just read to the court, was handed to the witness.]

Answer. I believe it to be the hand-writing of the editor of the Georgian. [And the said letter was then read to the court, for which see appendix, where it is marked No. 15.]

Question. Did the editor of the Georgian write a letter to you in consequence of my demand of the author's name? If he did, be pleased to produce that letter.

Answer. I don't know that I have that letter. If it is among my letters it shall be produced. He did write me such a letter.

Question. Is the letter now produced, dated 25th November, 1823, the hand-writing of the editor of the Georgian?

Answer. It appears to me to be the hand-writing of the editor of the Georgian. There is some difference between the hand-writing of this and the other letter just read, from the editor of the Georgian to Lieutenant Kennon; but that difference may arise from the difference of paper.

This letter was then read to the court, and is found in the appendix, marked No. 16.

By consent, the copy of the letter from Lieutenant Kennon to the editor of the Georgian was received, read to the court, and referred to appendix, where it is to be found, marked No. 17.

Question. Is the letter now produced, dated January 14th, 1824, in the hand-writing of the editor of the Georgian?

Answer. It appears to me so.

This letter was then read to the court, and referred to appendix, (which see, marked No. 18.)

The endorsement on that letter was also admitted by Captain Porter to be correct.

Question. That letter refers to a copy of your reply to the editor's letter to you, informing you that the author's name had been demanded. Is the paper now exhibited to you a true copy of your letter to the editor, dated November 13, 1823?

Answer. It is a correct copy. It was then written as I felt and thought, but subsequent events have convinced me that I thought wrong.

A copy of this letter was, by consent, then read to the court, and referred to appendix, (where it will be found, marked No. 19.)

Question. Will you be good enough to state what are those subsequent events which have convinced you that you thought wrong on?

Answer. The subsequent publications of Lieutenant Kennon have convinced me that I was wrong in ascribing to him good feelings which he did not entertain, and which are expressed in his publication, in reply to the one in the Georgian.

Question. In the editor of the Georgian's letter to me, of the 14th January, he refers to a copy of his letter to you as being enclosed. Is the paper now produced, in your belief, a copy of his letter to you?

Answer. I have some doubts as to its being critically correct. There appears to be some little difference in the wording. I have no objection, however, to its being received as a true copy.

And the same was therefore read and referred to appendix, (where it is to be found marked, copy referred to exhibit, No. 18.)

Question. Am I to understand, then, sir, that you never did, in direct and explicit terms, authorize the editor of the Georgian to give you up to me as the author, except, as it may be inferred, you were the author in the terms used in your letter to him before mentioned?

Answer. I never did, in any other terms than those I have expressed in the letter to the editor, and in my conversation with Commodore Sinclair.

Question. Did you write and send a letter to Captain Hull on the — day of December last, demanding my arrest? If you did, is the paper now presented to you a true copy of that letter?

Answer. Yes, sir.

And the same was, by consent, then read to the court, and referred to appendix, (which see, marked No. 20.)

A letter from Captain Hull to Lieutenant Kennon, containing the terms of his arrest, with an endorsement by Lieutenant Paulding, stating the time of serving the arrest, was presented by the accused, and by consent admitted, read to the court, and referred to appendix, (which see, marked 21.)

Question. Did you, on or about the 29th December last, receive a letter from me, bearing date 29th December, 1823? If you did, produce it.

Answer. I did, and the original is now in possession of the court.

And that letter was read and referred to appendix, (which see, marked No. 22.)

Question. Is the letter now shown you a reply to mine of the 29th December?

Answer. It is.

And that letter was read and referred to appendix, (which see, marked No. 23.)

Question. In that letter you assign as a reason for not answering my letter immediately, that you were desirous first to ascertain whether a particular witness could be dispensed with on the trial, and add, that "I regret to say that he is necessary, and the circumstance will occasion more delay than I could wish." Where was that particular witness at the time you wrote, and how long did you then expect the trial to be deferred?

Answer. I did not know where he was at that time; but I find, by a recent letter, that he is in Cincinnati, Ohio.

Question. Who was that witness?

Answer. Mr. P. Wilson; he had been acting as my secretary; he was then on leave of absence for six weeks, to rejoin me at Thompson's Island.

Question. Did not P. Wilson, about the middle of December last, obtain your leave of absence to go to the Western country? If not, when did he obtain such leave?

Answer. I believe he obtained such leave of absence the day before I came down from Washington, somewhere between the 20th and 25th of that month.

Question. Did you not expect him to go down the Mississippi to join you at Thompson's Island.

Answer. He was to rejoin me at Thompson's Island; I did not know what course he intended to take. He informed me he was going to the Western country, and that he should stop some days in Frederick, where I wrote him immediately on the arrest of Lieutenant Kennon, and enclosed a duplicate to the Secretary of the Navy, to forward to him in any way most likely to reach him. The duplicate came to hand, for I received a letter to that effect from Mr. Hay, who informed me he feared it was too late, as Mr. Wilson had gone down the Mississippi.

Question. Did you at any time receive a communication from the honorable Secretary of the Navy, or the Navy Department, intimating to you that I had applied to that Department to detain you as a witness at my trial, and requiring you to remain? If you did, when did you receive that communication?

Answer. I have no recollection of receiving any such communication from the Navy Department. I received a letter from the Secretary of the Navy respecting the movements of the squadron, in which he mentions the necessity of my remaining to attend the trial of Lieutenant Kennon. I will look at my papers and ascertain the date.

Question. Did you, on the 31st day of December last, receive a letter from me, dated 31st December, 1823? If you did, please to produce it.

Answer. I did; it is in the hands of the court.

And the same was read, and referred to appendix, (where it is to be found, marked No. 24.)

Question. Did you ever give me any explanation of the expressions in your letter of the 29th December, which I stated, in my letter of the 31st, led me to apprehend that my desire for a speedy trial would not be obtained? If you did, was the explanation given verbally or in writing?

Answer. Not in writing. I sent a mutual friend of Lieutenant Kennon's and myself to Lieutenant Kennon, with a proviso which I thought he would cheerfully accept; and the condition of his accepting the proposal was, that I would withdraw the charges, and permit him to rejoin his vessel. I had no wish whatever to step in between Lieutenant Kennon and his interest. My proposal was, that he should assure me, *in writing*, that he had no hostile intentions towards me in the publication of the first article in the Herald, with regard to the Segunda Galliego, which he refused to do. There was then no alternative but to bring him to a trial, which I did as speedily as possible, and thought further correspondence unnecessary.

Question. I shall hereafter, sir, have occasion to ask some questions on the matters you have introduced in your testimony. At present I have only to repeat my question, and ask an answer, affirmative or negative, to it. [Here the last question was repeated.]

Answer. I believe I did not reply to the letter.

Question. Is the letter now shown to you your reply to my letter of the 31st December?

Answer. It is not a reply to that letter. (Here the last mentioned letter was read, and referred to appendix, which see, marked No. 25.)

Question. In that letter you refer to an extract of instructions from the Secretary of the Navy; is the paper now shown to you the extract you sent me?

Answer. Yes, sir; the day of the date of the extract is omitted, because it was omitted in the original. (The extract was, by consent, here read, and referred to appendix, which see, marked No. 26.)

Question. When did you receive these instructions, before or after the publication of the Georgian, or before or after P. Wilson's certificate?

Answer. I believe I received them the day I left Washington, the 24th December.

Question. Were these *private* instructions for your personal guidance or use, or were they intended as general orders for the navy? If the latter, when, how, or where, were they published or made known to the officers of the navy?

Answer. I conceived them intended as general orders, and I promulgated them by circular to the different commanders under my orders, with a desire that they would communicate them to their officers. In addition to this, I had them inserted in the general order book on board, which is free for the inspection of every body. I never communicated them to Lieutenant Kennon, except in that letter, and then I communicated them to him in self-justification. I did not wish Lieutenant Kennon to misunderstand the motives by which I was influenced; had I believed him to be acquainted with the orders, I should not have sent them to him.

Question. In that letter, you state a proposal unsuccessfully made to me through Mr. Samuel Hambleton. On what day did you authorize Mr. Hambleton to communicate that proposal? Be precise, if you please, sir, as to the time.

Answer. On the morning of the day of the exhibition of the final charges. I am certain more than twenty-four hours could not have elapsed between the proposal and the charges.

Question. In making that proposal, was it your wish and intention to conciliate the difference which unhappily existed between us?

Answer. My motive was a sincere desire to release Lieutenant Kennon from all unpleasant consequences to the charges. I made the proposal, too, in conformity with the orders of the Secretary of the Navy, and to relieve myself from the imputation which might be cast upon me, of blasting the prospects of a young officer.

Question. In making the proposal, did you expect or intend that I should receive and act on it in the independent spirit and temper befitting every gentleman adjusting a difference with another gentleman, or that I should receive it as a condescending proposal coming from my superior officer, which, as an inferior, I was bound to receive?

Answer. I did not intend it as a condescension on my part, and did not expect that you would receive it in that light.

Question. Is there any rule of naval service, either express or customary, under which an inferior officer, in a matter not of service, but of personal honor and character, is to be considered as not on an equality with an officer of higher grade?

To this question the Judge Advocate objected; and, the court being cleared, it was decided that it was improper and irrelevant to the matter in issue between the parties, and that it should not be put to the witness.

The court was then opened, and the above decision read.

Question by accused. Was Mr. Hambleton, in his first application to me, authorized by you to bear to me any direct proposal, or to inform me that you had sent him to make a proposal; and, if he was, how was that authority given?

Answer. He never was authorized by me to bear any proposal but once, and then he bore a proposal dictated by me, and written by him, of which I desired him to give Lieutenant Kennon a copy, if he wished.

Question. Was it signed by you? If not, why was it not so signed?

Answer. It was not signed by me, because I did not consider it necessary it should be signed. It was a message, and committed to writing in order that there might be no *misunderstanding*.

Question. Was it addressed to me? If not, why was it not so addressed?

Answer. You were named in it, and I did not consider it necessary it should be addressed to you.

Question. Did you address any note to Mr. Hambleton, empowering him to make any proposal?

Answer. I did not.

Question. If you meant fair and candid explanation, why did you so cautiously avoid putting your hand and name to any thing?

Answer. It did not proceed from caution; Mr. Hambleton appeared to be the warm friend of Mr. Kennon, and appeared sincerely desirous to bring about a reconciliation.



Question. In the adjustment of a difference by an officer and a private gentleman, or with an officer of equal rank, is it consistent with usage, or would it be deemed proper, to receive or entertain any proposal neither addressed to him, or written, or signed by the party offering it, but vouched and authenticated only by the verbal declaration of a gentleman bearing it?

Answer. I have had very little experience on that head; fortunately have had very few differences, and cannot say what is the custom in those cases. I conceived the letter I had received from Lieutenant Kennon a short time before as an appeal to my good feelings; I was willing to indulge him, and was not very particular as to the form.

Question. Was it your proposal, that, on my giving you a written declaration that no unfriendly motives actuated me in the publication which drew forth the remarks in the Georgian, you would be willing to withdraw your charges and suppress all proceedings in the case?

The witness here requested to see the written proposal referred to, and the same being handed to him, he admitted that it was the proposal made by him to Lieutenant Kennon. Whereupon it was read to the court, and referred to appendix, (which see, marked 27.)

Question. Did you make any offer or proposal to do justice to my character and feelings, or to take any measures to remove the imputation on me of falsehood, malice, and baseness; or was your proposal solely to withdraw the charges and suppress all proceedings?

Answer. My proposal was solely to withdraw the charges and suppress the proceedings.

Question. In your anonymous publication in the Georgian, you had publicly assailed my private and professional character. In your letter to my commanding officer, (Captain Hull,) demanding my arrest, you had charged me with falsehood and malice. In the charges you furnished after my arrest, you had strongly intimated that I had forged or fabricated a letter. You reiterated the imputation of falsehood and malice, and charged me with using *base* means to defame your character. When you authorized Mr. Hambleton to offer that proposal, did you sincerely believe or expect that I would, or ought, as an officer or a gentleman, to accept your proposal? Would you have accepted it from your equal in rank, who had publicly charged you with falsehood, baseness, and malice?

The witness here begged leave to state to the court that he had never admitted that he was the author of the publication in the Georgian. If he had misunderstood questions, and given answers to them, which, by misinterpretation, may bear such a construction, he now entered this explanation on the record. He had distinctly declined, under the warning of the court, any answers to questions tending to that point.

The question last proposed to the witness was then altered, (by striking out, in the first line, the words "in your" and "you," and substituting in the places of the two first the word *the*;) and again proposed to the witness.

The witness expressing some objection to the question, the court was cleared, and it was decided it should be put to the witness.

Who, upon the opening of the court, hearing the decision read, answered as follows:

Answer. If my equal were to take back the charges against me, I should feel no difficulty in accepting such a proposal, unless I thought that the charges were false, and then I would stand a trial.

Question. You mean, then, sir, do you, that I should have accepted the proposal only if I thought the charges of falsehood, malice, and baseness, were true?

Answer. No; I mean, if I thought that the person bringing the charges was acting under an erroneous impression towards me, I should have no hesitation in giving such assurances, in writing, as I understood Lieutenant Kennon had given verbally; I mean, if I were placed precisely in the situation of Lieutenant Kennon.

Question. Your proposal was, that "if I would make a declaration, in writing, that no unfriendly feeling actuated me in the publication which drew forth the remarks in the Georgian, you would suppress all proceedings and withdraw your charges." Will you be pleased to explain to the court, and to me, how this declaration could have atoned for *new causes* of offence, if I had given any by my subsequent acts?

Answer. I have never said that the acknowledgment I asked from you would be an atonement for any new causes of offence; I never asked any atonement; I was willing to forgive the offence.

Question. Had you not, before my arrest, and before you made your proposition to me through Mr. Hambleton, seen my publication in the Herald of the 10th November, in which I declared that I had never, directly or indirectly, attempted to injure your character; and had not the editor of the Herald absolved me from all participation in the offensive paragraph you ascribed to me, and evinced himself to be the author of it?

Answer. I had seen several publications in the Herald, under the signature of Lieutenant Kennon, in which were untruths, and I could not receive any assurance in print under his signature. I felt it a duty to myself to have any future assurance under his own hand.

Question. Is the letter now shown to you, bearing date the 14th January, 1824, an original and genuine letter from you to me?

Answer. Yes, sir.

(And the same was then read, and referred to appendix, which see, marked No. 28.)

Question. In this letter you say, "the only object I had in view in arresting you has been effected, that of stopping offensive publications which I was forbidden to answer." Will you now declare before this court that that was your only object?

Answer. I decline to answer that question.

Question. In your letter to me of the 30th December, 1823, you say, "It was the source of regret to me *at this time*, when you are on the point of departure, to feel myself under the unexpected necessity of causing you to be arrested; and had it not been for the length of time you are likely to be absent, I certainly should have deferred it until your return." Will you be kind enough to explain this? Did you believe, that, after my departure, and during the length of time I should have been absent in the Pacific, I should continue to make offensive publications, which you could only stop by my arrest and detention in the country?

Answer. At the time I arrested you, the United States was expected to wait for the Peacock. I had no sooner arrested you, than Captain Hull went to Washington, and received orders to sail immediately. I knew of nothing to prevent the continuation of offensive publications from any part of the world.

Question. Were you not satisfied with the remarks contained in the Herald of the 10th November; and have you not so expressed yourself?

Answer. I have no recollection of ever having expressed myself satisfied with those remarks.

Question. Did P. Wilson, at your instance, and by your desire, at the city of Washington, sign a certificate, on or about the 17th December last, respecting me; and what were the contents of that certificate? Produce it, if you please, or a copy of it, if you have not the original.

Answer. Yes; I requested him to state what he knew upon the subject, and the copy now handed to the court is correct.

[Here a copy of the above-mentioned certificate was, by consent, read to the court, and referred to appendix, where it may be found, marked No. 29.]

Question. Was the matter of that certificate prepared or written in whole or in part, or dictated, or altered, by you?

Answer. Mr. Wilson asked me what kind of a certificate he should prepare; and I desired him to prepare such a one as would be expressive of the facts, according to his knowledge. I requested him, by letter, to prepare the certificate; I have no recollection of any alteration from me, and am under the impression that it was neither prepared nor written by me. I asked him what kind of certificate he could prepare; and he stated the facts as they are disclosed in the certificate; with which I was satisfied.

Here the letter from Lieutenant Kennon to Captain Porter, complaining of the difference between his orders and those of other officers returning home, was presented by the accused to Captain Porter, who admitted it to be a true copy of the one torn up by Lieutenant Kennon when his apology was made, (and which has been already referred to in this trial,) and the same was, by consent, read to the court, and referred to appendix, where it is marked No. 30.

Question. Is the paper now produced to you a true copy of your letter to the Secretary of the Navy, given to Lieutenant Rose, an officer under your orders?

Answer. Yes, sir, this is a true copy of a letter of introduction from me to the Secretary of the Navy, in favor of Lieutenant Rose. (And the same was, by consent, read to the court, and referred to appendix, where it is marked No. 31.)

Question. Were you not mistaken then, sir, in supposing that your orders to me did not differ from those of any other officer who had taken his vessel home; and had you not forgotten the circumstance of your letter in favor of Lieutenant Rose?

Answer. I had not forgotten the circumstance of my letter in favor of Lieutenant Rose; that was a letter of introduction, and, therefore, I paid him no compliment in his *orders* equal to that which I paid to Lieutenant Kennon.

Question. Did you, since the 17th December last, circulate, or assist in circulating, or desire any other person to circulate or exhibit, among the officers of the navy or others, that certificate of P. Wilson's, or any copy thereof; and whom did you so desire to exhibit or circulate it?

Answer. When I saw the publication of Lieutenant Kennon's, containing what purported to be a letter from me to Mr. Kennon, a copy of that certificate I permitted Mr. Samuel Hambleton to take, and requested him to show it to the officers; I handed the original to Mr. Boughan, acting lieutenant, and requested him to show it to the officers of the John Adams.

The court hereupon adjourned, to meet again to-morrow morning at half-past nine o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA.

WEDNESDAY, February 11, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon, and the witness, Captain Porter, appeared, and the examination of the witness was recommenced.

Question by the accused. Did you come to Norfolk from Washington, on board the Potomac steamboat, on the Thursday before my arrest?

Answer. Yes.

Question. Did you leave, or cause to be placed, on board that steamboat, a copy of P. Wilson's certificate?

Answer. No.

Question. Was not that certificate intended for publication in the Herald? and why was it not published?

Answer. It was intended for publication in the Herald; the reason why it was not published I don't know.

Question. Was not that certificate intended to injure my character, by creating an impression that I had forged or fabricated a letter, as addressed by you to me, and that I had been induced to make to you dishonorable acknowledgments?

Answer. It was intended to make known the truths in defence of my character.

Question. What was the date of the letter in which you say I made an appeal to your good feelings? Has it already been submitted to the inspection of the court, and is it now a part of the record? If not, be pleased to produce it.

Answer. Its date is the 31st of December, 1823. It has already been submitted to the court, and is now a part of the record.

Question. You have stated, in a previous part of your testimony, that your letter of the 14th of August, 1823, was conditioned to me as the price of an apology which you required that I should make to you; what motive induced you to give it to me in the first instance? Did any conditions accompany it then, or was it given freely and voluntarily?

Answer. It was given freely, and without any conditions, because I had given similar ones to others, and because I wished to prevent any cause of complaint on the part of Lieutenant Kennon.

Question. Did I not tell you, when I went to see you in consequence of your reply to my letter of the 16th of August, 1823, that I referred to a letter you had given to Lieutenant Rose?

Answer. You referred to the order of Lieutenant Rose to return home.

Question. Did you not then offer to give me such a letter as you had given to Lieutenant Rose, if I desired it, as a proof of your friendly disposition towards me, and that I was mistaken in supposing you otherwise?

Answer. I told you that if you had asked me, as *Lieutenant Rose had done*, for a letter to the Secretary of the Navy, I would have given you one.

Question. Did I not reply to you, (after thanking you for your offer,) that, to obtain a letter of approbation from you, was not my object; that I simply wished to know whether I was to consider the omission to do so on your part as an expression (or implied expression) of your disapprobation, and that your assurance to the contrary satisfied me of my mistake, through which I had done you an act of injustice, which I regretted?

Answer. There was a good deal of conversation between us upon that subject, but I do not recollect that any expressions were used on the part of Lieutenant Kennon which would bear that construction. After this conversation we shook hands and parted.

Question. Did you not tell me that the circumstances of Lieutenant Rose's letter differing from my orders were well calculated to mislead me, and, if our situations had been reversed, you would have required an explanation?

Answer. I have no recollection of any such remark.

Question. Am I to understand that you considered the offence I have committed in my letter of the 16th of August last such a one as that you, as my commander, meant to exact a degrading apology of me for having committed it?

Answer. I consider it no degradation for any man to make an atonement for an injustice he has done.

Question. Was any one present when I had the conversation with you, at which I made you the apology you have spoken of?

Answer. Mr. Wilson was writing in the adjoining state room; whether he heard it or not I cannot say.

Question. Will you state to this court *when, where, in what manner, and on what occasion*, I have ever recalled an apology which I had made to you?

Answer. Only in that part of your publication in the Herald of the 10th of November, commencing with the words, "I am about to close this communication," and ending with the words, "I now recall it."

Question. When we parted at Key West, about the 17th of August last, did you not consider that every previous misunderstanding between us had been settled to our mutual and entire satisfaction?

Answer. It was settled to my satisfaction.

Question. You have stated in your testimony that you would have deserved to lose your epaulets if you had (as the Herald represented, under the date of September 8,) submitted the *'Segunda Galligo* to the decision of a foreign Power. Did you not, prior to the capture of the *Segunda Galligo*, send certain prisoners, captured by Lieutenant Watson, in a piratical schooner to Cuba, to General Vives, to be tried for piracy?

Answer. I did; they were taken within the jurisdiction of Spain, and therefore I sent them to Governor Vives; I did so, also, in conformity to the orders I had received from Government.

The cross-examination of the witness, Captain Porter, being concluded, the court adjourned to meet again to-morrow morning, at half-past nine o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,

THURSDAY, February 12, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday.

Lieutenant Kennon appeared, and Mr. SAMUEL HAMBLETON, a purser in the navy of the United States, being introduced and lawfully sworn, was examined as follows, on the part of the prosecution:



Question by the Judge Advocate. Were you the bearer of a message from Commodore Porter to Lieutenant Beverly Kennon, subsequent to the arrest of the latter officer? If yea, be pleased to state to the court what that message was.

Answer. I saw Commodore Porter on the 1st day of January; he told me he had received a letter from Lieut. Kennon, (which he then held in his hand) that it was of a courteous nature, and he thought that, by the interposition of a mutual friend, an adjustment of the differences between Lieutenant Kennon and himself might be effected. I expressed my satisfaction at this, and the pleasure it would afford me to see a reconciliation brought about between persons for whom I had so much respect and esteem; and I moreover stated to Commodore Porter, in confirmation of his impressions, that I had had a conversation with Lieutenant Kennon on the subject, in which he had expressed himself in terms of respect and good-will towards Commodore Porter, and in which he had stated to me, that in the publication which drew forth the remarks in the "Georgian," he had no intention to injure Commodore Porter. Commodore Porter then observed, that if Lieutenant Kennon would give him such a statement, in writing, he would, with pleasure, withdraw the charges; I immediately went to Lieutenant Kennon, and stated the substance of that proposition, (not as coming from Commodore Porter, but from myself) I, however, gave him distinctly to understand, that, in the event of his assent to such an arrangement, I had no doubt of the acquiescence of Commodore Porter. Lieutenant Kennon observed, that he had already given what was required of him, in his publication of the 10th November, and that he could do no more. I read him that paragraph in his publication of the above date, beginning with the words, "the whole object," and ending with the words, "with which it is offered," and asked him why he could not state those sentiments in writing? He replied, "I will not say any thing but what I have said in the newspapers;" thereby refusing the proposal I had made to him; I then changed the subject, and soon after retired; Lieutenant Kennon followed me into the street, and we conversed upon the subject some length of time; during the conversation he asked me distinctly if I had any proposition to make from Commodore Porter to him. He observed, also, that if Commodore Porter had any proposition to make to him, it ought to be in writing. Mr. Kennon did not seem at all convinced by my arguments, as to the propriety of acceding to the proposition I had made to him. I returned to Commodore Porter, and repeated the substance of the foregoing conversation, and when I mentioned his proposition about a written proposal, he said he had no objection at all to make one. I took a piece of paper, and he dictated to me a proposition, which I afterwards took to Mr. Kennon; on handing it to Mr. Kennon, I remarked to him, that I had a written proposition to make to him on the part of Commodore Porter; he took it to the sideboard, and read it by candle light, and merely remarked, in reply, I answer as I did before. I remained a few minutes, and finding that Lieutenant Kennon did not seem disposed to talk upon the subject, withdrew; he followed me to the door, and I observed to him, he could keep the paper and reflect on it. I do not recollect any thing more on that subject. I returned to Commodore Porter, and informed him I had failed in effecting a settlement.

Question. What was the manner of Captain Porter, in the conversation you held with him; was it not indicative of a disposition to extend every liberal allowance to Lieutenant Kennon; and did he manifest the least disposition to exact from Lieutenant Kennon terms at all calculated to degrade him, or even more than Lieutenant Kennon had expressed to you, verbally?

Answer. His manner was, I thought, extremely correct and liberal; he expressed himself very sorry to detain Lieutenant Kennon from his destination; he did not manifest the least disposition to exact terms calculated to degrade Lieutenant Kennon; he appeared to me to be sincerely desirous of effecting a compromise; and he did not exact more in writing than Lieutenant Kennon had expressed to me verbally.

*Cross-examination of Mr. Hambleton on the part of the accused.*

Question by accused. In the conversation I had with you before you handed me Commodore Porter's written proposition, did you not tell me you had no written authority from Commodore Porter to make any proposals to me whatever?

Answer. When Lieutenant Kennon asked me whether he was to *understand* me as having any proposal from Commodore Porter, I told him he was *not* to *understand* me as having any proposal from Commodore Porter: he was to understand what I proposed as coming from myself.

Question. Did you not say that I must consider you as a friend, voluntarily offering your services between two men for whom you felt equal friendship? Did I not say to you that I had been reluctantly drawn into the quarrel; but that, as Commodore Porter had charged me with malice, falsehood, and baseness, my honor and character required that my conduct should be legally and strictly investigated, in order that no doubt might remain hereafter of my guilt or innocence; for I presumed Captain Porter would not retract what he had alleged against me?

Answer. That is the substance of what you said. I remember that I said in my argument, in reply, that, if Commodore Porter withdrew the charges, all things would fall to the ground; and that he would, thereby, virtually retract what he had alleged against you.

Question. Prior to the proposition you made me from Commodore Porter, did you not tell me that you had gone on board the John Adams, and attempted to act as a mediator between us, but that you found him so incensed against me that he would listen to nothing you could say on the subject?

Answer. I mentioned to Lieutenant Kennon, on the 29th December, the conversation respecting the certificate of P. Wilson, which had been sent on shore; that I had suggested to Commodore Porter, that before he sent it on shore, he had better permit me to see Mr. Kennon; probably there might be some misunderstanding, and that the affair might be settled without the necessity of sending it on shore; that the commodore refused to accede to my proposal, and that he appeared to be very angry. This was drawn from me by repeated questions from Mr. Kennon.

Question. Did I not express my surprise that Commodore Porter should continue to be hostile to me, when the editor of the Herald had publicly avowed himself to be the author of the offensive paragraph in his paper which Commodore Porter had ascribed to me, and in which I had also publicly declared I had no agency whatever?

Answer. Yes, sir.

Question. Did not Commodore Porter express his surprise to you, that P. Wilson's certificate had not been published, as it had been sent from Washington to the Herald office, for publication, and that time enough had elapsed for it to have appeared? and did he not then request you to take a copy of it, and show it to the officers of the John Adams, and to the other officers on this station? and did you not say to me, that the reason you had undertaken to do so was, that you found him resolved to have it circulated, and that you thought you could do it in a manner less injurious to me than a less interested person, or something to that effect?

Answer. Yes, that is substantially correct.

Question. Did you ever show the certificate of P. Wilson to the officers of the Congress?

Answer. Yes, sir.

Question. Did Commodore Porter desire you to furnish me with a copy of it before you put it in circulation, or in any other manner to apprise me of it?

Answer. No, sir.

Question. Did not Commodore Porter lead you to believe that the letter I published in the Herald of the 15th of December, as a testimonial from him to me, had been fabricated by me, and that what I had published under that date was false, and that I had attempted an imposition on the public?

Answer. He stated to me that he never had written Mr. Kennon such a letter as that.

Question. Did Commodore Porter say he would retract what he had alleged against me, or in any other manner do me justice for the injury he had done me; or did you merely infer it from his offer to withdraw the charges?

Answer. He merely said he would withdraw his charges.

Question. Had not Commodore Porter, before he made any proposition to me, through you, for an adjustment of the misunderstanding between us, been apprized by the honorable Secretary of the Navy, that he would be detained until my trial was over?

Answer. I do not know.

Question. Are you certain that I replied to you, after reading Commodore Porter's written proposition, which you handed me, "I answer as I did before;" or did I say to you, "I will answer in the same way?" (meaning in writing.)

Answer. I understood you distinctly to say, "I answer as I did before." [Here witness referred to a memorandum made the day after the above conversation, and stated that Lieutenant Kennon's answer was, "I reply as I did before."]

Question. Did you not remark to me, after reading my publication of the 10th of November, that you thought what I had there said about Commodore Porter was sufficient to satisfy any one?

Answer. I don't recollect that I did, sir; I don't believe that I did.

The accused offering no further question to the witness, the Judge Advocate stated that he should examine no more witnesses on the part of the prosecution.

Mr. JOHN MYERS, of Norfolk, was then introduced, and, being lawfully sworn, was examined as follows, by the accused.

Question. Did you pick up the paper I now hand you on board the steamboat Potomac? If so, be pleased to state the time and circumstances.

Answer. I did, sir, on Monday, 29th of December. I found it lying publicly in the cabin. Mr. Kennon accidentally at that moment came on board. I drew his attention to it. From a delicate impulse he hesitated to look at it. He then read it, and withdrew, without making any comment on it.

The witness, Mr. John Myers, withdrew; and Lieutenant Kennon stated to the court that several of his witnesses were absent, but that he expected them up before to-morrow, the court thereupon adjourned, to meet again to-morrow morning, at ten o'clock.

UNITED STATES' NAVY YARD, GOSPORT, VIRGINIA,

FRIDAY, February 13, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday.

Lieutenant Kennon appeared; and, at his request, Mr. HAMBLETON, the witness examined yesterday, was again introduced.

Question by accused. Did not Captain Porter, in his conversation with you, admit that he was the author of the publication in the "Georgian," containing strictures on me?

Answer. No, sir.

The witness here requested, that the question propounded to him yesterday by the accused, (namely: "Did you not remark, after reading my publication of the 10th of November, that you thought what I had there said about Commodore Porter was sufficient to satisfy any one?") might be again read to him; and, the same being read, he remarked: "I misunderstood that question yesterday, and conceived it to have referred to the whole piece of the 10th of November. I observed, on hearing the paragraph of that publication read which begins with the words "the whole object," &c., and ending with the words "with which it is offered," and which has been already quoted, that I conceived the expressions in that paragraph sufficient to satisfy Commodore Porter, and asked him why he could not say it again in writing, as proposed to him. (Mr. Hambleton withdrew.)

The accused here stated that he declined examining the witnesses referred to on yesterday before adjournment, and would conclude his examination in the case with one question to the President and three members of the court.

And Captain WILLIAM BAINBRIDGE, of the navy of the United States, being sworn, the following question was propounded to him by the counsel for the accused:

Question. Has Lieutenant Kennon served with you? Is he well known to you? If he is, will you please to state, sir, what is his character as an officer and a man?

Answer. Lieutenant Kennon has served under my command. I believe I know him well. His character, as an officer and a gentleman, during that period, was, in all respects, as far as came to my knowledge, perfectly correct. He merited my full approbation in his private and official character.

Captain William Bainbridge then resumed his seat as President of the court.

And Captain LEWIS WARRINGTON, of the United States' navy, being sworn, the question just answered by the President was propounded to him.

Answer. We have served long together; he has uniformly acquired and preserved the good-will and esteem of his companions and superiors, as far as my knowledge goes. His character is that of an officer and a gentleman.

Captain Warrington then resumed his seat, and Captain CHARLES G. RIDGELY, of the United States' navy, was sworn, and the question just answered by Captains Bainbridge and Warrington was propounded to him.

Answer. It gives me real satisfaction to testify to the character of Lieutenant Kennon. I have known him for several years, part of that time under my immediate command, and have always had the most exalted opinion of him as an officer, seaman, and gentleman. I believe there is no officer in the navy of Lieutenant Kennon's rank who is more generally esteemed and admired.

Captain Ridgely then resumed his seat, and Captain ELLIOTT being sworn, the following question was propounded to him by the counsel for Lieutenant Kennon:

Question. Will you be pleased to state, sir, if you know Lieutenant Kennon; what is his character as an officer and a man?

Answer. I have known Lieutenant Kennon since 1809, both publicly and privately. His character and conduct have always been that of the accomplished officer, the unassuming, modest, and respectable man; and, of all the officers in the navy, he is the last upon whom I should place my hand to arraign before a court on any charge.

Captain Elliott then resumed his seat, and the examination of witnesses being closed, as well for the prosecution as for the defence, Lieutenant Kennon stated to the court that the interrogatories and cross-interrogatories forwarded to Savannah had not yet been returned, and prayed that he might be allowed until Tuesday for their arrival; to which the court assented, and thereupon adjourned till to-morrow at twelve o'clock.

U. S. NAVY YARD, GOSPORT, VIRGINIA,

SATURDAY, February 14, A. D. 1824.

The court met, pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon appeared, and the court adjourned till Monday at twelve o'clock.

U. S. NAVY YARD, GOSPORT, VIRGINIA,

MONDAY, February 16, A. D. 1824.

The court met, pursuant to adjournment: members present, as on Saturday. The Judge Advocate proceeded to read over the proceedings of the court, which being done, the court adjourned to meet again to-morrow at ten o'clock, A. M.

U. S. NAVY YARD, GOSPORT, VIRGINIA,

TUESDAY, February 17, A. D. 1824.

The court met, pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon appeared, and prayed of the court, that, as the answers to the interrogatories and cross-interrogatories forwarded to Savannah had not yet been returned, and as he deemed the answers to them of material importance to his cause, they would allow time for their arrival. And the court agreed to adjourn till to-morrow at twelve o'clock, when, if the answers to the said interrogatories shall have arrived, they will hear the defence of the accused at that hour; and the court decide, further, that if the answers do not arrive on or before Friday next, they cannot extend a further indulgence to the accused than twelve o'clock on that day.

Whereupon the court adjourned to meet again to-morrow at ten o'clock.



U. S. NAVY YARD, GOSPORT, VA.  
WEDNESDAY, February 18, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon appeared, and the interrogatories from Savannah having arrived, the same were read by the Judge Advocate,\* and the counsel for the accused prayed indulgence until to-morrow to make his defence, which being granted, the court adjourned until to-morrow morning at ten o'clock.

U. S. NAVY YARD, GOSPORT, VA.  
THURSDAY, February 19, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday. Lieutenant Kennon appeared, and being asked whether he was ready to proceed in his defence, answered that he was; thereupon the defence was read by his counsel, and the same referred to the appendix.

The audience was then directed to withdraw, and the court proceeded to deliberate.

The court adjourned until to-morrow morning at half-past nine o'clock.

U. S. NAVY YARD, GOSPORT, VA.  
FRIDAY, February 20, A. D. 1824.

The court met pursuant to adjournment: members present, as on yesterday.

The court, before pronouncing sentence, came to the following resolution as to the defence read on yesterday to the court:

That the reviewing power may have a full exhibit of all their proceedings, the court have admitted the defence of the accused, though containing much objectionable matter, to be placed upon their record.

Yet they feel it a duty to themselves, as a court-martial, and to the subordination of the navy, to express their disapprobation of those parts of the defence, where the accused labors to point out to the court the discipline of the navy as it is, and as it should be, and particularly of those passages commencing with the words "are the younger officers," and ending with the words "the heroism which they record;" commencing "if such be its meaning" and ending with the words "this new regulation of naval discipline;" the passage commencing with the words, "in my person," and ending with the words, "I will not betray it by my fears;" commencing with the words "it is not to be concealed, sirs," and ending with the words, "that it does exist." The court cannot, by its silence, give sanction to sentiments which, though clothed in the mantle of a defence, are calculated to diffuse principles of insubordination in the navy.

The court also consider it their duty to express their disapprobation of the unprecedented attempt of the accused, to influence their judgment and control their decision, by pointing out what that decision shall be.

The record of the proceedings having been read, and the defence of the accused heard, the court proceeded to deliberate on the evidence adduced, as well in behalf of the prosecution as of the defence; and having duly and maturely considered the same, do find that the specifications in support of the charge exhibited against the accused are not proved; and they, therefore, adjudge that the accused is fully acquitted of the charge and the specifications thereof alleged against him.

WM. BAINBRIDGE, *President*.  
T. MACDONOUGH,  
L. WARRINGTON,  
CH. G. RIDGELY,  
S. D. HENLEY,  
J. D. ELLIOT,  
GEOR. C. READ,  
JOHN GALLAGHER.

NAVY DEPARTMENT, March 15, 1824.

The sentence of the court is approved:

SAMUEL L. SOUTHARD.

#### LIEUTENANT KENNON'S DEFENCE.

*Mr. President and Gentlemen of the Court:*

I stand before you to-day in a situation which I have never before occupied, and which I had never contemplated as possible; I am here a prisoner, under reproach and ignominy.

Before this tribunal, on which I see whatever can inspire awe by its dignity, reverence by its worth, admiration by its prowess; in this presence of veteran service, approved valor, and lofty chivalry, do I come to-day to sustain my disputed claims to the character of an officer and a gentleman; for the charges I am to answer put no less in issue. If the title of them be true, the sentence emanating from such a court should and must doom me to eternal infamy.

These charges, too, derive imposing credit from the character of my accuser. His high rank, his long and meritorious service, the important agency he has had in regulating the concerns of the navy, justly give to accusations sanctioned by his authority the probability of guilt. But he has yet higher claims to confidence from a country whose literature his pen has extended and adorned, while he has illustrated its naval merit by his arms. I cannot but own that you have every probability of my guilt which these considerations can afford.

Before such a court, on such charges, so vouched and so supported, am I, an humble lieutenant, come to speak to-day. Patronage and rank, and high proofs of public trust and naval prowess, or literary renown, I have none to sustain me; and, if I had, though I have experienced how much they add to the power of oppression, I would disdain to use them. In this trying hour, I present myself before you, awed, not terrified, apprized of all the obstacles I have to surmount, but appalled neither by their number nor their magnitude; aware that on your sentence hangs whatever I hold valuable in life—my occupation, my personal honor, and all the aspirations to professional elevation and renown which, humble as I am, I have dared from my boyhood to cherish—yet willing to hazard all: for I am sustained by conscious rectitude, and upborne by that honest indignation which a sense of unprovoked, multiplied, and varied persecution will always inspire. Creatures the most abject and timid become brave from necessity. The vilest worm turns on the foot which crushes him. In his last extremity, the timid deer stands at bay, bids defiance to the huntsman, and sometimes rends him. I should be more timid than the deer, viler than the worm, if the wrongs I shall portray to you to-day had not afforded me their courage.

If, at any moment, the unbidden thought has come, that the rank, renown, and influence of my accuser, which have enabled him thus far to pursue me, might follow me even here and crush me, I have repelled the doubt as not less dishonorable to me than disrespectful to you, and disgraceful to my country. No! I cannot, will not, believe that here I have any thing to fear but from my own demerits. In this august tribunal, armed with whatever law can confer of authority, and graced with all the impartiality that honor can bestow—before whose high decree all rank is humbled, and all naval pre-eminence stands subdued—under whose tutelary guardianship repose the interest of the navy, the character of its officers, and the glory of our country, connected with them—before such a tribunal I will never believe that the humblest individual in the service can, if innocent, be borne down by any influence under heaven. Here, at least, no distinction will be recognised between me and my accuser, but such as justice creates, and conscience sanctions. Whatever may be the event of this prosecution, it

\*See question to Judge Advocate, endorsed on a postscript to the manuscript, the publication in the Savannah "Georgian."

cannot be imputed to me that I have employed any technicalities in my defence, or even claimed the benefit of known and acknowledged restrictions, imposed by justice and laws to limit the range of the accusations or the proof.

By the 38th article of the regulations of the navy, intended to enforce the principle of justice just alluded to, it is provided, "That the person desiring the court [martial] shall take care that the person accused shall be furnished with a true copy of the charges, with the specifications at the time he was put under arrest; nor shall any other charge or charges than those so exhibited be urged against the person to be tried," &c.

This provision of this law was entirely disregarded on my arrest. Had I claimed its benefit, or even confined the prosecutor to the first charges with which he furnished me after my arrest, this court would never have met, or its inquiries would have been limited to one and the weakest of the accusations on which I am now tried. But, though fully apprized of the security it afforded me, in my letter to Captain Porter, two days after my arrest, I distinctly waived its provision; courted the most free and rigorous investigation of my conduct; gave him unlimited license to amplify his charges, at his own pleasure, on the sole condition that he should grant me a speedy trial, and not withhold from me, by departing on his cruise, the benefit of *his own* testimony to repel *his own* accusations. Recently, indeed, and only a few days before the trial commenced, Captain Porter, in his letter to me, stated, as you have seen, "that the result of this trial is a matter of perfect indifference to him," and he has attempted to support this appearance of indifference by withdrawing his presence from the court. The motives and policy of that declaration it shall be my care to detect, and I trust to frustrate, when I come to exhibit the changing phases of this prosecution; and I will then prove, so that incredulity itself shall not doubt, that, to the active hostility and proud contumely with which this prosecution commenced, this fit of cool "indifference" did not immediately succeed; that, in the intermediate stages, many schemes employed to entrap or to intimidate me had utterly failed; that the prosecution, instead of carrying certain and utter ruin to me alone, was likely to affect his own interest, perhaps to disturb his tranquillity, possibly to menace his security. That he is somewhat more than indifferent now, I do not doubt. It behoves me, at this time, to notice this remark, only as it may detract from the purifying virtues of your acquittal, should it be my fortune to obtain it. Malevolence might insinuate that I owed my security to *his* forbearance, and that my reputation is held, not by the honorable service of a knight, under your undoubted supremacy, but by the vassal tenure of *his indifference*. To me it is important that nothing shall be left for misconception or misrepresentation.

What, then, are the pretensions of my prosecutor to indifference? What his proofs of forbearance? He has not, indeed, appeared upon the stage, placed himself openly by the side of your Judge Advocate, and personally propounded to the witnesses the interrogatories which were to extract the materials of my condemnation. But is it not known to you, and to all who have attended to the progress of this trial, that he is the spring, though concealed, by which this whole machinery has been moved, by which the prosecution had its first impulse, has been since sustained, and yet continues its motions? Day after day, hour after hour, during all the examination of the witnesses for the prosecution, have you not seen despatch after despatch come from Captain Porter, loaded with interrogatories to each witness?

How many of these interrogatories have been suppressed as indecorous or irrelevant, or applicable to matters you are not at liberty (even with my consent) to inquire into, is known only to the Judge Advocate himself. But what deliberate preparation has been wanted, what industry withheld, what inquiry omitted, what means unassayed, what source of information left untried, to establish his accusation? Nothing has occurred to show indifference, unless, indeed, his personal absence (which could detract nothing from the effect of his interrogatories, though it might materially improve the *skill of their preparation*) be proof of indifference and forbearance.

It is within my recollection, too, that he proposed to me, during the trial, to admit certain papers and letters as evidence, though all of them referred to matters occurring long before the offences now imputed to me, and none are embraced by the prosecution, though that proposal wholly suppressed a transaction which I now verily believe would have disclosed the secret source of his ill-will towards me; though some of them related to a matter which, by deliberately abandoning ever since my arrest, (as you may see by comparing the charges sent to me on the day of December with those now preferred,) he prevented me from being prepared to repel, by the proofs which he knew it was in my power to obtain; though, while he proposed to offer my letters to support a charge, he withheld one, and the most material one, to explain the transaction to which the others alluded; yet, to this strange and unreasonable proposal, you will do me the justice to remember I did not hesitate one moment in acceding. Nay, more, I freely consented to impose no limits to his accusations; to place in his hands the volume of my life, private and professional; to allow him to point out any blot, and criticise every error he could detect in it, and to consider me now on trial for all the transactions which it recorded. I was content to trust my vindication to the unprepared and natural explanations which the incidents themselves might furnish. This consent could have been inspired only by conscious rectitude or egregious folly; for what folly could be greater, in one conscious of guilt, than thus wantonly to throw aside the impenetrable shield the law had raised for his protection, and to offer himself unarmed, naked, defenceless, to the weapon of an adversary, from whom he has hitherto experienced no proof of signal forbearance or extraordinary moderation?

If I have thus refused to conceal from your scrutiny transactions which I was at liberty to withhold from all inspection, may I not indulge the belief that I come before you this day with some slight claims upon your confidence, at least in my frankness, if not in my innocence? Having thus given to my adversary all vantage of field and sky, with tempered weapons and mailed panoply to boot, I enter the lists on no gay errand of courtly tilt or knightly tournament, but in deadly gage, to do battle for my honor, without shield or helmet; with no weapon but truth I enter these fatal lists, from which both of us may not pass unharmed; and never, in the days gone by, did knight more devoutly say than I do now, God defend the right. The prosecution imputes to me falsehood, malice, base acts of defamation. It insinuates, in terms not to be misunderstood, that I had palmed upon the world as true a fabricated and counterfeit testimonial, in my own commendation. I have asked your confidence; I will not abuse it. If these charges be true, I will spare you the pain of deliberating on my punishment. Lost though I must then be to every generous and manly sentiment which should characterize an officer, I shall yet have virtue enough to applaud the justice of the sentence which dooms me to eternal separation from the navy. I own, too, your thanks will be merited by the officers who, in procuring my condemnation, shall have protected the service from the uproar of my offences and the contamination of my example.

But, should I satisfactorily refute every accusation; should it be proved, by the concurring testimony of my superiors and my equals, that, as an officer and a man, my conduct had never before merited nor received reproach; should it be shown that, without the slightest real provocation, and on the most futile pretexts, my character was cruelly assailed in a mode of all others most indecorous and offensive; should it become apparent that the author of this injury, when apprized of my entire innocence, aggravated the original wrong by a lofty and contumelious spirit, which deemed me too low for atonement, too insignificant for redress; should I be able to satisfy you that even the temperate and moderate means of self-vindication which I adopted were, by this same haughtiness, converted into crimes; and that, abusing the power which his rank gave him over me, and selecting the most critical moment of my professional career, he has attempted to crush and to ruin me under the form of this prosecution—should all this be shown, I will not allow myself to doubt but that this court of conscience and honor will give me back to the navy untarnished by this prosecution, and afford me that redress, by a censure on my prosecutor, which the naval usage and law award as an atonement for unmerited prosecution.

First, then, let me ask, what judgment my accuser himself has formed of the charges he has preferred against me? In his letter of the 14th January, (written long after his charges had been delivered, and after the abortive attempt through Mr. Hambleton to degrade me by unworthy concessions) he says, "the only object I had in view in arresting you has been effected, that of stopping offensive publications, which I was forbidden to answer. The result of the trial is a matter of perfect indifference to me." Here, then, it is avowed that my arrest and prosecution were determined on, not to punish me for past offences, but to prevent anticipated transgressions. And this is not all; he distinctly acknowledges that this prosecution, productive of so much personal inconvenience to the court, as well as



myself, and so much expense to the nation—this prosecution which has detained a squadron for two months inactive in port, and left the trade it was intended to protect defenceless and unguarded—has been instituted from no sense of public duty, no regard to the public good, but for considerations altogether personal; and these personal considerations are themselves so unimportant, that the result of the trial is “a matter of perfect indifference to him.”

If Captain Porter's judgment has been so led astray by his feelings, as not to perceive how unwise and injurious to himself this declaration is, I ought not to be surprised that he imagined the arrest of an officer “on the eve of departure” on a three years' cruise in the Pacific, and his detention in this country, was the wisest plan to prevent abusive publications by him in the American newspapers. In the Pacific there are no presses, if I should have had time and disposition to employ them.

On examining the charges, you will perceive that the guilt imputed to me consists, not so much in the acts said to have been committed, as in the motives with which they were performed. The falsehood, the malice, the baseness of my intentions, rather than my measures themselves, seem to have excited the resentment of my accuser; and these terms have been liberally applied to give point and character to each accusation. To these matters, then, your attention will chiefly be drawn, because these imputations are common to all the charges, and in these alone am I solicitous to acquit myself. The acts themselves shall not escape observation and comment. To determine on the motives by which I was influenced, in the acts imputed to me, the court must inform itself of the circumstances under which they were performed. And the most correct mode of doing this, will be to trace back the transactions; to place themselves in imagination (God forbid they should be so in reality) in a similar situation; and to decide on the baseness, the malice, or the probity of my motives, by the opinion they will form of the feelings which these circumstances ought to have inspired. An historical statement of the transactions which led to this trial (with such comments as each may suggest) will, therefore, form the proper prelude to the detailed answers which I propose to give to each charge and specification. But it will require me to notice them in the order of time, and not in the arrangement in this prosecution.

On the 9th of October last was published in Savannah an anonymous libel, in which I was traduced by name, and every reproach heaped on me which was likely to wound my feelings, or to ruin my fame. Nothing was held sacred. Neither my private deportment, my personal temper, nor my professional conduct escaped. Ignorance, vanity, a disposition mischievous and suspicious, ungovernable temper, malice, and falsehood, were distinctly imputed to me. In my professional life, I was charged with insult to the flag of a foreign nation, cruelty to prisoners, breach of positive orders, and repeated acts of insubordination. For one of those acts of insubordination I was openly menaced with a prosecution. As to another, it was said I had escaped punishment only by a disgraceful apology. Every means were used to give point to the sting, and virulence to the wound it was intended to inflict. To render it irremediable, a public newspaper was the vehicle by which it was conveyed, and my name, tainted with infamy, came first to the ear of thousands whose eyes will never witness the tardy but certain antidote which I do not despair yet to obtain.

That libel is upon your records; and I must respectfully ask your patient inspection of it, as the limits of my defence do not allow that minute criticism on it which my feelings prompt me to bestow. To say nothing, then, of its general tone of haughty superiority, of arrogant dictation, of confident reproach; passing over its cutting irony, its bitter sarcasm, the mortifying insinuations, which those only can properly appreciate who have been victims of similar outrages; omitting the marked character of angry and revengeful passions which it bears—I ask leave to cite some particular passages for the special attention of the court.

“Some statements have gone the rounds of the papers, relative to the detention, and subsequent discharge, of the Spanish schooner *Segunda Galliego*; to one of which, Lieutenant Commandant Kennon, of the United States' navy, has given the sanction of his name; and to which is appended a paragraph *devoid of truth*, and insinuations calculated to produce in the minds of others impressions highly prejudicial to the conduct and character of General Vives, and to the independent judgment and decision of the commander of the American naval forces in the West Indies and Gulf of Mexico.” “The motives of Lieutenant Kennon, in giving publicity to his statement, the writer of these remarks believes he is acquainted with. *Mischief*, however *weak*, may sometimes sting; but he trusts that, in this, (and this is not the first instance,) it has failed of its object.” “Indeed, it is known to the writer of this, that, notwithstanding the reasons assigned by Lieutenant Kennon for the detention of the *Segunda Galliego*, (and he sought for all he could find,) he only ventured to express his hope to his commanding officer that his conduct, in detaining her for ‘further examination,’ might be approved; and it was not till after he had perused the letter of the commander of the squadron to the captain general, that he ventured an opinion that our courts might condemn her.” “If his object was merely to make known to the world that a Spanish merchant schooner, mounting one gun, and having on board thirty-two men, was, after an exchange of four shots, taken possession of by two American schooners mounting, between them, six guns, and having sixty-four men on board, and hoped thereby to build himself a reputation, I cannot but lament the *futility* of such hopes; for I will venture to assert that no officer or man of the squadron felt disposed to attach any merit to the transaction; and if his object was to injure the character of others, I trust to prove that it has been equally abortive.”

“This is the third time Lieutenant Commandant Kennon has attempted to do injustice to the motives of his commanding officer; the first time wilfully, attended by a violation of discipline, for which he has made no adequate atonement; the second time, the writer of this is willing to believe, through ignorance and natural suspicions, and jealousy of disposition, over which he unfortunately has no control, and from which an apology was reluctantly wrung from him after he had been well convinced of his injustice. Lieutenant Commandant Kennon escaped twice; but since he comes forward the third time to vilify publicly the character of others, it is proper to call on him to justify his own conduct and character. Now let it be asked what right had he to insult and disgrace the flag of Spain by causing it to be struck? And what right had he to prejudice and punish these men, by putting them in iron?”

“Thirdly, that she had \$90,000 in specie on board; although it might have been a very tempting circumstance to Lieutenant Commandant Kennon, it was nothing remarkable.

“Lieutenant Commandant Kennon may screen himself under the particular phraseology, and say he is not answerable for the closing paragraph of his communication. Every one will consider him so, for it has the sanction of his name; and if it contained, as it does, rank falsehoods, it was his duty, as an honest man, to contradict them immediately.

“Had Lieutenant Commandant Kennon remained silent, as prudence should have dictated, this communication would never have gone before the public, and he might have escaped, as he did before; but whether he was induced by vanity or malice to make his statement, he has no one but himself to blame for any pain or unpleasant feelings which these remarks may give rise to.”

The newspaper found me about the 19th of October, in Norfolk, reposing, after the fatigues and privations of my service against the pirates; reposing, as I had fondly hoped, in the esteem and confidence of the society in which I moved, and which I was unconscious of having forfeited by any act unworthy of my profession. Had it not roused me from my repose, I must have been more or less than man.

Forget if you can, sirs, that this cruel attack emanated from the accuser, who now, by the most unheard-of perversion of law and feeling, hopes to punish, by your sentence, him whom he had attempted to destroy by his libel; forget that the author of this anonymous invective against the character and honor of an officer was himself an officer, high in rank and public confidence, whose example was, therefore, more influential, and should have been more circumspect; forget, too, for the present, that to the ordinary claims which I had on him for forbearance was superadded the hitherto sacred title of recent service under his immediate command; above all, forget that the hand that performed this torturing anatomy of my character, but a few short weeks before, at the last moment in which we held either personal or professional intercourse, had been extended in kindness towards me, and had been but shortly before employed in editing a testimonial expressive of his professional confidence and personal esteem; forget all this, for it is calculated to disturb the serenity of your judgment, and feeling may award that acquittal, which I wish to owe only to your coolest deliberation. Too soon shall I be compelled again to present this matter to your notice, when, after vindicating myself, I shall turn on my pursuer.

Judge, then, sirs, of this libel, without any of these aggravations, and as though its author was yet unknown. What feelings should it have inspired? What course should I have pursued? Should I have acquiesced under this harsh discipline, and kissed the rod of my unprovoked chastisement? Ought I to have summoned to my aid the lessons of stoicism, which teach an indifference they cannot communicate? or sought in the pure fountain of Christian truth the blessed waters which purify our fallen nature of all its passions and its resentments? I own to you, even while I extol its virtues, I did not wish to lave my lacerated body in the healing stream. Tried by the precepts of religion, I am self-condemned, though not reformed. Grant, however, I had acquiesced, as tamely as stoicism or religion would have recommended. Had I done nothing towards either vindication or redress, what would, what ought, the world to have inferred? Could any conclusions have been drawn, but that conscious turpitude had closed my lips, and blanched the purple current of my heart? Imagine, sirs, I had thus, by my silence, sealed my own dishonor; imagine that among the many youthful, and generous, and gallant spirits, yet destined, I hope, to give new lustre to our naval renown, and again to bear our star-spangled banner triumphant over every lake and every ocean, (destined to do so, if their towering spirits be not debased into servility); imagine, sirs, one of these, who felt my communion and opprobrium on the service had brought me to a court-martial for the very baseness of that silence itself; imagine, sirs, you are now assembled to pronounce upon that charge: I appeal to your conscious manhood, your generous pride. I ask of these, by whom should be most prized that high tone of feeling, which themselves have so much contributed to create and adorn, what would be your sentence? And if, on such a charge, your generous indignation, disdaining all intercourse with one so vile and base, would have cashiered me with ignominy, will you impute to me as a crime that I did not maintain the indifference for which you would have punished me? I did not acquiesce. I took measures to assert my fame. I applied to the editor of the newspaper for the author of the libel. To suspend public opinion, and to give my calumniator himself the opportunity of correcting the wrongs his injustice had done me, I published in the Norfolk Herald a piece in the following words:

*To the Public.*

"It was my intention to have replied, in this paper, to an anonymous publication which appeared a few days since against me in the Savannah Georgian; but circumstances have determined me to defer it, to give the author an opportunity of recanting, on seeing the observations made on the subject in the Herald of Monday last."

This publication, aggravated as my feelings now are by subsequent wrongs, I now reprehend for too much moderation; but no one will condemn it for too much violence.

Justification for this attack on my feelings and reputation the court will perceive there was none, literally none. For, by that fatality which has constrained my accuser to refute, by his own evidence, his own accusations, this very prosecution proves the wanton injustice of this libel, and takes from it all apology. I am charged in it with numerous and shocking personal and professional offences *previously* committed. Yet Captain Porter has not ventured to make one of these imputed offences a subject of accusation; but has confined his charges exclusively to matters *subsequent* to the libel, and *produced by the libel itself*.

On my departure from Thompson's Island, about the 15th August, by Captain Porter's own declarations, we separated in entire amity. I say nothing, at this time, of his complimentary note. But by his own declaration on oath before this court, he "sincerely wished to make me his friend;" and I "bore with me his kind wishes at our separation." And, on my part, notwithstanding the deadly malice he ascribes to me, he has not been able to fix on me one unkind expression, one hostile measure, one act or word injurious to him, though he has endeavored to draw them from that confidential intercourse with my family and brother officers, where he must have found them, had I ever entertained such feeling and opinion towards him.

As to the publication in the Herald on the 8th September, which furnishes the subject of the first specification in the second charge, whatever may be its offensive passages, they could afford no justification. I am no way responsible for them; for, not only is there no proof that I authorized the passages complained of, but there is the most distinct, unquestionable, and uncontradicted testimony of the editor, Mr. Broughton, that they were published not only without my consent, but without my knowledge. Even as to the parts admitted by Captain Porter to be innocent, it has been proved that I did not volunteer to publish them, but yielded to the solicitations of the printer for their insertion.

Captain Porter, however, endeavors to derive another imputation against me from this publication. He says, in the first specification of the second charge, that I should have contradicted it. Had the attack in the Herald been ever so gross and direct, what obligation was I under to make his vindication? To defend the reputation of a brother officer from unmerited reproach is an office of generosity and feeling which I hope I shall never be unwilling to perform; but it is of that class of duties the performance of which must be left to spontaneous disposition, and the omission to do so can never be considered the groundwork of a prosecution; and, of all men living, Captain Porter was the last who had a right to expect it from me. For not only has he forfeited all claims on my generosity, by his unmerited libel, but, by a strange inconsistency, at this very trial, has declared himself absolved from all obligations of correcting the injuries that he had done me, even after he was aware of the injustice, on the single ground that *his name* was not signed to the libel, though it was published by his direction.

But even this pretext of complaint is without foundation. For it is distinctly in proof, that, on the morning that *publication* appeared, being about to leave Norfolk for Washington, I sent a message to the printer, pointing out the inaccuracy, and requesting its correction. Neither I nor any one else perceived in it any imputation on Captain Porter; but I perceived it to be an inaccuracy, and wished it to be corrected. And of all this, it is distinctly proved not only by Captain Sinclair, but by Captain Porter himself, he was fully informed long before my arrest. Even in his letter to the editor of the Georgian he acquits me on this head, although he has since made it the subject of a charge against me.

But this publication of the 10th of November is made the foundation of the fourth specification of the second charge, in these words: "and by *falsely* declaring in the Herald that he never made a reluctant apology; and publicly recalling it after he had obtained all the advantages resulting from a reluctant apology made to me."

In this transaction the mingled pride and anger of Captain Porter have obscured his judgment, usually so correct. Now, if this specification were true, how would it support the charge? By what process of logic could the facts that I had falsely denied, that I had made a reluctant apology, or had recalled it after attaining its advantages, support the charge it is intended to sustain? Such conduct might, indeed, prove me to be very base and cowardly, but surely would not support the charge that I had used "base means for defaming his character."

But I wholly deny every matter of this specification. I never did make a *reluctant* apology to Captain Porter, nor have I ever retracted the apology I did make. I did make an apology to Captain Porter, not reluctantly, but spontaneously; from no craven fear of his power; no sycophantic wish for his favor; but the honest conviction that I had misunderstood his motives, and done injustice to his measures. I made it from the sentiment, which I hope no false pride will ever extinguish in my heart, that he who is most ready to atone an unintentional wrong will not be less ready to resist injustice; and I pity any man (if any there be) whose judgment and heart are so vitiated, as to mistake the frank and candid acknowledgments which an honest mind takes pleasure in proffering, for the calculating baseness which seeks safety in ignominy, and purchases security by dishonor. The facts are all before you. Believing that Captain Porter had made a difference between the recommendation in my favor and that given to other officers, I frankly applied to him on the subject, in no temper of insubordination, in no language of rebuke, in no tone of supplication, but in the respectful and candid language which it befits an inferior to use to his superior, when he means to remonstrate.

Do not believe I am an advocate for insubordination. If one expression of that character can be found in my letter, I merit punishment, and will patiently endure it. That I did not take up this impression without apparent foundation, the letter given to Lieutenant Rose will prove. And where may an officer hope to obtain redress, if not from his superior officer, applied to frankly, not disrespectfully, but with deference and confidence in his justice? Captain Porter's reply disclaimed all intention to disparage me, offered to alter my orders if they differed from those



to other officers, with the frankness of an officer pointed out my misconception, and, with the just pride of my superior, mentioned the injustice I had done him. I did what it would have been dishonor in me as a man, disgraceful to me as an officer, to have omitted. I waited on him. He was at pains to convince me of my error; exhibited his order book; compared my orders with those of other officers; explained why a different letter had been given to Lieutenant Rose; and proffered me a similar one, if asked. Had I not expressed my regret, and acknowledged the momentary injustice I had done him, I should, indeed, have merited reproach. I did so freely, and from my heart; and thought, with him, that the matter would be forgotten forever. And it would have been forgotten, if, in his anxiety to overwhelm me, he had not revived it, to give color to subsequent transactions, which no coloring can either conceal or disfigure. I feel it my duty, sirs, to vindicate even Captain Porter from the imputation which his inconsiderate rage against me would inflict on himself. He did not demand of me a degrading apology on the occasion alluded to. If he had, all who read the letters will pronounce that it was an abuse of power, and a wanton and tyrannical exercise of authority over his inferior, for which he would merit and receive the reprehension of every officer in the service. Nor have I ever withdrawn that apology, nor do I wish to withdraw it. The Georgian libeller, alluding to that transaction, had said, "for which an apology was *reluctantly* *wrong* from him." In my notice of this remark, I replied, "I deny that I have ever made a *reluctant* apology to any man, or ever had one '*wrong*' from me. I have never shrunk from the consequences of any act of my life, and do not now. I have made apologies, perhaps, more than once, but freely and voluntarily; under the conviction of my own feelings that I was wrong, and under circumstances in which no honest and honorable man would have been unwilling to tender them. But if any person to whom I have ever made one in my life has *done me the injustice* to think it was *wrong* from me, or given *reluctantly*, I now recall it."

I do not fear that any one will perceive in this comment any sentiment which it may not befit a gentleman to feel and to utter.

Sirs, I feel that I have unnecessarily occupied you in this matter. Refer to Captain Porter's proposition to me after my arrest, and you will find his own declaration, that he was *then*, and *before* my arrest, satisfied with my publication of the 10th November. But as it is necessary to the purpose which I have in view to expose that haughty and contumelious spirit which has exerted itself in so many degrading forms to oppress me, I beg leave to examine the *pretexts* found in that publication of the 8th of September for this libel in the Georgian.

You will perceive, sirs, that the publication in the Herald consists of three parts: the first, the usual notice of the arrival of the schooner *Weasel*, the length of the voyage, state of her crew, &c.; the second, the account of the capture of the Spanish schooner *Segunda Gallego*; the third, the additional remarks made by the printer on his own authority, and not mine, as to the despatch of that vessel to Havana, and her liberation. As to the first and second, the Georgian finds no cause of complaint. Indeed, it would have been singular if he had, for the first relates to matters in which Captain Porter had no concern; and, as to the second, if the facts had been incorrectly stated, it would be folly to impute to me *malice against Captain Porter* in publishing them; as he now admits these *very* facts, without the addition or omission of one, had been stated to himself in my official report of the transaction. The sin of that publication is, by the Georgian, charged only on the third part.

A gentleman so nice in all matters concerning his own feelings, and so fastidious of his own honor, must be supposed to feel and know what is due to those of other gentlemen; and, after reading the virulent abuse levelled at me by the Georgian, you would necessarily imagine that the passages complained of in the publication of the Herald must have contained imputations of so gross a character on the personal worth or professional character of Captain Porter, requiring such prompt refutation, as not to allow him to make previous inquiry how far they had been authorized by me, or to demand any explanation, though he was bound directly to Norfolk, where I was, and where the facts could be ascertained conclusively. Yet, sirs, it is distinctly in proof, that, in Norfolk, this publication excited no suspicions, produced no doubts, prejudicial to Captain Porter; nor has any human being been yet found (save Captain Porter himself) with perception keen enough to detect therein any reflection whatever on him. And I boldly challenge any man, however fastidious and critical, to find in the whole publication one expression, or one insinuation, prejudicial to him as a man or an officer. The offence is to be found only in that lofty temper, that haughty spirit, which arrogates to itself more homage than royalty claims, or the imperial power ever yet, in any nation, not utterly base, has dared to claim. For even the libeller's nice and sensitive tact can object to nothing more (I use his own words, sirs,) than "insinuations calculated to produce impressions highly prejudicial to the conduct and character of Governor Vives, and the independent judgment and decision of the commander of the American naval forces;" and left the conduct of the captain general and the commander of the squadron subject to *doubts* arising from the illiberal *insinuations* contained in the closing paragraph.

And has it come to this? Are the younger officers in the American navy reduced to so degraded a condition? Are they held so utterly vile and worthless, that, to atone for this new crime of doubts and insinuations, (aye, sirs, insinuations so remote that none but a diseased pride can perceive them!) against a foreign Governor, and "the independent judgment and decision" of a commanding officer, their private feelings, their personal character, their professional reputation, without guilt, without inquiry, may be assailed in the public prints? Nay, more, sirs, are they to be so humbled and prostrate before those new divinities, "the independent judgment and decision of a commander-in-chief," that, if we dare to complain of this wanton sacrifice of our character and feelings, our very complaints are to be considered as blasphemies against the offended deities, which are to be expiated by new infictions and greater punishments? I say nothing, sirs, of *our* country, and of its highest magistrate. In England, in France, in every country in Europe where letters prevail and the human mind is not entirely enslaved, "the independent judgment and decision" of the commander-in-chief, though the diadem sparkle on his brow, submits not merely to "doubts" and "insinuations," but often to direct rebuke.

If we are to be reduced to this, if all that is sacred to us as men, valuable as citizens, prized as officers, may wantonly and recklessly be sacrificed, rather than the "independent judgment and decision" of a commander of the American squadron shall be exposed to the possible misinterpretation inferrible from doubts and insinuations in a public print, tell us so plainly by your decision to-day, and at least give us the opportunity of knowing whether you and our country expect us to lay aside our feelings as men, our pride, our manhood, our instinctive sense of self-protection, that we may thereby qualify ourselves better to fight her naval battles and to sustain her flag? Tell us this, sirs, to-day, and we will endeavor to forget that Lawrence, and Perry, and Decatur, ever lived; we will endeavor to banish from our remembrance the Guerriere, the Macedonian, the Java, the Epervier, Erie, and Champlain—for these recollections will only *insult* our *baseness*, when we dare not emulate the heroism which they record. But it can never be. This court will not consign us to this abject dishonor. They will preserve the discipline and pride of the navy, without which the navy is worthless. And I hope to prove to you that so fatal a blow has never been attempted on that discipline as this, which, under the pretext of preserving it, has brought me to-day, with all my unatoned wrongs, a prisoner, while the very author of these wrongs comes as my prosecutor before you.

With what temper and what measure of retaliation for this imaginary wrong this libel was published, judge, sirs, from Captain Porter's own declaration to Captain Sinclair, on his arrival at Norfolk from Savannah. He inquired, and was told by Captain Sinclair, the unhappiness this attack had occasioned to me and my connexions: His own words speak more strongly than any comments I can offer. "You know me well enough to know, Sinclair, that if a man treats on my toes, I will retaliate ninety-nine fold." When assured that I had never trodden on his toes, that I had never entertained or expressed an unfriendly sentiment towards him, and that the editor of the paper had publicly acquitted me of all participation in the communication, he did, indeed, condescend to say that he would be glad to find that I had not intended to injure him. But with what sentiment was it accompanied? With any expression of regret at the pain his libel had given me? With any offer of atonement, any promise of rescuing me from the reproach which his publication had fixed on me? No, no, sirs; in this, as in many other parts of the transaction, I was again exposed to that withering contempt, that proud contumely, which I own I feel more keenly than all his other wrongs. "If he should be satisfied that I had not been to blame, the matter might *stop* or *end* where it was." And even this wonderful condescension, that, if I was proved to be entirely free from blame, "the matter

might end," without reparation, without any contradiction of his slander, without even an apology or explanation—even this was too much to be *unconditionally* granted to one so low and insignificant as a lieutenant in the American navy. "He must not be *chafed*!" If I presumed to question the justice or authority of the anonymous attack, if I dared to complain, or presumed to meddle in an affair in which my reputation was so deeply implicated, that might "*chafe* Captain Porter," then even the privilege of abject acquiescence in my own infamy was too much to be allowed me; then the matter was *not* "to end," but new fires were to be lighted, new punishments to be inflicted, and, perhaps, the prosecution menaced in the Georgian publication was to be commenced. That this language and conduct would not be endured by any gentleman in private life, no one can doubt. It remains to be ascertained if the honor and discipline of the service give it *impunity*, when applied by one of the highest officers in the navy to his *inferior*.

But grant me a few more minutes of your patience, sirs, before I quit this publication. On comparing that publication with the strictures in the Georgian, you will discover that the *only fact* stated in the former, contradicted by the Georgian, is, that "on the arrival of the Weasel at Thompson's Island, Commodore Porter despatched her with her prize to Havana." The Georgian asserts, on the contrary, and asserts truly, that she "was detained at Thompson's Island until the explanations of the Captain General could be had." And I solicit the particular attention of the court to *this* circumstance, because the strictures in the Georgian ascribe statement of *facts* and comments to the Herald, which were *never made there*, and exist only in the Georgian itself, and makes these imputed facts and comments the apology for the libel.

But this is not all. No one could infer any thing prejudicial, either to Governor Vives or Captain Porter, from the facts complained of as being misstated. Captain Porter himself was not able to do it, but by changing the phraseology of the Herald, at the very moment when, in his publication in the Georgian, he professes to quote it; and it was only by suppressing in his publication an entire and important paragraph of the Herald, that he was able to draw the extravagant inference, prejudicial to himself or Governor Vives.

Thus, in the Herald, the expressions are, "In addition to the above, we learn, that, on the arrival of the Weasel at Thompson's Island, Commodore Porter despatched her, with her prize, to Havana, *with a friendly communication to the Governor of Cuba, informing him of the circumstances of the capture*, and referring the examination, as to the legality of the proceedings of the Segunda Galliego, to him." Sirs, there is nothing here about "damning proofs," and the friendly "communication from Captain Porter to the Captain General of Cuba, informing him of the circumstances of the capture;" words well selected to protect Captain Porter from any possible suspicion of having blindly submitted the legality of the capture to a foreign Governor. But, in the Georgian, the expressions are calculated to convey the idea that a direct imputation, by way of comment on the proofs, had been made by the Herald, and the paragraph showing that Captain Porter had not submitted this matter blindly to Governor Vives is entirely suppressed. The words of the Georgian are: "yet, notwithstanding these damning proofs, (continues the article,) Commodore Porter *despatched the Weasel, with her prize, to Havana*, leaving it to the Captain General to decide as to the proceedings of the Segunda Galliego."

But to resume the narrative. The publication I made on the 24th of October did not produce the effect I had anticipated. The mild and courteous appeal I had there made to the candor and justice of my assailant was disregarded and contemned. It then was due to myself to vindicate my reputation from the strictures of the Georgian; and on the 10th of November I performed that duty, by a publication in the Herald. That Captain Porter has found no cause for complaint in it, is sufficient proof of its moderation. In the proposal made to me after my arrest, he distinctly admits that it afforded none; and the court will find, in several of its passages, some room, perhaps, to censure my forbearance, but certainly none to rebuke my insolence. A single passage, which I beg leave to cite, will evince that even the outrage he had committed had not so irritated my temper as to induce me to withhold a declaration, which, though dictated by truth, I should have been excusable, in our relative situation, if I had suppressed: "The whole object and design of the writer in the Savannah Georgian appears to have been to engender and cherish a spirit of hostility between Commodore Porter and myself. For my own part, I know no just reason why this state of feelings should exist between us, and I have no hesitation in declaring that I have never, directly or indirectly, attempted to injure him, either while acting under his command, or since my return to the United States. This declaration, I doubt not, will be received in the same spirit of frankness with which it is offered."

On the — day of December I received from the editor of the Georgian a reply to my demand of the author's name. At that time I had experienced from Commodore Hull a distinguished proof of his confidence, which I can never forget. He had chosen me for his first lieutenant on a three years' cruise in the Pacific, and opened before me a professional career which I could scarcely have hoped to realize. About to leave my family and country for so long a time, it was proper I should protect myself from reproach in my absence. I therefore made a short publication in the Herald; and when I made it, I expected and intended to have taken leave of this unhappy affair forever. As the publication has been made the subject of the first charge, and of one specification in the second charge, I beg leave, even at the hazard of prolixity, to insert it entire in my defence.

I submit to the public the reply of Mr. Robertson, the editor of the Savannah Georgian, to an application I made to him for the name of the author of the calumnious attack made upon me in his paper:

SIR: In reply to a note addressed to Commodore David Porter, dated on the 31st ultimo, relative to the article which appeared in the Georgian of the 9th, the commodore observes: "Lieutenant Kennon certainly cannot be ignorant who the author is;" and has no objection to my referring you to him for the desired information.

Yours, respectfully,

SAVANNAH, November 25, 1823.

GEORGE ROBERTSON, JUN.

Lieutenant B. KENNON.

FRIGATE UNITED STATES, HAMPTON ROADS, December 14, 1823.

As there appears to be *still* a mysterious policy in keeping back the name of the author, that my want of rank seems to forbid my penetrating, I cannot suppose it will be deemed an act of *vanity* in me, on the eve of my departure for a cruise of three years in the Pacific ocean, to avail myself, before my fellow-citizens, of the very flattering testimonial conferred upon me by my late commander, when I parted from him at Key West.

I do full justice to the regret that Mr. Robertson has expressed in a previous letter, at having been instrumental in giving publicity to the deep injury that was meditated against me; and I am sincerely grateful to the enlightened justice of my country, and to my many, very many, worthy associates in the service, for the respect and feeling with which I have reason to believe my vindication has been received.

BEVERLY KENNON.

SIR:

SEA GULL, PORT RODGERS, August 14, 1823.

With assurances that it will ever afford me pleasure to be associated with you on duty, please to accept my best wishes for a speedy and pleasant passage, and a happy sight of your friends.

Very respectfully, your obedient servant,

DAVID PORTER.

It is impossible to read the first charge without perceiving that it conveys, and was intended to convey, the imputation that the testimonial of Captain Porter's approbation, referred to in that publication, was counterfeit and forged; and that I had as basely as falsely attempted to sustain a sinking reputation by means which should have brought



me to a pillory. I have, however, the satisfaction to know that attempts made to convey the *same* reproach, by means of certificates circulated among the officers of the navy, have failed of their effect. Those who knew me believed it was impossible; those who did not, generously withheld their faith till the facts could be inquired into.

What are these facts, as proved by Captain Porter himself? These very expressions, without the addition, diminution, or transposition of a single syllable, are admitted by himself to have been contained in his letter to me of that date; and, though it be true that other parts of the letter were omitted in the publication, he has testified before you that *they* had no connexion with, and in no manner modified, explained, or limited, the clause which was published, but related exclusively to matters of duty and service, which he admits it would have been improper to publish. And, on his own evidence, this gross imputation on my honesty dwindles down to the offence of having published "*as a letter*," what was only "*the extract of a letter*." If this were true, in point of fact, I appeal to every honorable and just mind if it be not an outrage on all propriety that the feelings and honesty of a junior officer should be exposed, on the solemn and deliberate accusation of an officer of Captain Porter's rank, to so gross an imputation, on no better ground than that he had called the passage a letter, instead of an extract of a letter. But even this verbal equivocation was entirely unwarranted. I have called upon Captain Porter, as a witness, to say when and where I have, at any time, described this extract "*as a letter*." By his own answers, he acquits me even of this mistake; for he refers to the publication in the *Herald*, in which you will perceive that I have *not* called it a letter, but a "*testimonial*" in my favor.

In his examination, he has indeed attempted to impair the virtue of this testimonial, when he could not deny its words. If I could feel unmanly gratification in the mortification of Captain Porter, his examination on this and many other matters would afford me abundant satisfaction. I could point to your records, and show how often, and how ineffectually, under the authority of the court, he was required to give a distinct reply to the simple question "whether he sincerely meant what in these expressions he wrote?" I would show that I was constrained to invoke the authority of the court to enforce his answer; and I would remind you by what mortifying means he had escaped its exertion. But I triumph not in his mortification. I respect his rank and the naval service. In spite of his unmerited persecution, I remember his meritorious actions, and will urge, on that account, nothing against him of which a man of honor can complain. But I may be permitted to say that, by his own confession, these complimentary words were *originally gratuitously* bestowed; and, if it were even true that, on the next day, I purchased "*their continuance*" at the price of an apology, "*I at least*" had no reason to doubt that they were *continued* as sincerely as they had been at first granted by one who "*wished to make me his friend*," and who, in the adjustment of a trifling and momentary misunderstanding, "*which he never wished to hear of again*," gave me the right hand of reconciliation and good-will.

But the short and unfortunate publication of the 15th December has other sins to answer for. The passage "As there appears to be still a mysterious policy in keeping back the name of the author, that my want of rank seems to forbid my penetrating" has been seized on, as the foundation of the second specification of the second charge.

Gentlemen, I pray your attention to the phraseology of this specification. I may certainly say of *this* that it is "*mysterious*." What does it mean? If any thing, certainly to convey the idea that I might have received personal satisfaction from Captain Porter, if I had asked it. But I may be mistaken; for this is guardedly expressed by the terms "*when no such difficulty was known to exist*." If such be its meaning, however, it is for this court to determine how far it comports with the discipline of the navy to bring a junior officer to a court-martial, for *not having challenged his superior*, in the very teeth of the articles of war. I doubt much if the junior officers will be the first to complain of this new regulation of naval discipline. As to myself, I should have been better satisfied if the hint had been given me *before my arrest*. At least, it would have apprized me of my danger of being punished for *not challenging* my superior officer, and left me a chance of averting the mischiefs of arrest for this unknown misdemeanor.

But I said, in this publication, that there "*was a mysterious policy in keeping back the name of the author*;" and this imputation of mystery is treated as a crime against Captain Porter. And is there no mystery about it? That Captain Porter is the author every one has long believed, and now knows; and nothing surprises me so much as the mysterious policy which still attempts to keep back his name. And, among the inconsistent and vibrating measures of this prosecution, nothing is more remarkable than the course pursued in relation to the authorship of that anonymous libel. In the outset, the inquiries to Captain Sinclair and Lieutenant Tatnall, *proposed by Captain Porter himself*, assumed that Captain Porter was the author; and endeavored to prove that the fact was known to me. That was done in the hope that my remarks, addressed to the anonymous writer, and not to Captain Porter, might take the character of high treason against his dignity; because I knew him to be the author, and levelled my shot at him, while affecting to fire at the anonymous libeller. All this failed, however; and it is a little remarkable that no one among the many witnesses, till the testimony of the editor comes in, could expressly prove his authorship; and even he himself had so little disposition to claim the honors of it, that, after having impliedly conceded it in twenty instances in the course of his examination, he at last was surprised at the detection, and seemed to imagine that it was only by a "*law trap*" that the author had been caught.

And in his correspondence with the editor of the Georgian, though called on to give the author's name, he very adroitly maintained the "*mysterious policy*," and, instead of giving himself up as the author, evaded the application, by saying "Lieut. K. cannot be ignorant who the author is, and you may refer him to me for the desired information."

I have already said, sirs, that I intended my publication of the 12th December to have been my last notice of the Georgian or its author; and it certainly would have been so but for Captain Porter himself. The moment he saw that publication, his mind, fertile in expedients of annoyance, conceived the scheme of converting that very publication into a means of degrading me. P. Wilson, his clerk, was selected as the instrument of this new attack; and, on the 17th December, a certificate, dictated by Captain Porter, was signed by Wilson, and placed in the possession of Captain Porter. The object of that certificate (though in milder terms) was to impute to me the forgery which forms the first charge of this prosecution, and to subject me to the reproach conveyed by the fourth specification of the second charge. But it is impossible to compare the charges with that certificate, without detecting, in the similarity of expressions, and the intrinsic evidence which the style affords, that they were coined in the same mint, and moulded of the same materials; though one bears the arms and superscription of a captain in the navy, and the other the humble effigy of captain's clerk.

Armed with this certificate, Captain Porter came to Norfolk, and, in the very face of the recent order of the Secretary of the Navy, which was then scarcely dry, in direct contempt of that order, (an extract from which, after my arrest, he was pleased to send me, with a declaration that he had conformed to its *letter and spirit*, in making a degrading proposal to me through Mr. Hambleton,)—yes, sirs, in the open defiance of that order, did he put into circulation among the officers, as is proved by Mr. Hambleton, this certificate of P. Wilson, intended to destroy my reputation. In how many other channels these certificates may have been circulated, I know not. One was found, however, on board the public steamboat, in which he came from Washington to Norfolk; and though there is no proof that it was placed there by him, he is responsible, as all the copies emanated from him alone.

This new attack provoked another publication by me in the *Herald*. I may safely appeal to its tone and its expressions to prove that it never would have been composed had this certificate of P. Wilson never been circulated.

But he believes he has detected in its expressions some unguarded terms, which put me in his power; and he has made them the basis of the fifth specification of the second charge.

Suppose it were true, sirs, that, in the agony occasioned by these torturing experiments on my feelings, I had uttered some groan too loud for the repose of Captain Porter, or some complaint not expressed in the set phrase and fastidious language of absolute *biensance*. Is the man who has stretched me on the rack he who should complain? Is my tormentor the person who should reproach me with the agonies he has inflicted? And is it not an outrage on nature and propriety, that Captain Porter should be allowed to excite me to phrensy, and then convert the incoherencies of my madness into crimes, for which I should be punished? Whatever may be my improprieties, the common feelings of manhood will pronounce that, as to him, at least, they ceased to be reprehensible.

But I need no such apology. Except their mildness, there is nothing in the terms of my publication I regret, or would modify; and I am ready to meet the consequences.

In this publication I am charged with having used towards Captain Porter "a term seldom applied to others than pickpockets, negroes, and gamblers." As this specification does not condescend to designate this opprobrious term, I am not strictly bound to notice it; but Captain Porter, in his evidence, referred to it: it is the word "noted." This word means "eminent," "distinguished;" it sometimes means "notorious," which conveys the idea of disreputable distinction. I certainly did not use it in this latter sense. If Captain Porter has chosen to understand in its worst sense a term which he might have better applied in one complimentary, it is only of a piece with the greater indiscretions he has committed, in appropriating to himself terms applied by me only to my anonymous assailant in the Georgian, and which, by a strange fatuity, he insists on appropriating to himself, though he will not directly avow himself the author.

But I have outraged him, it seems, in another passage, in which (after refusing to consider P. Wilson as either champion or mediator between me and my assailant) I declared my determination "to hold on upon my real enemy." The commodore himself ought not to be offended that I do not think P. Wilson, captain's clerk in the navy, a fit substitute "for the commanding officer of the naval forces in the West Indies," if he be really the author of the anonymous libel which I attributed to my enemy. If that author be not my "enemy," I am at a loss to understand what enmity is. I hope to be protected from his friendship, if the wrongs he has inflicted on me are offerings of his amity.

Captain Porter has intimated that the matters of this publication contributed to my arrest. He is certainly mistaken; for, in his cross-examination, he admits that he had never seen or heard of it when my arrest was demanded. The fact is, that his application to Captain Hull for my arrest was made on Saturday, the 27th day of December, and this publication issued from the press on Monday, 29th December. It had been placed in the printer's hands before my arrest was asked for, and issued before it was served. Motives for this prosecution can, therefore, derive no extension from the offence of this publication, if offences could be found in it.

I have intimated my intention to ask of the court the poor and inadequate atonement which a censure on my prosecutor would afford me. For that end it behooves me to bring more distinctly under your notice some other circumstances which tend to illustrate the spirit of oppression with which I was pursued, until Captain Porter perceived that his own convenience was endangered by the prosecution, to exhibit this altered tone, which then led him to attempt to triumph, by negotiation, over my fears, my hopes, or my inexperience; and, finally, to develop the latent causes which converted his contumely into affected indifference.

I have before stated that my arrest was demanded at the moment of my expected departure for the Pacific. I know, sirs, that it has been given out that it was not then believed that Captain Hull would depart so speedily, and that my trial might be terminated in time to allow me to resume my situation on board his ship. But Captain Porter's letters to me expressly contradict this. They show that when I was arrested he believed me "on the eve of departure," and that when I applied for my charges he did not contemplate a *speedy trial*.

At the time of my arrest he also was on the point of departure for the West Indies, and without him my trial could not go on, for he has been the principal witness to support the charges. Remember, too, that all the matter now charged on me (save the publication of the ———, which came out after my arrest) had occurred, and were known to Captain Porter some time before my arrest, and enabled him to adopt that measure sooner.

Connect these facts, and no mind can be so blind as not to penetrate his motives. He hoped, by deferring my arrest to a critical moment, that my desire to resume my situation in the frigate *United States*, my apprehension of long detention under arrest, my terrors of a court-martial, would prompt me to listen to degrading overtures, and thus enable him to triumph over me. If this failed, it did not enter into his imagination that he could be exposed to inconvenience. He meant to sail to the West Indies, leaving me under arrest, and with the same indifference with which we crush a reptile in our path, and pass on reckless of the agony it endures.

In this temper, and with these hopes, he asked my arrest. In the very act of doing it, he maintained neither dignity nor temper; but, to poison the confidence of my commander, then bound on a long voyage, he made his very application for my arrest the vehicle of gross and abusive reflections upon me.

On the very day of my arrest I wrote to the Secretary of the Navy, asking a speedy trial, and the detention of Captain Porter as a witness for me. On that day I also apprized Captain Porter that I had done so; and requested my charges, that I might lose no time in preparing for my defence. Take the trouble, sirs, to examine that letter, and you will see it was one of business purely, intended to accelerate my trial, and not to invite negotiation.

The reply of Commodore Porter illustrates the policy he had adopted. He perceived, from my communication, the possibility that he might be detained, and his own measures interrupted. He did, indeed, furnish me with a partial view of his intended charges; and, to alarm me, menaced investigation of ancient and remote transactions, which he afterwards had the prudence to withdraw. But, instead of confining himself to the matters on which alone I had applied to him, he chose to introduce in his reply some expressions respecting *his motives and feelings*, which were altogether unnecessary if they were not intended to invite negotiation and tempt me to solicit adjustment. I own they never operated on me for one moment. It would have been infamy to ponder on negotiation, while charges such as he had made remained unabjured and not unequivocally revoked. My reply, which he has been pleased to represent as "an appeal to his good feelings," the court will find expresses no other sentiments than an ardent desire for an immediate trial, a disposition to yield every defence of form to obtain it; conveyed in a tone which could have left him no room to doubt that no hopes, no apprehension, were likely to bring about the schemes of adjustment which he had originally meditated.

You will perceive too, sirs, that the letter remained unanswered for two days; the only reply it asked or anticipated would have placed the prosecution beyond his control. It remains for me to explain the cause of the delay, and to notice the measures which were attempted in the interval.

I have already stated, sirs, that on the day of my arrest I wrote to the Secretary of the Navy, requesting the detention of Captain Porter, to attend my trial; and that I had informed him of it. He foresaw then the possibility of some inconvenience to himself. But the letter which he received from the Secretary of the Navy, forbidding his departure, converted that possibility into certainty. He found that his own motions were inseparably connected with my fate. He probably apprehended that the Government might not think it advisable to stop the squadron he commanded, and it was possible the loss of his command might be the result of a long protraction of my trial. Other considerations, in all probability, entered into his meditations. He knew that public attention had, about that time, been anxiously drawn to alleged abuses in the navy; that much curiosity and some painful anxieties had been felt by its best friends and warmest supporters. He knew, too, that the change which had recently taken place in the head of that Department had been hailed by the nation as the harbinger of its firm, fearless, and impartial administration.

He had in his pocket the last order of the Secretary, denouncing in the strongest terms such measures as he had pursued towards me. With these considerations operating on his mind, he could not misunderstand the expressions of the letter of the Secretary of the Navy forbidding his departure, that it was "*indispensable that difficulties such as have arisen with Lieutenant Kennon and yourself should be promptly and firmly terminated by this Department.*" These considerations probably suggested the necessity of abating somewhat the lofty pretensions with which he had set out. In his turn, he proffered overtures of accommodation to the man whom, before his arrest, he had thought so utterly insignificant as not to merit either explanation or atonement; and, in his very proposal, he showed how unjust had been my arrest, because he was willing to receive (though under circumstances peculiarly degrading to me) the only declarations I had made, before my arrest, in my publication in November. He had not yet, however, reduced his temper to the level of an explanation, such as my injuries and honor required. It did not seem to enter into his mind that I was the person aggrieved, or that I could have *any claim* to reparation or atonement; and he proposed an adjustment in such a mode, and on such conditions, that I should have merited infamy if I had listened to them. Finding that they were firmly rejected, the lofty pride and reckless anger with which he commenced his prosecution, now seek to cover the mortification of defeat by the appearance of indifference.



I have thus noticed (with what success this honorable court will decide) all the direct charges against me. Another, not, indeed, distinctly avowed, but, I am sure, principally relied on to sustain this prosecution, it is my especial duty not to pass unnoticed. It is that the remarks in my publications were levelled at my superior officer, knowing him to be the author of the anonymous publication in the *Georgian*. If I could descend to owe my security to so technical a defence, I might remind you that, except from the testimony given at this trial, it was never positively known, however strongly conjectured, that he was the author; nor was I ever possessed of such proof as would justify my demand of a court-martial upon him. But I disdain such a defence; I thought it too probable, when I wrote these publications, that he was the author; and if he was, and not otherwise, I meant he should appropriate my strictures to himself; and I am prepared now to justify this proceeding.

I know, sirs, how the lofty temper of my prosecutor affects to treat this matter. I know he hopes to obscure, if he does not entirely conceal, its true character; and to escape not only punishment, but even scrutiny, by representing this prosecution as one in which the discipline and subordination of the navy are concerned. They are concerned, sirs—deeply, fatally, concerned; and in the decision you may pronounce to-day, (pardon me, sirs, but I dare say it here, and would, if needful, say it in the face of the whole nation,) on the decision you may pronounce in the case of an obscure lieutenant, may hang greater consequences than meet the eye—possibly the future character of the navy, and the destinies of this nation are inseparably connected with it. Do not allow yourselves, sirs, to think that this is the language of inflated pride or distempered vanity. That error may be fatal. I need no monitor to instruct me how unimportant in myself I am. Had it not been so, this prosecution would have never been. But I know, too, that factitious circumstances sometimes give value to things most insignificant; I know that incidents, in themselves unimportant, from their coincidence with other facts, or from the moral combinations with which they chance to be associated, have produced effects which presumptuous folly had pronounced impossible. A fly in amber attracts the gaze of the curious. A toad found living in a block of marble has elicited profound speculations from the naturalist and geologist. A wanton, though harmless insult to parental feelings, achieved what long continued and varied tyrannies could not effect. It roused assistance and overthrew an empire. He has read history with little instruction who has not discovered that power owes its overthrow more frequently to the wantonness of its exercise in some individual case, than to the pressure of its general administration. In my person, an experiment has been made, which, if established as a precedent, leaves nothing sacred, nothing worthy of preservation, to the junior officers of the navy. I have thus involuntarily become identified with a question of the deepest interest to the navy itself. I have not produced it by my indiscretion. I will not betray it by my fears. You, sirs, I know will not mistake the language of conscious right for the insolent and petulant expressions of restless insubordination.

Allow me to say, sirs, (for the occasion requires, and will excuse it,) that my natural temper is as little prone to contention and strife, perhaps somewhat more facile and complying, even with my equals, than is usually found in persons of my age and station. From my boyhood until the present hour I have grown under the naval flag. The testimonial which this court has deigned to afford me by their evidence permits me to say, and to say proudly, that I have never dishonored it by one act of insubordination, or the smallest departure from duty. I have always scoffed at the idle dreams and mischievous notions of equality and independence in the naval service. A spirit of criticism on the orders of superiors, a disposition to challenge authority, and to question command, I have always believed the bane of service and the destroyer of all discipline. Do not, for a moment, wrong me so much as to believe that any personal consideration will ever tempt me to advocate pretensions so mischievous, or maintain doctrines so ruinous. The ground of my complaint is, that, in my person, all respect for discipline has been thrown off, and that an offence has been committed by Captain Porter which threatens danger to the service, if sanctioned and justified by those who alone can restrain and punish it.

On this delicate subject, so important to us all, deign to bestow on me one moment's attention. Wisdom has condescended to draw instruction from infancy. Philosophy has deigned to draw its profoundest truths from the most trite and familiar facts. The prattle of childhood has produced the most profound speculations on the structure of languages and the formation and development of ideas. From the fall of an apple Newton's meditative mind detected the principle of gravitation, and exposed to mortal eye the secret counsels of the Most High, when he launched into the void immense the countless worlds which wheel in harmonious concord round his throne. Possibly your instructed intelligence on matters of discipline will not refuse to hear the crude ideas of an obscure subaltern. Sirs, the case before you can, and will, be viewed by the common sense of mankind in no other light but one. A captain in the navy, throwing off all the insignia of his rank, and contemning all the regulations of the service, has put on the mask of an anonymous libeller, and wantonly, grossly, unjustly, assailed the character of his inferior. When convinced of his injustice, he has aggravated the wrong by contumelious temper, which deemed the injured party too low for reparation, too humble for redress. The inferior could not challenge, without a violation of the laws of the service, and establishing a precedent dangerous to discipline. He could not appeal to a court-martial, because he had no such evidence as would prove his authorship; and if he had, there was too much reason, from past events, to fear he might not obtain the redress he sought. In this situation, for the vindication of his own fame, he meets his assailant on his selected ground, and justifies himself in the public prints, in terms which all will admit are much more moderate and chastened than might be expected from a private individual to another. This leads to one outrage after another, until at last his superior throws off partially his disguise, arrests him at the most critical moment of his professional career, and, against his own express judgment of the transaction, brings him to a court-martial for having dared to complain. And thus an attempt is made to connect with the service and discipline a matter altogether personal in its origin, and to punish the inferior for not having respected the character and rank of an inferior, [a superior,] which had lurked under the disguise, and behind the mask, of an anonymous libeller. This, sirs, is the case, as the world will understand it. And what do the good of the service and the discipline of the navy demand? It is on this matter I presume to speak.

In what consists the discipline, so much talked of, but so little defined? Does it require of the inferior unhesitating obedience, absolute submission, uncomplaining acquiescence, entire deference to his superior, on *all* matters, in *all* situations whatever, in all the relations of life, whether connected with the service or not? Does it confer on the superior unrestrained authority; absolve him from all duties; make his will, his caprice, his passions, the rule of his own guidance, and the laws for the observance of his inferiors, in all matters and under all circumstances whatever?

If this be discipline, it is certainly but a vulgar acquisition, requiring no high excellencies to attain it. It needs only brutal passions in the superior, and passiveness more than brutal in the inferior.

If this be discipline, then I am a stranger to it. I see in it absolute despotism on one side, abject slavery on the other; but I see nothing more. Perish the navy before this becomes the relation between superior and subordinate!

But this no more resembles discipline than the frantic cruelties and capricious extravagancies of an Eastern tyrant resemble the mild and paternal, though steady rule, by which power, guided by wisdom, attains the best possible results of public utility and glory from the combinations of human agents.

In all human establishments two things are essential to their perfection: wisdom in conception, power in execution. It is the province of the former to conceive the end to be attained; to devise the means by which it is to be effected; to distribute their respective duties among the agents who are to be employed; to define the limits within which they are to operate. To the latter belongs the execution of the duties prescribed, in the manner, and that manner only, which wisdom has ordained. Discipline consists in keeping each agent within his appropriate sphere, and obtaining from each the exact performance of his peculiar duty. Discipline becomes perfect when habit comes in aid of duty, and service is punctually performed from the combined influences of custom and principle.

If this idea of discipline be correct, it necessarily results that, should inferiors (whose sole province it is to execute what their superiors have ordered, or to think only within their permitted sphere of the means of carrying commands into effect) become critics on their orders, and questioners of their superiors, all the order and harmony of the establishment must be disturbed, its efficacy weakened, and its operations destroyed. It is the province of discipline to watch over this too natural tendency of the human mind, to chide its tardiness, restrain its aberrations, punish its disobedience.

But he detracts from the high merit of a true disciplinarian who believes that the highest command draws along with it no restraint and imposes no responsibility. The man who merits that high distinction never forgets that on him the perfection of the whole machine depends; that he has a double responsibility—to control others, and, still more difficult, to control himself.

If these opinions be just, it is obvious that discipline is exposed to two foes, coming from opposite quarters, and assailing it at different points. Insubordination, which, founded on man's natural impatience of control, often leads the inferior to resist necessary authority. Tyranny, which, generated by the aptitude of the human heart to extend authority, causes the superior to transcend the limits prescribed for his own control, and exercise power beyond the sphere or the measure of his jurisdiction.

Which of these foes is the most dangerous to the discipline, (which is nothing more than the preservation of rightful power, in all its supremacy,) it is not for me to determine.

But history has taught instructive lessons. If insubordination, in its restlessness, has sometimes raised its arm against rightful authority, tyranny has more frequently, in its wantonness, provoked resistance.

Wisdom, with firmness, will restrain the restlessness of insubordination, and repress the wantonness of tyranny; for by either true discipline dies.

Man, sirs, may be converted into a machine, and into a useful one; but it should never be forgotten that he is a *moral machine*. However deformed by vice and brutalized by climate, by manners, by government, and the long continued and combined operation of moral and physical causes, his nature cannot be entirely changed, nor can the spark of divine intelligence be utterly extinguished in him. To some little recess of his heart, some hidden corner of his nature, the feelings of humanity will retire. That recess is sacred and inviolable. Power must not assail—despotism itself is compelled to respect it. If that be invaded, trust me, sirs, it is not in the compass of human authority to enforce obedience or maintain subjection.

Captain Porter has attempted to invade and profane it. In a matter entirely foreign to service, in which there was no pretext of professional authority on one hand, or professional duty on the other—in the sacred recesses of my private life he has assailed me, causelessly and cruelly. He has left me no alternative but dishonor or resistance. My resistance he has attempted to convert into a professional crime, and to crush me by the forms of official prosecution. If he succeeds, if a junior officer may not defend his reputation and his feelings against an anonymous libel, because that libeller is his superior officer, what is there left to us secure from invasion? On me has the experiment first been made, and I shall hold myself accessory to the ruin and reproach it must bring upon the service if I tamely yield to the usurpation.

To present this principle, if possible, in a still clearer light, let me imagine a stronger case. The offence of striking, and intentionally wounding, even slaying a superior officer, is undoubtedly greater than that of shooting a few paper bullets at him in a newspaper. Its penalty, in aggravated cases, is death. But imagine that very case. A superior, meditating injury to his subaltern, throws off all the habiliments of his rank and office, assumes a disguise, besets his path, and, in the assassin's garb, and with an assassin's intent, rushes at midnight upon his innocent and unconscious victim. In the mortal struggle some words escape the assailant. The tones convey to the inferior the dreadful conviction that his midnight assassin is his commanding officer. Tell me, sirs, what shall the inferior do? Must he not resist? Must he respect the rank which his superior had thrown off and dishonored? Must he yield his life? Would not the entire world rejoice that he who had put on the character of an assassin received, at the hands of his inferior, chastisement, and, if needful, death? Could a court-martial be found to censure or punish the subaltern on the pretext of breach of discipline and subordination?

I have put this case strongly, because I wish the principle to be strongly felt. In doing so, I disclaim all intention to use it as a case parallel with mine. But, if the principle be true, Captain Porter, having voluntarily come on the stage in an assumed character, ought to play out the part. If he chose to commence anonymous libeller, he should be content to receive the treatment merited by one. He must not be allowed, in the middle of the performance, to drop the mask, and claim the respect of a captain in the navy.

It is not to be concealed, sirs, that already an opinion too generally prevails among the junior officers of the navy that redress cannot be obtained for injuries committed on them by their superiors. I will not say that this opinion is warranted by facts, (though no instance has yet occurred in which redress has been obtained,) but it is not, on that account, less true, nor less unfortunate for the navy, that it does exist. But no case like mine has occurred, in which the oppression complained of had not some show of service, some appearance of professional duty to excuse, perhaps to justify it. In mine none exists, but in the mere form of a trial by court-martial, to punish the contumacy which would not passively submit to injustice altogether foreign to the service. I do not doubt the firm impartiality of this court, and I venture to anticipate such a decision as will remove this unfounded opinion, maintain the true discipline of the navy, and convince all grades of service that, though insubordination will always receive its merited punishment, oppression shall find neither countenance nor impunity.

The harmony, the true discipline, the honor of the navy, are in your hands to-day. If I have sinned, as this prosecution charges me, strike! I shall commend the blow which destroys me. But if I am sinned against, if I have been wronged and persecuted, do not send me back to my companions with a mere acquittal; give me back my honor unsoiled and entire, as it was when Captain Porter assailed it. Give to the service the conviction which it wants, that no rank, no influence, is beyond the reach of legal control: your right, your authority, to do so, is undoubted and unquestionable. It is mine to show the power, your province to decide if it should be exerted. I have prepared the altar, and bound the victim; it is yours to make the sacrifice. I shall add nothing to this defence, already too protracted, but to cite the authorities on the subject.

BEVERLY KENNON.

2d *McArthur*, page 204. As naval and military courts-martial are courts of *honor* as well as of justice, many of the rules, like those of all other courts, are formed on their own particular usage and practice, and of which some instances have, in the course of these inquiries, been given. Although a person acquitted, by the sentence of a court-martial, of an accusation which, if clearly proved, might have affected his life or reputation, has not the same means of obtaining damages for a false and malicious prosecution; this, however, is, in some measure, compensated in another way, more congenial with the feelings of men trained to a naval or military life. For it is the usage, when a prosecutor has failed to substantiate charges of a serious nature, to engraft on the sentence of acquittal a censure on the prosecutor, by declaring the charges *groundless, vexatious, and malicious*. We have several precedents of this, in both services, on charges wantonly preferred against officers, whether of superior or inferior rank. The accusation on which Captain Rowland Cotton, of the Alarm frigate, was tried in 1766, preferred by the master, was, in the body of the sentence of honorable acquittal, declared *groundless and malicious*. In the case of Captain Lee, the court had, in severe terms, reprobated the accuser and his accusation. The charges preferred by Vice Admiral Sir Hugh Palliser (February, 1799,) against Admiral Keppel were adjudged, by the sentence of the court, to be *malicious and ill-founded*.

Id. 333. It is a melancholy truth to observe, on a perusal of court-martial records, the many instances of trials for offences of a *flagrant nature*, which, after the most mature investigation, appear *unsubstantiated by proof*. In such cases, it is usual for courts to make their judgment of acquittal in terms deprecating the prosecutor's conduct, by adjudging the charges to be *malicious, vexatious, and without any foundation*.

Id. 333. In strict justice to those persons who may be placed in the painful situations of either prosecutor or prisoner, the court, in adjudging a sentence of acquittal, attended with aggravating circumstances of malice and vexation on the part of a prosecutor, ought not to make any difference in marking their disapprobation of his conduct, whether he be a superior or inferior officer. There are some instances on record of superior officers who have brought inferiors to trial for charges that have been adjudged *cruel, malicious, vexatious, and without any foundation*. There are also many instances where the prosecutors have brought superior officers to trial, and the sentences of acquittal have adjudged the charges to have been *malicious, vexatious, and ill-founded*. But there is no instance



of a charge brought by an inferior officer against a superior be[ing marked in the sentence of acquittal with the word *cruel*.]

*Id.* 334. Those members of a court-martial who think that a superior officer's feelings should not be mortified by such strong modes of expression, in a sentence acquitting an inferior of a crime that might have affected his life, deceive themselves, and do not administer justice, as they have sworn to do, *according to their consciences, to the best of their understandings, and the custom of the navy in like cases.* When a false accusation has been brought before the tribunal of a court-martial by a superior officer against an inferior, which, had it been substantiated, might have either affected his life, rendered him incapable of serving His Majesty, or forever destroyed his reputation as an officer and a gentleman, the sentence of acquittal, in justice to the injured individual, ought decidedly to bear stronger marks of the court's disapprobation of the prosecutor's conduct, [than if an inferior, under similar circumstances,] had tried his superior; because the one, as superior officer, had a greater latitude in exercising malicious and vexatious acts in bringing the inferior to trial, and which, from the circumstances of long arrest or suspension from duty previous to trial, might also very justly be deemed an act of *cruelty* to an innocent sufferer.

*Id.* 335. Many instances might be cited in confirmation of the opinion we have given of the *expediency and justice* of a court-martial marking in the sentence the *malicious and vexatious* conduct of a superior officer, in the *capacity of prosecutor*, when he has not been able to substantiate heavy charges brought against the inferior tried.

## APPENDIX.

### EXHIBIT No 1.

#### GEORGIA, Chatham County:

Personally appeared before me, William Robertson, a notary public for the county aforesaid, residing therein, duly appointed, commissioned, and sworn, George Robertson, Jun., and in reply to certain interrogatories put to him, the said George Robertson, Jun., by order of a general court-martial, convened at the navy yard at Gosport, Virginia, for the trial of Lieutenant Beverly Kennon, of the United States' navy, whereof is President Captain William Bainbridge, the said George Robertson, Jun. depose and saith in the words following:

In reply to the first interrogatory of the said court, in behalf of Lieutenant Beverly Kennon, in the words following, to wit:

"Interrogatory 1st. Are you, or were you on or before the 9th day of October last, the editor of a newspaper published in Savannah, under the title of the "*Georgian*?"

The said deponent, George Robertson, Jun. saith, he is now editor of a paper published in Savannah, under the title of "the *Georgian*," and that on and before the 9th day of October last he was editor of the said newspaper called the "*Georgian*."

And deponent further saith, in reply to the second interrogatory of the said court, in the words following, to wit:

"Interrogatory 2d. Did you publish an anonymous attack upon the character of Lieutenant Beverly Kennon, of the United States' navy, on or about the 9th of October, 1823, or any strictures on his conduct? If you did, annex to your answer the publication so made, together with the manuscript; or, if the manuscript be lost or destroyed, say so."

That the deponent did publish an anonymous communication, containing an attack or strictures upon the conduct of Lieutenant Beverly Kennon, of the United States' navy, on the 9th of October last, a copy of which is herewith furnished, as it appeared in "the *Georgian*," (see accompanying paper, marked L,) and the original manuscript, from which the copy was taken, (see accompanying paper, marked M.)

And deponent further saith, in reply to the third interrogatory of the said court, in the following words, to wit:

Interrogatory 3d. At whose instance did you publish this attack, or those strictures, and who was the author, and how, when, where, or from whom, did you receive the piece for publication?"

That he, the said deponent, published the said attack or strictures, at the instance of Captain David Porter, whom he, the deponent, believed to be the author; that he received them from Captain David Porter, with other matters for publication, on board the steam galliot *Sea Gull*, then in the harbor of Savannah, that is to say, on the 8th day of October last.

And deponent further saith, in reply to the fourth interrogatory of the said court, in the words following, to wit: "Interrogatory 4th. Did Lieutenant Kennon ever call on you, by letter or otherwise, for the name of the author? Did you apprise the author of that fact, and what was his reply? Attach the original letters to your reply, or attested copies, if you have not the originals."

That, soon after the appearance of the communication in question, he, the said deponent, received a duplicate letter from Lieutenant Commandant Beverly Kennon, dated at Norfolk, 21st October, 1823, requiring of him the name of the author of said communication, (see accompanying paper, letter A,) and likewise through the navy agent at this port; and the said deponent answered the demand, in a letter to Lieutenant Kennon, bearing date October 31st, 1823, (see accompanying paper, letter B;) and the deponent at the same time, viz: 31st October, 1823, wrote a letter directed to Commodore David Porter, as the individual on whose authority the said communication was published in the *Georgian*, (see accompanying paper, letter C,) and that he received from the said Captain David Porter a letter, the original of which is annexed, (see the accompanying paper, letter E,) in which he requests deponent to refer Lieutenant Beverly Kennon to him.

And deponent further saith, in reply to the fifth interrogatory of the said court, in the words following, to wit:

"Interrogatory 5th. Did the author of the aforesaid publication, or the person who gave it, enjoin secrecy?" That when he received it, in the manner before related, in reply to interrogatory 3d, to the best of his knowledge and belief, no injunction of secrecy was given; and that he never conceived any to exist, save that which is always implied between the conductor of a public print, and his correspondents.

And deponent further saith, in reply to the sixth interrogatory of said court and its specifications, (on the part of Captain Porter, the prosecutor,) in the words following, to wit:

"Interrogatory 6th. 1st. Were there any typographical errors in the publication of the *Georgian* alluded to by Lieutenant Kennon? If yea, state them."

That there were many, owing to the lateness of the hour at which it was corrected, and the usual hurry of a newspaper publication, as will be evident to the court, by comparison of the manuscript with the copy. Deponent believes those enumerated are the principal. (See paper marked N.)

"2d. Have you, within a year last past, had any written correspondence with Captain David Porter, of the United States' navy? If yea, produce the original or an attested copy."

Deponent further states, that he addressed a letter to Captain D. Porter, on the 31st October, 1823, (see paper marked C,) and received a letter from Captain David Porter, dated at Washington, 13th November, 1823, (see letter marked E,) and that this is all the written correspondence deponent has ever held, directly or indirectly, with Captain D. Porter.

"3d. Have you, within a year last past, had any written correspondence with Lieutenant Beverly Kennon, of the United States' navy? If yea, produce the originals, or an attested copy."

Deponent further states, that he received a letter from Lieutenant Beverly Kennon, dated Norfolk, Virginia, October 21, 1823, the original of which has been, by request, returned to Lieutenant Kennon, (see letter marked A;) that deponent addressed a letter in reply, dated October 31, 1823, to Lieutenant Kennon, (see letter marked B;) that deponent received a letter from Lieutenant Kennon, dated at Norfolk, November 9, 1823, (see letter marked D;) and that he addressed one to Lieutenant Kennon, dated 25th November, 1823, (see letter marked F;) that deponent received a letter from Lieutenant Kennon, dated at Norfolk, January 2, 1824, (see letter marked G;) and that he addressed one in reply to Lieutenant Kennon, dated January 14, 1824, (see letter marked H;) and that deponent received a letter from Lieutenant Kennon, dated at Norfolk, January 13, 1824, (see letter marked I;) and

\*What is enclosed in brackets is omitted in the original record of proceedings. T. F.

that he addressed one to Lieutenant Kennon, dated January 21, 1824, (see letter marked K;) and that this is all the direct correspondence he has had with Lieutenant Beverly Kennon. And deponent further saith, that, at the request of the navy agent of this port, he furnished Lieutenant Beverly Kennon, through him, with a duplicate copy of the letter of the said deponent to the said Lieutenant Kennon, dated October 31, 1823, (see letter marked B;) and a copy of the letter of the said deponent to Commodore D. Porter, informing him of the demand made for the author of the before-mentioned communication, dated October 31, 1823, (see letter marked C,) suppressing the words "Commodore D. Porter;" and also the words "when on board the Sea Gull in this harbor." And this is all the correspondence deponent has had, directly or indirectly, with Lieutenant Beverly Kennon.

GEORGE ROBERTSON, JUN.

SAVANNAH, February 9, 1824.

Sworn to before me,

W. ROBERTSON, Notary Public.

A.

SIR:

NORFOLK, VIRGINIA, October 21, 1823.

An anonymous writer has, through your paper, assailed my character. I have now to demand of you the author. I can have no wish to involve you in the controversy, but I must frankly state, that, unless you comply with my request, I will forthwith institute a suit against you for defamation of character.

Respectfully, sir,

BEVERLY KENNON, Lieutenant U. S. navy.

To the EDITOR of the *Savannah Georgian*.

You will oblige me by republishing in your paper the remarks made on the publication above alluded to in the Norfolk Herald of Monday last.

SAVANNAH, February 7, 1824.

I hereby certify the above to be a true copy from the original.

W. ROBERTSON, Notary Public.

B.

SIR:

OFFICE OF THE GEORGIAN, SAVANNAH, October 31, 1823.

Your letter of the 21st is before me. In reply, I have to observe that I very much regret, in the execution of what I consider my editorial duty, having been instrumental in injuring the character or feelings of one personally unknown to me, but who I have reason to believe is highly honorable in one, and honestly sensitive in the other. That I am disposed to do equal and exact justice I think will be conceded, when I state that the article which you have requested me to copy, in its most material parts, was published by me before the receipt of your letter. The surrender of the name of a correspondent is at all times a delicate transaction; and it is at least due to the individual sought to give him a proper notice of the application. This shall be done, and I presume there will be no hesitation in complying with the demand. I shall regret the time which will necessarily elapse as much, sir, as you possibly can; but, in the interim, I shall cheerfully publish any statement which you may consider necessary to your vindication, either immediately from your hands, or through any other press. By the same mail with this I have transmitted the Georgian of the 30th instant, containing the extracts from the Herald referred to.

I am, &c.

GEORGE ROBERTSON, JUN.

SAVANNAH, February 9, 1824.

Sworn to before me,

W. ROBERTSON, Notary Public.

C.

SIR:

OFFICE OF THE GEORGIAN, SAVANNAH, October 31, 1823.

The name of the author of the communication handed by you to me, when on board the Sea Gull, in this harbor, and which appeared in the Georgian of the 9th instant, having been required of me by the gentleman implicated, failing the attainment of which it is his intention to commence a suit against me for defamation of character, I take the liberty of informing you of the fact, presuming there will be no objection to a disclosure.

I am, &c.

GEORGE ROBERTSON, JUN.

Commodore DAVID PORTER.

SAVANNAH, February 9, 1824.

Sworn to before me,

W. ROBERTSON, Notary Public.

D.

SIR:

U. S. FRIGATE UNITED STATES, AT NORFOLK, November 9, 1823.

I received your letter of the 31st ultimo this morning, and acknowledge the disposition you have evinced to do me equal justice, by publishing in your paper the remarks made by the editor of the Norfolk Herald, on the anonymous attack made on me through your paper. I never supposed, sir, that you could have been influenced by any personal hostility towards me, as we are strangers. Your press is free and open to every man, and were I to meet you to-morrow I should meet you as a man that had never offended me. But while I acknowledge your right to publish, I must claim my right to know the author of any attack on my character; and it is only by refusing to give him up that I can consider you as a party in the controversy. Your reasons for delaying to name him are good, but I am so situated as to feel much impatience and anxiety on the subject. I am on the eve of leaving the United States on a long voyage; you will, therefore, oblige me by making the communication as speedily as possible. Accept my thanks for your polite offer to publish any statement which may be considered necessary for my vindication, and also for your paper of the 30th ultimo.

Very respectfully, &c.

BEVERLY KENNON, Lieutenant United States' navy.

In the Herald of to-morrow you will see my defence.

GEORGE ROBERTSON, JUN., Savannah, Georgia.



E.

WASHINGTON, November 13, 1823.

SIR:

I have received your letter of the 31st of October, and regret you should have cause to apprehend any difficulty in consequence of the article I handed you for publication in the Georgian. Lieutenant Kennon certainly cannot be ignorant who the author is; and if your apprehensions still exist, I can have no objections to your referring him to me, and I will inform him. As the editor of the Herald has taken on himself the blame of the offensive part of Lieutenant Kennon's statement, Lieutenant Kennon stands acquitted, except for not insisting on its being corrected immediately on its appearance; had he done so, the article I handed you would never have appeared. The offensive statement in the Herald is acknowledged, both by the editor and Lieutenant Kennon, to be erroneous. The facts stated in the Georgian are not only not denied by Lieutenant Kennon's late publication, but most of them are confirmed; whether the inferences drawn from them are correct, the public, having the subject before them, can judge as well as myself.

With great respect and esteem, &amp;c.

D. PORTER.

GEORGE ROBERTSON, Esq., *Editor of the Savannah Georgian.*

P. S. Being prepared to support, by documental and other evidence, all the facts stated by the writer in the Georgian, he has nothing to apprehend. I have no objection to your sending this letter to Lieutenant Kennon.

F.

SAVANNAH, November 25, 1823.

SIR:

In reply to a note addressed to Commodore D. Porter, dated on the 31st ultimo, relative to the article which appeared in the Georgian of the 9th, the commodore observes, "Lieutenant Kennon certainly cannot be ignorant who the author is," and has no objection to my referring you to him for the desired information.

It is presumed this will prove a satisfactory answer to the previous communications which have been received from you by me.

I regret that circumstances, not within my control, have prevented the appearance of your defence in the Georgian these two days. I shall endeavor to put it in hand to-morrow.

Yours, respectfully,

GEORGE ROBERTSON, JUN.

SAVANNAH, February 9, 1824.

W. ROBERTSON, *Notary Public.*

Lieut. B. KENNON.

Sworn to before me,

G.

NORFOLK, January 2, 1824.

SIR:

I am now under arrest at the instance of Commodore D. Porter. It is thus made my duty to call on you to state to me, without the delay of a day, who it was that authorized you to publish the anonymous attack made upon me in your paper of the 9th October.

In defending myself against that malicious attempt to ruin me, I have been gradually brought to that measure of resentment, through which it is now sought to disgrace me in the service. And, sir, for that portion of the persecution in which you inconsiderately, I am now aware, participated, I claim of you the only reparation you can make to a stranger you have so deeply injured. Hints of the author will not now suffice; I must have *his name*, and from you. In addition to which you will much oblige me if you will send me the original manuscript from which the publication (mentioned above) was taken, and any other written communication from the author (in connexion with it) which you may feel yourself at liberty to put me in possession of. I will also thank you to return to me the original letter which I wrote you, requiring of you the author of the aforesaid publication, together with the letter you wrote to him, apprising him of the call that had been made on you. All those papers, in the progress of the trial, may be of use to me.

Respectfully, &amp;c.

BEVERLY KENNON.

GEORGE ROBERTSON, JUN. Esq., *Savannah.*

H.

SAVANNAH, January 14, 1824.

SIR:

Your letter of the 2d instant, "calling on me to state, without the delay of a day, who it was that authorized me to publish the anonymous attack made upon you in my paper of the 9th of October, and requesting me to send you the original manuscript from which the publication mentioned was taken, and any other written communication from the author, in connexion with it, which I may feel at liberty to put you in possession of, and also to return to you the original letter which you wrote to me, requiring of me the author of the aforesaid publication, together with the letter I wrote to him apprising him of the call that had been made on me," was received last night, and I lose no time in replying to it.

In justice to myself, I must observe that my whole course throughout this disagreeable business has been dictated by a sincere desire to do justice to you, and to use towards the distinguished officer from whom I received the communication of which you complain the most scrupulous delicacy. Had I believed that any difficulty could exist in attributing the article to the proper source, I should before have been more explicit. Indeed, had I not expected that the disclosure would have come from another, I should before have forwarded you a copy of the letter which accompanies this. But I was led to believe that even the disclosure, which I previously made, would have been unnecessary. As that, however, has not been the case, I consider it a duty I owe to myself, in which I am perfectly justified, and an act of justice to you, to state, what you will perceive is stated in the accompanying letter, that the communication implicating your character, which appeared in the Georgian of the 9th of October, was handed to me by Commodore David Porter, in the ward-room of the steam-galliot Sea Gull, which arrived on the preceding morning in the harbor of Savannah, and that it was upon his authority, and at his request, I inserted it.

Accompanying this you have the original letter from you to me requiring the author; my letter to Commodore Porter, in consequence of its receipt; and a copy of his reply, certified by my brother, who is now my partner in business. I have not forwarded the manuscript, because it is voluminous, and, after the above, and the accompanying letter, will probably not be considered necessary.

I remain, sir, &amp;c.

GEO. ROBERTSON, JUN.

SAVANNAH, February 9, 1824.

Lieutenant B. KENNON.

Sworn to before me,

W. ROBERTSON, *Notary Public.*

## I.

SIR:

NORFOLK, January 13, 1824.

Since my last, of the 2d instant, it has occurred to me that you may possibly be averse to parting with the papers I then requested you would send me. If so, may I request that you will have the goodness to take care of them, so that, if necessary, they may be resorted to. And be pleased to acknowledge the receipt of this letter. Respectfully, &c.

BEVERLY KENNON.

GEO. ROBERTSON, Jr. Esq., Savannah, Georgia.

## K.

SIR:

SAVANNAH, January 21, 1824.

Yours of the 13th instant is before me. My letter of the 14th, I presume, will furnish an answer to your request. I would merely add that, with the exception of a note subsequently added, the manuscript is not in the hand-writing of Commodore Porter.

I should prefer retaining the manuscript in my own hands, though I presume the letter of Commodore Porter, a copy of which I transmitted with my last, renders the possession of it unnecessary, or of little consequence.

Yours, respectfully, &amp;c.

GEO. ROBERTSON, JUN.

Lieutenant B. KENNON.

SAVANNAH, February 9, 1824.

Sworn to before me,

W. ROBERTSON, Notary Public.

## M.

Some statements have gone the rounds of the papers relative to the detention and subsequent discharge of the Spanish armed schooner *Segunda Gallego*, to one of which Lieutenant Commandant Kennon, of the United States' navy, has given the sanction of his name, and to which is appended a paragraph devoid of truth, and insinuations calculated to produce on the minds of others impressions highly prejudicial to the conduct and character of General Vives, and to the independent judgment and decision of the commander of the American naval forces in the West Indies and Gulf of Mexico. It is, therefore, due to truth and justice to both parties that the official correspondence on the subject should be laid before the public; and it is hoped that those editors who have given currency to Lieutenant Commandant Kennon's statement will give a place to the correspondence with these remarks. With the motives of Lieutenant Kennon, in giving publicity to his statement, the writer of these remarks believes he is acquainted. Mischief, however weak, may sometimes sting; but he trusts that in this (and this is not the first) instance it has failed of its object. But let us for a moment examine his reasons for detaining the *Segunda Gallego*, and compare them with those contained in Captain Porter's letter to the Captain General, and it will readily be perceived that that officer, in his official communication, sought only for motives to justify Lieutenant Kennon's conduct, and could not possibly hope to convict her of any act of piracy, or of any other act contained in his instructions, which would justify his sending her to the United States. Indeed, it is known to the writer of this that, notwithstanding the reasons assigned by Lieutenant Kennon for the detention of the *Segunda Gallego*, (and he sought for all he could find,) he only ventured to express his hope to his commanding officer that his conduct in detaining her for "further examination" might be approved; and it was not until after he had perused the letter of the commander of the squadron to the Captain General that he ventured an opinion that our courts might condemn her. The cases of the *Nympha Catalina*, the *Panchetta*, &c. were then cited to him, and he appeared satisfied.

Lieutenant Commandant Kennon was acquainted with all the particulars of the correspondence, and if he did attempt to make a statement, he should have completed it. He ought not to have stopped short in his narrative, and left the conduct of the Captain General and the commander of the squadron subject to doubts arising from the illiberal insinuations contained in the closing paragraph of the statement headed by his name. If his object was merely to make known to the world that a Spanish merchant schooner, mounting one gun, and having on board thirty-two men, was, after an exchange of four shots, taken possession of by two American schooners, mounting, between them, six guns, and having sixty-four men on board, and hoped thereby to build himself a reputation, I cannot but lament the futility of such hopes; for I will venture to assert that no officer or man of the squadron felt disposed to attach any merit to the transaction; and, if his object was to injure the character of others, I trust to prove that it has been equally abortive.

But to the statement. Premising that the *Segunda Gallego* was a regular trader between Havana, La Vera Cruz, and Tampico, was well known to most of the officers and men of the squadron, from her remarkable beauty and appearance; that Captain Cassin, of the *Peacock*, direct from Tampico, left her lying there; that there were many such vessels sailing under special license of the authorities of Havana, to force a trade on the Mexican coast and coast of Yucatan, authorized to arm to defend themselves, and to make captures; that their outward cargoes consisted of goods suitable for the market, and their returns generally specie or cochineal—the *Nympha Catalina* was of this description.

Lieutenant Commandant Kennon states, in justification of her detention, that she fired at him, and returned his fire; that he, the captain, refused to show his commission, which, from his statement, (and it would appear, also, by that of Lieutenant Commandant Kennon,) had been sent on board of the *Weasel* by one of the officers of the *Segunda Gallego*, and which was soon followed by her captain, after the *Spanish flag* had been struck by order of Lieut. Kennon, he then having possession of the vessel, having at that time an officer on board, and soon after he put all the crew and passengers in irons. Now, let it be asked, what right he had to insult and disgrace the flag of Spain by causing it to be struck? and what right had he to prejudice and punish these men by putting them in irons? Self-preservation did not make the measure necessary, as his force in men amounted to more than double that of the *Segunda Gallego*. Let Lieutenant Commandant Kennon answer these questions, when they shall be asked by the Spanish Government. The commanding officer of the squadron is not responsible; as his first act was to liberate the men, cause the Spanish colors to be hoisted, and the captain to be placed in possession of his vessel, of which he had been deprived.

That she had ninety thousand dollars in specie on board, was thought to be in chase of an American brig, which it appears she left to engage the *Fox* and *Weasel*, believing them to be pirates; that the captain of the *Segunda Gallego* denied being in chase of the brig, and said he had been in company with her the day before, which the captain of the brig stated was untrue, as he had never seen the *Segunda Gallego* before; that she had "a red flag on board somewhat worn," and twenty or thirty sweeps in her hold.

Under these circumstances, Lieutenant Commandant Kennon thought her detention justifiable, "for further examination," and sent her to Thompson's Island.

Yet, notwithstanding these damning proofs (continues the article) Commodore Porter despatched the *Weasel* with her prize to Havana, leaving it to the Captain General to decide as to the legality of the proceedings of the *Segunda Gallego*; that Governor Vives accordingly undertook the investigation of the matter, and, after some days spent in the inquiry, (see General Vives's letter,) decided that there was nothing illegal in the case, and that the *Segunda Gallego* had done nothing to forfeit the character of a fair trader. She was thereupon discharged; whereby it is naturally inferred that the captors have, by the conduct of General Vives, and that of the commanding officer of the squadron, been cheated out of their proportion of ninety thousand dollars.



As regards the first charge—firing at the Weasel. The Segunda Galliego was as much authorized to fire at the Weasel, as the Weasel at her. Spain was at war with France, the South American patriots, and the pirates; whereas we were neutrals, with the exception of the pirates alone; besides, she was regularly commissioned, and authorized to arm for defence and capture. Secondly, the commission being on *its way to the Weasel*, and in the hands of an officer of the Segunda Galliego, could not of course be shown to the officer who was on board her from the Weasel. Thirdly, that she had ninety thousand dollars in specie on board. Although it might have been a very tempting circumstance to Lieutenant Commandant Kennon, was nothing remarkable; as I have been well informed, and by an officer of the squadron, that she has at different times brought some millions of dollars from La Vera Cruz and Tampico to Havana. The story of engaging the schooners in preference to boarding the merchant brig, had she been a pirate, and the suspicions excited from the circumstance of her appearing to be in chase of a vessel in a thoroughfare, where numbers every day may be seen beating to windward on the same tack, where dozens might be in company without attracting any particular attention, is too ridiculous to notice: that she might have mistaken the Fox and Weasel for pirates is not improbable, as such mistakes were frequently made with regard to the small vessels by our own countrymen, whereby much alarm and many idle reports have been occasioned. Fourthly, that she had a “red flag on board, somewhat worn,” and twenty or thirty sweeps in the hold. The Weasel and the Fox, and every vessel of the squadron, nay, I may say every vessel and ship of war of every nation, carry a red flag: it is one of the principal and most conspicuous signals; and the Segunda Galliego had as good a right to carry one as any vessel of the American squadron. It being “somewhat worn” proves nothing more than that it had been somewhat used. Lieutenant Commandant Kennon does not say whether she had other signals, but the writer of this knows she had. If having a red flag on board is proof of piracy, every officer on the West India station ought long since to have been strung up. Her having twenty or thirty sweeps in the hold only proves that she had room for them there, having very little else besides specie on board. The Weasel and Fox were under the necessity of carrying their sweeps on deck, being full of provisions, which I should consider the most proper place for them, as they are sooner got ready for use. I should not approve of the management of Captain Maurin; he ought to have kept his vessel better prepared; the sweeps ought to have been on deck.

Fifthly, and lastly. After denying, in the most positive manner, that the Segunda Galliego was sent over to Havana with the Weasel, but on the contrary was detained at Thompson’s Island until the explanations of the Captain General could be had, I must, for a refutation of the last paragraph, refer the reader to the correspondence, with which, as I before said, Lieutenant Commandant Kennon was well acquainted; the letter for the Captain General being delivered to him open.

It will be perceived that it was made the duty of Lieutenant Commandant Kennon to explain to the Captain General the circumstances of the detention of the Segunda Galliego, (which caused great excitement among the merchants of Havana.) He was ordered also to deliver an open letter from Captain Maurin to his owners, apprizing them of his detention, and requesting them to produce proofs of his character. Lieutenant Commandant Kennon neither made explanations to the Captain General, nor did he deliver the letter to the owners of the Segunda Galliego, as ordered, but brought it back with him to Thompson’s Island.

This is the third time Lieutenant Commandant Kennon has attempted to do injustice to the motives of his commanding officer; the first time wilfully, attended by a violation of discipline, for which he has made no adequate atonement; the second time, the writer of this is willing to believe through ignorance, and a natural suspicion, and jealousy of disposition, over which he unfortunately has no control, and for which an apology was reluctantly wrung from him, after he had been well convinced of his injustice. Lieutenant Commandant Kennon escaped twice, but since he comes forward the third time to vilify publicly the character of others, it is proper to call on him to justify his own conduct and character. Lieutenant Commandant Kennon may screen himself under the particular phraseology, and say he is not answerable for the closing paragraph of his communication. Every one will consider him so, for it has the sanction of his name; and if it contained, as it does, rank falsehoods, it was his duty, as an honest man, to contradict them immediately.

These remarks are made more in sorrow than in anger; but the writer, knowing all the circumstances of the case, felt it due to General Vives, whose zeal and co-operation in the suppression of piracy have been conspicuous, and to the commander of the squadron, who has done no more than pay him a well-timed and well merited compliment, that all the facts should be known.

Had Lieutenant Commandant Kennon remained silent, as prudence should have dictated, this communication would never have gone before the public, and he might have escaped as he did before; but, whether he was induced by vanity or malice to make his statement, he has no one but himself to blame for any pain or unpleasant feelings which these remarks may give rise to.

## N.

I should be glad to have inserted, either after the remarks, or after the correspondence, the following sentence:

The Segunda Galliego was conveyed from Thompson’s Island to Havana by His Britannic Majesty’s brig Bustard, Captain McLane.

The Judge Advocate sworn, as witness on the part of the accused, and the following question proposed:

Are you well acquainted with the hand-writing of Captain David Porter? If you are, will you be pleased to look at this paper, referred to in the deposition of George Robertson, beginning “I should be glad,” and ending “brig Bustard, Captain McLane,” and say if the writing in that paper is in the hand-writing of Captain David Porter?

Answer. I believe I am well acquainted with the hand-writing of Captain David Porter, and that appears to be in his hand-writing.

[NOTE.—The errata alluded to in Mr. Robertson’s deposition (page 983,) have been omitted, it not being deemed necessary to enumerate them in this work.]

## No. 1.

SIR:

SEA GULL, PORT RODGERS, August 7, 1823.

You will proceed with the United States’ schooner Weasel, under your command, to Havana, deliver the accompanying letter to the Captain General, and, after explaining to him the particulars which gave rise to the capture of the goleta Galliego, you will await his reply, and return to this place with the least possible delay.

Very respectfully, &amp;c.

D. PORTER.

Lieut. Com. BEVERLY KENNON.

## No. 2.

UNITED STATES’ STEAM GALLIOT SEA GULL.

YOUR EXCELLENCY:

ALLENTON, THOMPSON’S ISLAND, August 7, 1823.

A few days since the United States’ schooner Weasel, one of my squadron, was fired at on the coast of Cuba, near Bahia Honda, by a schooner wearing a Spanish flag, and, after four shots were exchanged, she was taken possession of, and brought to this place.

She appears, by her papers, to be the Galliego, commanded by José Maria Maurin, who informs me that she is from Tampico, bound to Havana, and that she belongs to Don Pedro Martinez and Don José Ignacio de la Torre, both in Havana: The cargo is flour and sarsaparilla, in small quantities, and between eighty or ninety thousand dollars in specie.

The crew authorized by her papers, including officers, amount to fifteen, and the number of persons found on board is thirty-one, twelve of whom call themselves passengers, but whose names are not found on the roll as required by

the ordinance on the subject, and none of them furnished with passports to proceed to Havana in the aforesaid schooner, except two, as you will perceive by the enclosed list.

Her armament consists of one long twelve pounder, twenty-two stands of muskets having bayonets, eight cutlasses, eleven boarding pikes, with suitable equipments and ammunition, &c. &c., no mention of which is made in the patent, which differs materially from the description given by the General of Marine, in his communication to me of the 28th of April last.

The suspicious circumstances under which this vessel has been brought in has caused me to detain her, until I can despatch a vessel to ascertain from your excellency whether she is of fair and honest character or not; if of the former description, your excellency's assurance will be sufficient to justify my liberating her so soon as I can obtain your answer, but, without it, I shall be under the necessity of sending her to the United States for adjudication.

The bearer of this letter will explain to you more fully the circumstances under which she was detained, and will await your excellency's reply.

I have the honor, &c.

D. PORTER,

*Commanding U. S. naval forces in the West Indies and Gulf of Mexico.*

To His Excellency Don FRANCISCO DYONISIO VIVES,  
*Captain General of the island of Cuba and its dependencies.*

No. 3.

*List of passengers, with the date of their passports, found on board the schooner Segunda Galliego, Captain Maurin.*

Miguel de Arlie.

José Siurno—To go in the schooner Francisco; passport dated Tampico, 11th July, 1823.

John Barazola—Passport to go from Havana to Tampico, signed by Kinderlan, dated 20th of August, 1822; endorsed with a passport from V. Diaz, port of Tampico, dated 12th July, 1823, permitting him to join the schooner Nueva Trinidad.

José Antonio Telliria—Passport permitting him to go from Havana to La Vera Cruz, in the schooner Piragua, dated 24th of May, 1823, and signed Vives; endorsed by Lemour, permitting him to go to Havana in the same vessel, dated 23d June, 1823.

Peres Robirado—Passport signed by Kinderlan, dated 27th March, 1823, permitting him to go from Havana to La Vera Cruz; the name of the vessel not expressed; endorsed by Lemour, dated the 3d of April, 1823, in the following words, viz: "Regresa á la Habana, par Tampico, en la goleta Galliego."

Juan Antonio Ferren—Passport signed Kinderlan, dated 17th of March, 1823; name of vessel not specified; endorsed by Lemour St. Juan de Ulloa, 3d of April, 1823, in the following words, viz: "Regresa á la Habana, par Tampico, en la goleta Galliego."

Antonio Rodrigues—Passport signed Mahy, dated 6th of February, 1822, permitting him to go to Tampico. Name of vessel not specified. Says he went in the Galliego. Endorsed by Guitian, permitting him to proceed to Havana in the schooner Carnaum, dated March 7th, 1823; a permit appended, without date, signed by Pedro Valdeflores.

Manuel Gonsalos Va, a Mondé—Passport signed Kinderlan, permitting him to go from Havana to Tampico, dated 2d April, 1822. Name of vessel not specified. Endorsed by V. Diaz, Tampico, 12th of July, 1823, permitting him to go to Havana in the Nueva Trinidad.

Raymon Pugal—Passport signed Vives, dated 7th of June, 1823, permitting him to proceed, in the schooner Segunda Galliego, to Tampico. Has no passport to return.

Antonio Garcia—Passport signed Vives, dated 7th June, 1823, permitting him to go from Havana to Tampico in the schooner Galliego. Has no passport to return.

José Millan—Passport signed V. Diaz, dated Puebla Vergo, June 23d, 1823, permitting him to go to Havana in the barca Santo Christo Algrao.

Juan Guillot—Passport signed Vives, dated Havana, 6th June, 1823, permitting him to proceed to La Vera Cruz in the schooner Galliego. Has no passport to return.

Miguel Villaerica—Passport dated Havana, 6th June, 1823, permitting him to proceed to La Vera Cruz in the schooner Galliego. Has no passport to return.

José Tarrisido—Passport dated Havana, 6th June, 1823, signed Vives, permitting him to go to Tampico in the Segunda Galliego. Has no passport to return.

Manuel Gomez—Passport dated Havana, 22d May, 1823, signed Vives, permitting him to go to Vera Cruz in the schooner Paragua. Endorsed by Lemour St. Juan de Ulloa, 23d of June, 1823, permitting him to go to Havana the same vessel.

Another passport, signed V. Diaz, dated Tampico, 2d July, 1823, permitting him to proceed, on board the barca Santo Christo Algrao; place not specified.

No. 3.

OFFICE OF THE CAPTAIN GENERAL OF THE ISLAND OF CUBA.

HAVANA, August 11, 1823.

With the greatest regret I learned yesterday, from your official letter of the 7th of this month, and which I am now answering, the occurrence between the Spanish schooner named the Segunda Galliego, and a vessel of your squadron near this coast, and that in the result you have thought it proper to detain the former until you shall be certified by me of the identity of this vessel and of her proceedings. In consequence of this appeal, I can assure you that the said vessel and cargo belong to this port, and are the property of two respectable neighbors of this mart, Don José Ignacio de la Torre, and Don Pedro Martinez; and that her papers have likewise been legitimately issued from this registry; and although you may have noticed that the passengers have not their appropriate passports, it is because in the port from which she last sailed (Tampico) there resides no authority who can despatch them. You will likewise observe that her armament has been noted in her document of regulations. Under these circumstances, you will be pleased to order the dismissal of the schooner, in order that she may conclude her destination to this port. As soon as I hear of her arrival here, I shall institute, for your just satisfaction, a strict examination into the conduct of Captain Maurin in this disagreeable meeting.

I renew, commodore, the assurances of my greater and distinguished considerations.

God preserve you many years.

To Commodore DAVID PORTER.

FRANCISCO DIONYSIO VIVES.



## No. 4.

U. S. STEAM GALLIOT SEA GULL,

ALLENTON, THOMPSON'S ISLAND, *August 15, 1823.*

YOUR EXCELLENCY:

Immediately on the receipt of your communication of the 11th instant, I liberated the Segunda Galliego, and gave her a passport to proceed to Havana, the place of her destination.

I regret that it was not in my power to give her convoy.

I have the honor to be, with great respect, your excellency's very obedient servant,

D. PORTER,

*Commanding U. S. Naval Forces in the West Indies and Gulf of Mexico.*

To His Excellency DON FRANCISCO DIONYSIO VIVES,

*Captain General of the island of Cuba and its dependencies.*

## EXHIBIT No. 2.

[Published in the Norfolk and Portsmouth Herald of the 29th December, 1823.]

To the Public.

NORFOLK, *December 28, 1823.*

"The deadly arrow sticks in his side."

A brother officer handed me a certificate (in manuscript) yesterday, signed P. Wilson, which he informed me Commodore D. Porter had given him to show to the officers of the John Adams, and, indeed, to the officers generally on this station. The certificate, the commodore further stated to my informant, had been sent by the writer to the Herald office for publication. The editor informs me, however, that it has not yet made its appearance there. Such a person as the aforesaid Mr. P. Wilson, I believe, did act as clerk to Commodore D. Porter in the West Indies. He states that "no such letter as the one [it says] I published in the Herald of the 11th instant was given me by Commodore Porter." By the way, is not this out-heroding Herod, and proving more than is usually expected of a copyist who only swears to the verity of his copy? By reference to my publication on the 15th instant, (for I published nothing on the 11th,) it will be seen that I used the word *testimonial*, and not "letter."

A testimonial is, as Walker explains it, "a certificate in favor of"—but, to cut this matter short, (*I would gladly have done so long since had I dared,*) I now publish the entire paper from which the commodore's *testimonial* in my favor was taken, and which, whilst the Weasel was on her cruise, I hesitated to do; but as she has finished her cruise, to which that paper referred, no injury can result to the service by making known the orders under which she may have sailed. And to take the last pretext from malevolence, I have deposited the paper in the reading room of Shields & Ashburn, where it may be seen that the publication is truly extracted from the original.

It is by this certificate, signed P. Wilson, designed to thrust the said P. Wilson between a noted third person and myself. The attempt will fail, for I will hold on upon my real enemy, and none other. There are other matters in this formidable certificate, which I purposely omit to notice at this time. I have apprized the editor of the Herald that I have no sort of objection to his giving it publicity through the medium of his paper; and when he does so, I shall then make such comments on it as will be entirely satisfactory to my friends and the public.

BEVERLY KENNON.

## EXHIBIT No. 3.

[Published in the Norfolk and Portsmouth Herald of the 24th October, 1823.]

To the Public.

It was my intention to have replied in this paper to an anonymous publication, which appeared a few days since against me in the Savannah Georgian; but circumstances have determined me to defer it, to give the author an opportunity of recanting, on seeing the observations made on this subject in the Herald of Monday last.

BEVERLY KENNON.

## EXHIBIT No. 4.

[Published in the Norfolk and Portsmouth Herald, of the 10th November, 1823.]

To the Public.

SATURDAY, *November 8, 1823.*

An anonymous writer in the Savannah Georgian of October 9th commences a most violent invective against me, by alleging that some statements had gone the rounds of the papers relative to the detention and subsequent discharge of the Spanish armed schooner Segunda Galliego; to one of which I had given the sanction of my name, and to which was appended a paragraph "devoid of truth and insinuations calculated to produce in the minds of others impressions highly prejudicial to the conduct and character of General Vives, and the independent judgment and decision of the commander of the American naval forces in the West Indies and Gulf of Mexico;" "and that it was, therefore, due to truth, and justice to both parties, that the official correspondence on the subject should be laid before the public."

If the object of the anonymous writer had been really, as he avowed, to remove the impressions (of the probable existence) of which he complained, and if the mere publication of the official correspondence were sufficient (as he seemed to consider it) to effect his purpose, it is a little extraordinary that he should not have been satisfied with exhibiting that correspondence to the eye of the public, and that he should not have refrained from making any remarks, except such as were necessarily and unavoidably incidental to it. But, from motives known only to himself, he has availed himself of the slightest, most trivial, and most inadequate pretext, to assail my character and conduct in a mode repugnant to the principles of every ingenuous and liberal man, and which, although, unhappily for the honor and well-being of the naval service, it is not without precedent, I trust it will remain long without imitation.

Frankness, sincerity, and openness of heart are invariably considered the distinguishing and redeeming traits of a sailor. If the anonymous writer be one, and if, indeed, those qualities be essential to make up the sailor's character, then his cannot abide the test. For if the tendency of the paragraph to which he has allusion were really in the slightest degree to implicate "the independent judgment and decision of the commander of the American naval forces in the West Indies and Gulf of Mexico," surely he might have vindicated him without calumniating me. And if, on the contrary, he was actuated by feelings of personal malevolence towards me, then he has most insidiously given vent to them, under the plausible pretext of defending the conduct of this commander.

Enough, however, as to the motives of the writer. Let us see what are his charges, and how far a decent respect for public opinion requires that I should deny, explain, and refute them.

These charges are strung together in the libel in the Georgian, under the influence of such obvious temper and excitement of some sort or other, ("more in sorrow than in anger," says the benevolent writer!) that it is difficult to arrange them with precision, or to reduce them to any definite point. I shall endeavor to subdivide them, however, with minute accuracy, and to place them in the strongest possible light. The anonymous writer shall have the full benefit of them, and I promise not to evade or shrink from a solitary one.

1. They seem, then, to stand in the following order: "I have given the sanction of my name to a statement in the public prints relative to the capture and detention of the Spanish armed schooner *Segunda Galligo*; to which is appended a paragraph devoid of truth, with insinuations calculated to produce on the minds of others impressions highly prejudicial to the conduct and character of General Vives, and to the independent judgment and decision of the commander of the American naval forces in the West Indies and the Gulf of Mexico."

2. I have now, "for the *third time*, attempted to do injustice to the motives of my commanding officer, and to vilify publicly the characters of others."

3. I "acted unjustifiably in capturing the *Segunda Galligo*, and in sending her to Thompson's Island; and I disgraced the *flag* of Spain by causing it to be struck and prejudged; and I punished the men by putting them in irons."

4. I have been "guilty of disobedience of orders, in not making explanations to the Captain General of Cuba, and in suppressing a letter, which I ought to have delivered to the owners of the *Segunda Galligo*."

5. It was my "duty, as an honest man, to have contradicted immediately the paragraph appended to the statement which had the sanction of my name."

In relation to the *first and last* of these charges, I refer the reader to the article which appeared in the Norfolk Herald of the 20th of October, in which the editor of that paper, with a promptness and candor highly commendable in him, furnishes the public, unasked by me, with testimony which proves how utterly idle and unprovoked those charges are. These are the words of the editor: "On the arrival of Lieutenant K. we waited on him for the purpose of obtaining whatever information he had to communicate. He politely furnished us with a minute of it, *in which, however, no mention was made of his rencounter with the Segunda Galligo*. We requested that he would furnish us with the particulars of that affair, observing that they would probably be interesting to the public. He excused himself at first, on the ground that, as he had made an official report to Commodore Porter, which had no doubt been forwarded to the Navy Department, whence, if necessary, it would be given to the public, it might be considered improper in him to anticipate the official course of publication." Again, he says, "The paragraph alluded to was not seen by Lieutenant K. until he read it in the paper the next day. How far, then, in common fairness, he ought to be held accountable for it, we leave to every ingenious mind to determine. The error in it arose from a misunderstanding on our part; and the moment it was known to Lieutenant K. he informed us of it, and requested that it might be corrected in our next; but deeming it of no sort of consequence, we were at no pains to remember to make the correction, and it entirely escaped our recollection. The Savannah writer, therefore, will perceive that Lieutenant Kennon did that *very thing* which he so harshly condemns him for not doing." I will not do so much injustice to the candor and intelligence of my fellow-citizens as to suppose that there is a man in the United States who can hesitate, for a moment, after having read this, to absolve me from all possible reproach or censure, as to these charges in the libel.

I am accused of having "vilified the characters of others." "The tongue is an unruly member," and I will not pretend that I have not, like the rest of my fellow-mortals, sometimes spoken harshly of others. But let it be remembered, and the anonymous writer himself acknowledges it, that I have done so publicly. I have never sought, clandestinely, to injure the feelings or to wound the fame of any human being; and I can safely say, (and those who have known me longest and best will confirm the assurance,) that I have been as little prone to speak ill of others, either publicly or privately, as any other individual whatever. This is the first occasion in which I have ever obtruded myself on the public, either with or without a name. Whether my assailant has equal claims to their gratitude for his forbearance, he himself best knows. I should think not, however; for he must, indeed, have labored long and inveterately under the *writing mania*, who could venture to thrust himself into the columns of a newspaper without any better apology than that which is offered in his communication. The anonymous writer has enveloped this charge in an air of mystery, which he thinks may probably lend it some importance. I can, therefore, only guess at the circumstances to which he has allusion; and until he thinks proper to exhibit them in a more palpable form, I shall not fatigue the public with comments or explanations which may prove useless and inapplicable. I deny, most explicitly, that I have ever attempted to do injustice to the motives of my commanding officer, or vilify the character of others, and I put the anonymous writer to the proof. That I have not exactly and entirely concurred with Commodore Porter in all matters of opinion, I admit. But that officer knew it always at the time, and had the magnanimity not to think it derogatory either from my character or duty that I did so; and I know no commander in the service, and I trust I never shall know one, who acts towards his subalterns upon the principle that they are to be restrained from a frank, honest, and respectful expression of their sentiments on any subject whatever.

My assailant says that I have "twice" escaped before, and gently and kindly regrets "that I have no one but myself to blame for any pain or unpleasant feelings his remarks may have given rise to." What the dire transgression is, from the penalty of which I have been so fortunately saved, he does not venture to announce, and the public are, therefore, left to conjecture its extent from the character of that which has brought forth this *philippic*. And if that be "the head and front of my offending," if that be the climax of my guilt, beyond which forgiveness would have ceased to be a virtue, then I might safely trust the greatest enemy I have on earth to pass sentence on me for my former errors. To enable the anonymous writer to divest this subject of all mystery, if he chooses, I here suggest that, as he has by some means or other obtained copies of letters which I had supposed were locked up in the commodore's scrutoire, he may, perhaps, by the same means have procured a copy of some other correspondence in which I am concerned. If so, so far as my feelings only can be affected by it, and so far as he can render it subservient to his purposes in commencing his attack on me, whatever they may be, I now give him my free permission to make it public. It is contained in letters dated April 11, May 6, May 7, May 10, and August 16. For myself, I do not fear its exposure through any medium whatever. In regard to the commiseration which he so charitably expresses for me, I assure him his remarks have caused no other pain or unpleasant feelings than those which they have occasioned by imposing upon me the necessity of troubling the public with this reply to them.

But the third charge is the one to make out which the writer in the Georgian appears to have exerted himself most strenuously. If Commodore Porter were not implicated with me in the first part of this charge, I dare say that I might, to save myself the trouble of writing, and the public the trouble of reading, admit it at once. I am no pretender to infallibility, and do not fear that my countrymen will ever seriously denounce me for a mere error of judgment. But, singular as it may seem, this writer, while he professes to be actuated mainly by a disposition to satisfy the public as to the correctness of Commodore Porter's judgment, has yet, by publishing his letter to General Vives, involved him in the very same errors which are imputed to me. That letter is as follows:

#### YOUR EXCELLENCY:

A few days since the United States' schooner *Weasel*, one of my squadron, was fired at on the coast of Cuba, near Bahia Honda, by a schooner wearing the Spanish flag, and, after four shots were exchanged, she was taken possession of, and brought to this place.

She appears to be the *Galligo*, commanded by José Maria Maurin, who informs me that she is from Tampico, bound to Havana, and that she belongs to Don Pedro Martinez and Don José Ignacio de la Torre, both in Havana. Her cargo is flour and sarsaparilla, in small quantities, and between eighty and ninety thousand dollars in specie. The crew, authorized by her papers, including officers, amount to fifteen; and the number of persons found on board is thirty-one, twelve of whom call themselves passengers, but whose names are not found on the roll, as required by the ordinance on the subject, and none of them furnished with passports to proceed to Havana in the aforesaid schooner, except two, as you will perceive by the enclosed list.



Her armament consists of one long twelve-pounder, twenty-two stands of muskets having bayonets, eight cutlasses, eleven boarding-pikes, with suitable equipments and ammunition, &c., no mention of which is made in the patent, which differs materially from the description given by the General of Marine in his communication to me of the 28th April last.

The suspicious circumstances under which this vessel has been brought in have caused me to detain her until I can despatch a vessel to ascertain from your excellency whether she is of a fair and honest character or not; if of the former description, your excellency's assurances will be sufficient to justify my liberating her, as soon as I can obtain your answer; but, without it, I shall be under the necessity of sending her to the United States for adjudication.

The bearer of this letter will explain to you more fully the circumstances under which she has been detained, and will await your excellency's reply.

I have the honor to be, with great respect, your excellency's very obedient and humble servant,

D. PORTER,

*Commanding U. S. naval forces in the West Indies and Gulf of Mexico.*

To His Excellency DON FRANCISCO DYONISIO VIVES,

*Captain General of the island of Cuba and its dependencies.*

Thus it will be seen, that Commodore Porter not only expressly states that the suspicious circumstances under which the vessel was brought in, had induced him to detain her until he could receive assurances from the Captain General as to her character, but that he (Commodore Porter) should be under the necessity of sending her to the United States for adjudication if such assurances were not given. Now, let the reader take into consideration the difference between the situation in which I was placed, and that of Commodore Porter, and he will readily perceive that if I was wrong in capturing the *Segunda Galliego*, he could not be right in detaining her. I was on an expedition in pursuit of piratical vessels. I was assailed without provocation on the high seas by a vessel whose character appeared to me, on examination, to be equivocal. It was necessary for me to decide on the course to be pursued in relation to her, on the spur of the occasion, and under the influence of the excitement produced by the outrage she had committed. I had no interpreter with me through whom I could understand her papers and documents; and if my judgment had misled me, these circumstances afforded ample extenuation for my error; but Commodore Porter had time to deliberate. Though justly indignant, no doubt, as every officer in the service would have been, at the insult that had been offered to the flag of his country, yet his feelings could not have been roused to the same degree as if he had been a personal witness to the affront. He had with him an intelligent gentleman, conversant with the Spanish language, who translated for him, or made him acquainted with all the papers and documents on board; and yet the conclusion to which he came was, that the *Segunda Galliego* must be detained and sent to the United States, unless the Captain General should give him assurances of her *fair and honest character*. I do not seek to shelter myself, however, under this implied sanction of my commanding officer. I am gratified he did not view the capture in the same light in which the anonymous writer does; and, next to the consciousness of having faithfully and uprightly discharged my duty, my object is always to secure the approbation of those under whose orders I may serve. But, notwithstanding all that has been said on the subject, I am still convinced that both Commodore Porter and myself acted with perfect propriety on the occasion—I in capturing, and he in detaining the vessel. I will here trouble the reader with a very brief recital of the circumstances under which the *Segunda Galliego* was fallen in with, and then cheerfully leave it to the candid judgment of the public, and of every high-minded, honorable, and intelligent officer in the service, to say whether this conviction be not correct. And as this recital will necessarily involve the details of the capture, and of my subsequent proceedings, I shall take occasion to make some comments on the imputation of my assailant, that I have *disgraced the Spanish flag, by causing it to be struck, and prejudged and punished these men, by putting them in irons*.

*Copy of my letter to Commodore Porter, giving an account of the capture of the Spanish schooner Segunda Galliego.*

U. S. SCHOONER WEASEL, PORT RODGERS, August 6, 1823.

SIR:

I hasten to communicate to you my return to port, and the cause which led to it, at so much earlier a period than was expected when I sailed.

Having been joined by the *Fox* at Havana, I proceeded on the 28th ult. down the coast of Cuba. On the morning of the 3d instant, off the Colarados, I fell in with a large two-topsail schooner which, on approaching within a short distance of me, hoisted Spanish colors, and fired a shot over me; my flag was flying at the moment, and had been some time before. I returned the fire, but with orders to the officer not to strike her, thinking we both might have mistaken each other, for I had only the morning before spoken two Spanish national schooners, in search, as they told me, of a patriot privateer, and thought it not improbable that this vessel belonged to one or other party. He answered my shot with a second, which I again returned, directly across his deck, and very near; and was in the act of repeating it, when he hailed me, together with several others, who, by waving their hats and handkerchiefs to me, induced me to desist until I had ascertained his real character. I accordingly sent Lieutenant Randolph on board to examine the captain's commission. This he refused to show, and I resolved to compel him; but before I resumed the fire, in order to avoid any unnecessary effusion of blood, I hailed him, and ordered him to haul down his colors, which he did, and soon after came on board himself, having sent his commission by one of his officers. Being unable to interpret it myself, and having no one on board that understood Spanish, and, moreover, believing her to be a very suspicious vessel, I put Lieutenant Randolph on board of her with a prize crew, and ordered her in, that you might decide on her case. She is armed with a long twelve pounder, and a number of small arms of every description, and had on board thirty-two men, many of whom call themselves passengers. The vessel is named the *Segunda Galliego*, and is commanded by one José Maurin; she was thirteen days from Tampico, bound to Havana. Besides her armament, there are many other circumstances that render her character very questionable. We found in her a quantity of specie in dollars and bars to the amount of \$90,000, as reported by her commander. On demanding of him why he fired at me, he attempted to excuse himself by saying he took us for pirates, although his interpreter, a little while after, acknowledged that they had seen us at Havana, and knew us. She was, at the time we fell in with her, in chase, as I thought, of an American brig; this he denied, and said he had been in company with her the day before. I determined, therefore, to speak the brig, in hopes of getting information from her, that might throw some light on the character of the schooner. To my surprise, I was informed by the American captain that the statement was incorrect, and that he had never before seen the vessel. We found a red flag on board somewhat worn, and twenty or thirty sweeps in the hold.

This letter contains all that I have ever furnished for publication. I appeal to the candor of every impartial man to say or point out where I have made the reflections attributed to me by the Georgian writer.

Now, as it regards the propriety of the capture, it will be seen that I was fired upon in the first instance; that I saw the vessel apparently in chase of an American merchant brig; that she had a number of men more than sufficient to navigate her; that she had a red flag on board, and such an armament as piratical vessels usually carry; and that I detected the captain in a palpable attempt to deceive me, in his representation that he had been in company with the brig the day before. But I am asked, why "I disgraced the Spanish flag, by causing it to be struck?" I answer, one reason was, as I have already stated, that I wanted an indication that there was to be no further effusion of blood; and another was, that the flag of our own nation, flying on board a national vessel, had been first insulted by the vessel wearing the flag of Spain. Again I am asked, why I prejudged and punished the men by putting them

in irons? To this I answer that I had no disposition to treat the men with severity or cruelty, though certainly they had no peculiar claims on my courtesy; but as I had made up my mind to send the vessel to Thompson's Island, the putting the men in irons was a measure of necessary precaution. This very same vessel, the Segunda Galliego, has since been retaken for want of similar care, after having been captured by a patriot privateer, and the prize, master, and crew carried prisoners into Havana. If the same thing had happened in my case, I should most certainly and deservedly have been broken. It is true Commodore Porter released the prisoners on their arrival at Thompson's Island, and very properly, as I conceive. The vessel was then in an American port, surrounded by an American squadron, and unable either to do mischief or make her escape. But while she was in my custody circumstances were different; I was on the ocean, liable to fall in with an enemy, and with scarcely men enough in a watch, after manning the prize, to take care of the vessel. The Fox was in company, indeed, but nothing was more probable than that we might separate either in chase, in bad weather, or in the night; and, added to this, the Segunda Galliego could sail two feet to our one. Many remarks relative to the capture are made by the writer in the Georgian; the absurdity of them all could be exposed with the utmost ease, and should now, if I had not already measured my full length in the columns of the Herald, and trespassed with needless prolixity on the public. I shall furnish one or two specimens, however, and then quit this part of the subject.

The anonymous writer says that the Segunda Galliego was a regular trading vessel between Havana, Vera Cruz, and Tampico, and was well known to most of the officers and men in the squadron, from *her remarkable beauty and appearance*. Whether this was the case or not I cannot pretend to say, not having been on that station myself, and having never heard any of my brother officers speak of this most *beautiful Spanish merchant schooner*. But certain it is, that on her arrival at Key West, all her acquaintances, if she had any there, refused to recognise her or to vouch for her. For, if not, why was it necessary to send a special messenger to Havana to make inquiries of the Captain General *whether she was of a fair and honest character or not?* Again he says, that "the circumstance of her appearing in chase of a vessel in a thoroughfare where numbers every day may be seen beating to windward on the same tack, where dozens might be in company without attracting particular attention, is too ridiculous to notice." "That she might have mistaken the Fox and Weasel is not improbable, as such mistakes were frequently made with regard to small vessels," &c. Really this writer blows hot and cold in the same breath with marvellous dexterity. Why the captain of the Segunda Galliego should have been less liable to err in taking two of the American squadron (known to almost all the merchant captains in Havana, and, indeed, actually known to this very one, as his interpreter afterwards acknowledged,) for pirates, and should have been more excusable in treating them as such in this great thoroughfare, where so many vessels may be seen daily together without attracting particular attention, than I was in mistaking the character of his vessel under the circumstances mentioned, and after having been attacked without provocation, is a proposition, the solution of which I leave to some ingenious logician, as I confess myself utterly unequal to it.

I am accused of disobedience of orders, and of having suppressed a letter which I ought to have delivered. These are the words of the writer in the Georgian: "Lieutenant Commandant Kennon neither made explanations to the Captain General, nor did he deliver the letter to the owners of the Segunda Galliego, as ordered, but brought it back with him to Thompson's Island." This is true; but mark the abortion of the mountain in labor.

Commodore Porter did send me to Havana, as the bearer of his communication to the Governor, for the express purpose that, as I had made the capture, I might explain to him all the circumstances that led to it. I was referred to for explanations in the letter; and, on my first introduction to the Governor, I told him that, whenever he was at leisure to hear me, I would give him all the information he desired. I had two interviews with him the next day; the last to receive his answer to the commodore. He asked me no questions, and, of course, I gave him no answers. Was it my fault, then, that no explanations were made to him? Could I say to him, "you shall hear me?" or, was it the plain and reasonable import of my orders, that I was to give explanations if he should ask them? Certainly Commodore Porter himself saw nothing wrong in this affair; for, on my return I mentioned to him, in our conversation, that the Governor had not thought proper to make any inquiries of me; and he very naturally expressed himself to this effect—that the information was intended for General Vives, and if he had not chosen to avail himself of it, he could not help it. Little could I have conjectured that so trifling an incident would ever be made a matter of serious accusation against me before the public.

The non-delivery of Captain Maurin's letter to his owners is a matter of the same character. The facts were as follows: I was requested, and did promise Captain Maurin to take charge of an open letter from him to his owners, provided it met with the approbation of Commodore Porter. The commodore gave his permission, first requiring the letter to be translated and submitted to his examination, which I understood was done. Although I did not consider myself as charged with the delivery of the letter as a point of duty, but merely as an act of civility to Captain Maurin, yet I most certainly intended to have delivered it; for, if I had had any objection to do so, I might easily have avoided taking it; whereas I actually asked permission for him to send it. On my arrival at Havana, not knowing in what part of the city the persons to whom it was addressed resided, and thinking that the best plan to secure the receipt of it would be to enclose it with the despatches to the Governor, who would, of course, have occasion to summon the owners before him, I intended to put it in the envelope for the Governor, and verily believed I had done so. Owing, however, to a mistake, such as every one is sometimes liable to, I found, on my return to Thompson's Island, that it had not been disposed of as I intended. I immediately apprized the commodore of the oversight, who replied that the letter was of no consequence, as the parties interested had been made acquainted with all the facts in it by his letter to the Governor; a circumstance which I knew, as both letters had been delivered to me open. By mere accident I have retained possession of this letter, and of the translation of it made by Mr. Adams. It is as follows, and the public will judge, after reading it, what possible motives I could have had for withholding it, unless I also withheld the one addressed to the Captain General.

#### *Captain Maurin's letter.*

MY DEAR SIR:

CAYO DE HUERTOS, August 7, 1823.

The 2d of the present August I got under way for the waters of Guay Jabon, [and was captured] by two American schooners of war, who have brought [me] to this Key. To-day I was conducted to the presence of the commodore of this squadron, and the commodore has been pleased to deliver back to me the flag, vessel, and interests, which for that port I shall be conducted by your schooner Segunda Galliega. This evening will depart for the Havana one of the schooners of war from this station; it is for information from the Captain General, if it be the schooner Carmen, alias Segunda Galliega, if I am her captain, if you are the owners, if I went out of port despatched for Tampico, and if I departed on the 15th of June, and for the benefit of your interests and of the other gentlemen concerned.

I hope in the shortest time possible these treasures will be forwarded to you, with the necessary documents for my entire justification. My circumstances, at present, do not allow of my saying any thing more.

I am your most affectionate, &c. &c.

JOSE M. MAURIN.

MESSES. TORREZ & MARTINEZ.

The anonymous writer seems to be anxious to induce Commodore Porter to think that it will naturally be inferred, from the paragraph in the Herald, that the captors have, by the conduct of General Vives and of the commanding officer of the squadron, been cheated out of their proportion of \$90,000. Now I do conscientiously believe that no such inference has ever been even suggested by any human being that has read the paper, except only by this writer himself. Can any man in his senses suppose that another would do a dishonest or immoral action directly against his own interest? And yet this must unavoidably be the case with Commodore Porter, in order to justify any person on earth in deducing such an inference as the writer speaks of; for Commodore Porter, as commander of the squad-



ron, was largely interested in this very \$90,000. Every act of his which affected the interests of the captors impaired his own, of course, in like manner. It is therefore out of the question that any such conduct ever could have been imputed to him by the most remote possible insinuation.

I am about to close this communication as briefly as possible; but there is one remark of my assailant which I cannot permit to pass without notice. I deny that I have ever made a reluctant apology to any man, or ever had one "wrong" from me. I have never shrunk from the consequences of any act of my life, and do not now. I have made apologies, perhaps more than once, but freely and voluntarily, under the conviction of my own feelings that I was wrong, and under circumstances in which no honest and honorable man would have been unwilling to tender them. But if any person to whom I have ever made one in my life has done me the injustice to think it was *wrong from me*, or given *reluctantly*, I NOW RECALL IT.

The whole object and design of the writer in the Savannah Georgian appears to have been to engender and cherish a spirit of hostility between Commodore Porter and myself. For my own part, I know no just reason why this state of feeling should exist between us, and I have no hesitation in declaring that I have never, directly or indirectly, attempted to injure him, either while acting under his command or since my return to the United States. This declaration, I doubt not, will be received in the same spirit of frankness with which it is offered.

I have taken no notice of the suggestion that I was desirous to injure the character of General Vives. The idea that any thing that I have ever said could be perverted into evidence of such a design has never entered into my head. All that I know of him is, that he appears to be very much of a gentleman, and that, as far as I know and believe, he has co-operated actively and honorably with our forces in the suppression of piracy.

This publication has been delayed for some time, under the expectation that the writer in the Georgian, upon seeing the Herald of the 20th October, would have had the magnanimity to withdraw his aspersions of me.

I now take my leave of him, and take this method of informing him that, as I purpose to leave the United States within a month, on a voyage of two or three years, my time will be too much occupied with official duties, and with preparations for my departure, to afford me an opportunity (even if I felt the inclination) to appear again in the public papers. I have therefore to ask, if he has any further discussion with me on the subject of the Segunda Galligo, or any other, that the public may not be troubled with it, but that it may be had either by way of conversation or of letter; in which last case I must beg of him to have the goodness to let me know to whom I am to address my reply.

BEVERLY KENNON.

*First Lieut. Frigate United States, at Norfolk, Virginia.*

EXHIBIT No. 5.

[Published in the Norfolk and Portsmouth Herald of the 15th December, 1823.]

*To the Public.*

I submit to the public the reply of Mr. Robertson, the editor of the Savannah Georgian, to an application I made to him for the name of the author of the calumnious attack made upon me in his paper:

SIR:

SAVANNAH, November 25, 1823.

In reply to a note addressed to Commodore D. Porter, dated on the 31st ultimo, relative to the article which appeared in the Georgian of the 9th, the commodore observes, "Lieutenant Kennon certainly cannot be ignorant who the author is," and has no objection to my referring you to him for the desired information.

Yours, respectfully,

GEO. ROBERTSON, JUN.

Lieutenant B. KENNON.

FRIGATE UNITED STATES, HAMPTON ROADS, December 19, 1823.

As there appears to be *still* a mysterious policy in keeping back the name of the author, that my want of rank seems to forbid my penetrating, I cannot suppose it will be deemed an act of *vanity* in me, on the eve of my departure for a cruise of three years in the Pacific ocean, to avail myself, before my fellow-citizens, of the very flattering testimonial conferred by my late commander when I parted from him at Key West.<sup>3</sup>

I do full justice to the regret that Mr. Robertson has expressed, in a previous letter, at having been instrumental in giving publicity to the deep injury that was meditated against me; and I am sincerely grateful to the enlightened justice of my country, and to my many, very many, worthy associates in the service, for the respect and feeling with which I have reason to believe my vindication has been received.

BEVERLY KENNON.

SIR:

SEA GULL, PORT RODGERS, August 14, 1823.

With assurances that it will ever afford me pleasure to be associated with you on duty, please to accept my best wishes for a speedy and pleasant passage, and a happy sight of your friends.

Very respectfully, your obedient servant,

D. PORTER.

Lieutenant Commandant B. KENNON.

EXHIBIT No. 6.

[Published in the Norfolk and Portsmouth Herald of the 8th September, 1823.]

ARRIVAL OF THE WEASEL.

HERALD OFFICE, NORFOLK, Monday, September 8, 1823.

Yesterday arrived at this port the United States' schooner Weasel. Lieutenant Commandant Beverly Kennon, one of the squadron under the command of Commodore Porter. The Weasel left Thompson's Island on the evening of the 17th of August, touched at Matanzas, and sailed thence on the night of the 21st for Key Sal, in search of a suspicious vessel, and left the Double-headed Shot Keys for the United States on the evening of the 23d. On the 26th experienced a heavy sea in the Gulf; the wind being at northeast, (directly ahead,) and the vessel heavy, she sprung a leak, and put into Savannah, to wait for a favorable change of weather, where she arrived on the 27th, and was detained there by threatening weather until the 1st instant. On her passage from Savannah to this port, the Weasel experienced a constant succession of head winds and calms. During the cruise of the Weasel, she has not lost a man by sickness. The crew are at present in fine health; only one man sick on board, and his complaint ague and fever. Commodore Porter and the officers of his squadron were in fine health when the Weasel sailed.

From Lieutenant Commandant Kennon we learn the following particulars of the capture and detention by him of a Spanish armed schooner, some account of which we lately published, as received by an arrival at a northern port: Having been joined by the Fox at Havana, the Weasel proceeded, on the 28th of July, down the coast of Cuba.

On the morning of the 3d of August, off the Colarados, fell in with a large two topsail schooner, which, on approaching within a short distance, hoisted Spanish colors, and fired a shot over the Weasel, whose flag was flying at the moment, and had been for some time before. The shot was promptly returned by the Weasel, but with orders not to strike her; Lieutenant K. thinking that there might be some mistake between them, as he had only the morning before spoken two Spanish national schooners in search of a patriot privateer, and therefore thought it probable that this vessel belonged to one or other of the parties. The shot, however, was answered with a second, which the Weasel returned directly across her deck, and very near; and was in the act of repeating it, when there commenced such a hailing and waving of hats and handkerchiefs from the strange schooner, as induced a suspension of the Weasel's fire, until her character could be ascertained. Lieutenant Randolph was accordingly sent on board to examine the captain's commission, but he refused to show it. Lieutenant K. resolved to compel him; but, previous to renewing the fire, in order to save any unnecessary effusion of blood, ordered him to haul down his colors, which he did, and came on board himself, after having sent his commission by one of his officers. It appeared that the vessel's name was the Segunda Galligo, and that of her commander José Maurin. She was stated to be thirteen days from Tampico, bound to Havana, with \$90,000 in specie on board, as reported by her commander; was armed with a long twelve pounder, a number of small arms of every description, and had on board thirty-two men, many of whom called themselves passengers. Besides her armament, there were many other circumstances that rendered her character very questionable. On demanding of the captain why he fired at the Weasel, he attempted to excuse himself by saying he took her and the Fox for pirates, although his interpreter, a little while after, acknowledged that they had seen them at Havana, and knew who they were. When first discovered by the Weasel, she appeared to be in chase of an American brig then in sight, which, however, the captain denied being the case, and said he had been in company with her the day before. Not being satisfied, however, Lieutenant K. resolved to speak the brig; and, on doing so, was assured that there was no truth in the statement of Captain Maurin, whose vessel he had never seen before. A red flag was found on board the Segunda Galligo, somewhat worn, and twenty or thirty sweeps in her hold. Deeming her character sufficiently equivocal to justify him in detaining her for further examination, Lieutenant Kennon put a prize crew on board, under the command of Lieutenant Randolph, and ordered her to Thompson's Island.

In addition to the above, we learn that, on the arrival of the Weasel at Thompson's Island, Commodore Porter despatched her with her prize to Havana, with a friendly communication to the Governor of Cuba, informing him of the circumstances of the capture, and referring the examination as to the legality of the proceedings of the Segunda Galligo to him. Governor Vives accordingly undertook the investigation of the matter, and, after some days spent in the inquiry, decided that there was nothing illegal in the case, and that the Segunda Galligo had done nothing to forfeit the character of a fair trader. She was thereupon discharged.

#### EXHIBIT No. 8.

[Published in the Norfolk and Portsmouth Herald of the 20th of October, 1823.]

We regret to perceive in the Savannah papers, immediately following the joyous announcement of the safe arrival of Commodore Porter, in the Sea Gull, at that port, a most infuriate and malignant attack, from an anonymous source, on an officer attached to the squadron under the command of that distinguished individual—an officer, too, whose nice sense of honor, we know, could never have permitted him to become obnoxious to the heavy reproaches which his anonymous assailant has levelled against him. This officer is Lieutenant Beverly Kennon, lately in the command of the schooner Weasel, one of the vessels of Commodore Porter's squadron, in which he arrived at this port on the 7th of September. Having previously heard that Lieutenant Kennon had been fired into by a Spanish schooner, which caused him to capture her, we requested and obtained from him the particulars of that occurrence, which was published in the Herald of the 8th of September. It is in consequence of their publication, it appears, that Lieutenant Kennon has been, in the rudest and most undignified manner, called to account by the doughty hero of the quill who figures in the Savannah papers, who assumes that the publication was made by Lieutenant Kennon with the intention to cast injurious reflections on the conduct of General Vives and Commodore Porter, in relation to the discharge of the Segunda Galligo, the vessel captured by the Weasel; and thence proceeds, upon an erroneously conceived view of the case, to animadvert in the severest and most unwarrantable terms upon the conduct of Lieutenant Kennon, who, we take upon ourselves to assert, was as unconscious of giving offence, either to General Vives or Commodore Porter, as the child unborn. If this writer is free from a deliberate malicious intention to injure Lieutenant Kennon, the least that can be said of him is, that he labors under a most egregious misapprehension respecting him.

The following is the paragraph in which the charge is contained:

"Some statements have gone the rounds of the papers relative to the detention, and subsequent discharge, of the Spanish armed schooner Segunda Galligo, to one of which Lieutenant Commandant Kennon, of the United States' navy, has given the sanction of his name, and to which is appended a paragraph devoid of truth, with insinuations calculated to produce on the minds of others impressions highly prejudicial to the conduct and character of General Vives, and to the independent judgment and decision of the commander of the American naval forces in the West Indies and Gulf of Mexico. It is, therefore, due to truth, and justice to both parties, that the official correspondence on the subject should be laid before the public; and it is hoped that those editors who have given currency to Lieutenant Commandant Kennon's statement, will give a place to the correspondence, with these remarks."

In another part he says: "Lieutenant Commandant Kennon may screen himself under the particular phraseology, and say he is not answerable for the closing paragraph of his communication. Every one will consider him so, for it has the sanction of his name; and if it contained, as it does, *rank falsehoods*, it was his duty, as an honest man, to contradict them immediately."

We take leave again to say, that Lieutenant Kennon will not seek to screen himself from any responsibility which he is properly liable to. He has committed no offence; then why fly to subterfuge?

We will republish, *verbatim*, the statement which appeared in our paper of the 8th of September, of the affair of the Segunda Galligo.

From Lieutenant Commandant Kennon we learn the following particulars of the capture and detention by him of a Spanish armed schooner, some account of which we lately published, as received by an arrival at a northern port.

"Having been joined by the Fox at Havana, the Weasel proceeded, on the 28th of July, down the coast of Cuba. On the morning of the 3d of August, off the Colarados, fell in with a large two topsail schooner, which, on approaching within a short distance, hoisted Spanish colors, and fired a shot over the Weasel, whose flag was flying at the moment, and had been for some time before. The shot was promptly returned by the Weasel, but with orders not to strike her; Lieutenant Kennon thinking that there might be some mistake between them, as he had only the morning before spoken two Spanish national schooners in search of a patriot privateer, and therefore thought it probable that this vessel belonged to one or other of the parties. The shot, however, was answered with a second, which the Weasel returned directly across her deck, and very near; and was in the act of repeating it, when there commenced such a hailing and waving of hats and handkerchiefs from the strange schooner, as induced a suspension of the Weasel's fire, until her character could be ascertained. Lieutenant Randolph was accordingly sent on board to examine the captain's commission, but he refused to show it. Lieutenant Kennon resolved to compel him; but, previous to renewing the fire, in order to save any unnecessary effusion of blood, ordered him to haul down his colors, which he did, and came on board himself, after having sent his commission by one of his officers. It appears that the vessel's name was the Segunda Galligo, and that of her commander José Maurin. She was stated to be thirteen days from Tampico, bound to Havana, with \$90,000 in specie on board, as reported by her commander



was armed with a long twelve pounder, a number of small arms of every description, and had on board thirty-two men, many of whom called themselves passengers. Besides her armament, there were many other circumstances that rendered her character very questionable. On demanding of the captain why he fired at the Weasel, he attempted to excuse himself by saying he took her and the Fox for pirates; although his interpreter, a little while after, acknowledged they had seen them at Havana, and knew who they were. When first discovered by the Weasel, she appeared to be in chase of an American brig then in sight; which, however, the captain denied being the case, and said he had been in company with her the day before. Not being satisfied, however, Lieutenant Kennon resolved to speak the brig; and, on doing so, was assured that there was no truth in the statement of Captain Maurin, whose vessel he had never seen before. A red flag was found on board the Segunda Galliego, somewhat worn, and twenty or thirty sweeps in her hold. Deeming her character sufficiently equivocal to justify him in detaining her for further examination, Lieutenant Kennon put a prize crew on board, under the command of Lieutenant Randolph, and ordered her to Thompson's Island.

"In addition to the above, we learn that, on the arrival of the Weasel at Thompson's Island, Commodore Porter despatched her with her prize to Havana, with a friendly communication to the Governor of Cuba, informing him of the circumstances of the capture, and referring the examination, as to the legality of the proceedings of the Segunda Galliego, to him. Governor Vives accordingly undertook the investigation of the matter, and, after some days spent in the inquiry, decided that there was nothing illegal in the case, and that the Segunda Galliego had done nothing to forfeit the character of a fair trader. She was thereupon discharged."

Will not the intelligent reader turn with astonishment from this simple narration of facts, and demand in what part of it is to be found the evidence to support the assertion that it is calculated to disparage Commodore Porter and Governor Vives? Truly, if there be any such, he must possess superior powers of discernment and penetration who can point it out; for

"Optics nice it needs, I ween,  
To see what is not to be seen."

It is what nobody in these parts has been able to discover.

Having been the first to publish the account of the affair of the Segunda Galliego, it is a duty we owe to Lieutenant Kennon, not more than to the individuals who are asserted to have been "vilified" by the publication, to state a few facts by way of explanation, which we believe will satisfy Commodore Porter (should he, as this writer would have it believed, have misjudged the motives of Lieutenant Kennon) that nothing derogatory to him was ever intended by that officer.

On the arrival of Lieutenant Kennon we waited on him for the purpose of obtaining whatever information he had to communicate; he politely furnished us with a minute of it, *in which, however, no mention was made of his encounter with the Segunda Galliego*. We requested that he would inform us of the particulars of that affair, observing that they would probably be interesting to the public. He excused himself at first, on the ground that, as he had made an official report to Commodore Porter, which had, no doubt, been forwarded to the Navy Department, whence, if necessary, it would be given to the public, it might be considered improper in him to anticipate the official course of publication.

We replied, that it was far from our inclination to urge what it would be improper for him to comply with, but in this case we could not discover any obligation to secrecy. We did not ask of him more than we presumed he felt himself at liberty to communicate to any other individual, in the common course of conversation; that, whatever he might think proper to communicate to us would be given in the form of an editorial article, &c. After some further hesitation on his part, and impertinence on ours, he showed us a copy of his letter to Commodore Porter, observing that it contained a full statement of the affair, but it was not his wish that it should be published, at least not in the form in which it stood. Upon our assurance that it should only be given in the shape of an editorial paragraph, he permitted us to compile from it the article inserted above, which, in point of fact, exactly corresponds with the letter to Commodore Porter.

Thus it will readily be seen that, so far from Lieutenant Kennon's having communicated the statement for publication for the purpose of injuring Commodore Porter or Governor Vives, he yielded it only to our urgent solicitations, and with a reluctance which, to our thinking, had the appearance of over caution. The statement published being essentially the same as that handed to Commodore Porter, will any man of common sense believe that the commodore would receive from one of his subalterns a communication which, if published, would have a tendency to injure him or his friend Governor Vives? The idea is preposterous.

Concerning the additional paragraph, at which this writer roars out "gross falsehoods!" so lustily, there is but one poor error, and that is of so little importance that the stir made about it reminds us of the fable of the wolf and the lamb drinking at the run. This error consisted in our representing the Segunda Galliego to have been sent along with the Weasel to Havana, which was not the case; she having remained at Thompson's Island until the proper documents to prove her innocence were transmitted from Havana.

The paragraph alluded to was not seen by Lieutenant Kennon until he read it in the paper the next day. How far, then, in common fairness, he ought to be held accountable for it, we leave to every ingenious mind to determine. The error in it arose from a misunderstanding on our part, and the moment it was known to Lieutenant Kennon he informed us of it, and requested that it might be corrected in our next; but, deeming it of no sort of consequence, we were at no pains to remember to make the correction, and it entirely escaped our recollection. The Savannah writer, therefore, will perceive that Lieutenant Kennon did that very thing which he so harshly condemns him for not doing.

As the writer in the Savannah paper is, beyond doubt, an officer of the navy, it adds to the regret which, on so many other occasions, has been expressed by the friends to that service, that our gallant tars, prompt on all occasions to belabor the enemies of their country, should be so ready to wage the "war of the quill" among themselves. Nothing good has ever resulted from it; and if ever the navy, that now proud bulwark of the nation, loses ground in the estimation of the people, it will be mainly owing to the ungovernable propensity of its officers for newspaper controversy. What must be the feelings of the Savannah writer when he reflects that he has attempted to stab the reputation and blast the fair fame of a most estimable young man, who, so far from having injured him, never harbored a thought to his prejudice!

#### EXHIBIT No 10.

The prisoner has heard, with entire respect, the decision of the court, and bows with deference before it. He may not, and will not, question it, nor again presume to ask a reconsideration of what they have already deliberately weighed and decided on.

But the decisions of this court are but initiative, and the confirmation or reversal of their opinions rests with that appellate power whom the law has intrusted with its final and sealing authority. And it can never, by this dignified tribunal, be deemed an offence to their judgments, that, situated as I am, I am anxious to lose no opportunity of presenting to that reviewing and appellate power the facts, that they may decide if my former application was correct. This can only be done by showing, in some way or other, to the appellate power, *what* the question was on which it has been my misfortune not to be sustained by the concurrent opinion of the court; and this, I am advised by my counsel, can be done by no *intrinsic* proof, or in any other mode whatever, but by its appearing in the proceedings of the court, certified by their authority.

I pray, therefore, that this my respectful exception to the opinion of the court, on the suggestion yesterday submitted by me, and to day decided on, with that suggestion itself, and the two written motions therein referred to, may be authenticated in such form as the wisdom of the court may deem most fit and consonant with propriety, or that this my respectful protest against the judgment pronounced by the court may appear appended to its proceedings, and authenticated in a fit mode by them.

If in this, or some other mode, (and I will adopt any mode which may be most agreeable to the court,) I may not be permitted to submit the decision of the court to the re-examination of the appellate power, the power of revision and repeal, the court will perceive, is nugatory; all means being desired to bring that appellate power into activity.

## EXHIBIT No. 12.

On yesterday, when the proceedings of the court terminated, they had arrived at a point, the embarrassment of which I then felt, and which I was most anxious, if possible, to remove. Fortunately, the adjournment of the court has allowed some opportunity to me for reflection; and I beg leave, with entire deference to their decision, to offer the comments now submitted to them.

The court will remember that on the preceding day a question had been propounded to a witness, the legality of which had not been questioned, and is unquestionable; and an answer, under the authority of the court itself, was required. The witness did answer, but in terms conceived by me to be not responsive to that, but to a different question, and leaving the matter of my inquiry as uncertain as when the question was put. It was my misfortune at that time not to be able to show with sufficient distinctness to the court the force of my objection to that answer.

On yesterday the examination commenced at the very point at which it had stopped on the preceding day. My first question was purposely framed so as to bring under the notice of the court, more distinctly than I had before done, the ground of my objection; and so soon as I had done this, the court determined that the answer did not satisfy the inquiry, and required a more definite reply from the witness. An answer was given, and this new answer was objected to, as being, like the former, not responsive to the question. A new interrogatory was proposed, which endeavored to present more distinctly to the mind of the witness the *very* matter of inquiry, and to exclude all others. And this question was, by the authority of the court, propounded to the witness, to be answered by him.

It was in this stage of the proceedings, if my memory be correct, (or, if not, at one still later,) that the Judge Advocate exerted the right (which undoubtedly he had, and which on all proper occasions should be exerted) to apprise this witness of the rule of law, which absolved him from all obligation to answer an inquiry, an answer to which might subject him to danger of future prosecution, by the disclosure of an offence committed by him. The propriety of this was immediately conceded by me, and a distinct admission made, that if the witness claimed the benefit of this rule, I did not mean to press this inquiry, but asked only that the record should show that the witness did decline to answer on that ground.

And here I take occasion to declare, as a matter of justice to Captain Porter, as well as to myself, that whatever else it may be my painful duty to say and to do in the progress of this case, it never did enter into my mind that his direct answer to this question would be other than would be proper in itself, or could lead to any matter imparting impropriety to him. On the contrary, it was my firm impression and belief that the very answer which would have been honorable to himself would have been beneficial to me. This explanation is due to justice and truth, as well as to the court and the witness; and I offer it with pleasure, and voluntarily.

Thus admonished by the Judge Advocate as to the law, which was admitted by me, Captain Porter declined to ask any absolution from the obligation to answer, waived all defence from the principle of law, and gave an answer to my inquiry. That answer, like the three former ones, was still thought not explicit, or directly affirming or denying the matters of my inquiry. Your record will show how many modes I adopted to obtain the information the question sought; and I should have continued to endeavor to vary my inquiries until I could have communicated to the witness the *very* question I meant to be answered, had not the answer at last given by the witness rendered any further inquiry hopeless. In that stage of the business it was my painful duty to ask the exercise of the court's authority to get from the witness the information which all modes within my power to employ had failed to obtain, and I for that purpose presented to the court a *written motion*.

At this moment of time the witness claimed the protection of the court from any interrogatories by me, through my counsel, reflecting on him.

The court being cleared, these two subjects (*my written motion*, and Captain Porter's claim to protection,) occupied its private deliberations. On the opening of the court, the result of their deliberations was made known, and its sentence, now a part of that record. That decision noticed the claim of Captain Porter for protection, granted in part the object of my written motion, and, referring to that motion by the appellation of "the paper handed in by the counsel," declared that it could "not be admitted on the record, inasmuch as" the court "considered it to be couched in objectionable terms."

On this being announced, I respectfully submitted another *written motion* to the court, disclaiming all design to "use one expression or to offer one sentiment *objectionable*;" respectfully asked that "the *terms*" in that paper deemed "objectionable" might be indicated, for the double purpose of apologizing for their unintentional use, and reforming the expressions, and thus purifying my motion of the only vice which had, with the court, been an objection to its admission, in common with *all its other* proceedings on the record. The court, deliberating in private on this new motion, announced, by their sentence, that they "were willing to believe that the objectionable parts of the paper were made inadvertently," but declined taking further order on it.

This narrative was needful to bring distinctly to the view of the court the matter which is now to be submitted. I do not mean to submit anew any proposition on which I have before had the opinion of the court, or any matter on which I have been heretofore heard by the court. All its decisions on such matters will be acquiesced in, not only without murmur, but, believe me, with entire deference, even when against my wishes. I say thus much to prevent all misapprehension.

But I claim the privilege (and I know no disposition exists to restrict me in one legal privilege) to bring under the eye of the court a matter, the importance of which to my defence I well know, but which the court, until I come to disclose that defence, and the principles on which it will turn, cannot appreciate. It is my interest to prove exactly at what point, and precisely at what moment, and under what circumstances, the decision was given by the court, which stopped the further prosecuting my question. I announce to the court (I am not required now to go further) that to that defence the matter stated in my written motion to invoke the aid of the court is very material, and unless that paper appear on the record, I shall be deprived of important matter in my defence. Need I offer argument to prove that the records of the court, which are supposed to contain the very truth, and all the truth of the proceedings, ought not to suppress a fact which is known to have occurred during the trial, and the importance of which to his defence the prisoner urgently represents and insists on? The jealousy with which the law watches over your record, to prevent the possibility of any matter not appearing which really has occurred, has been most strongly exemplified and illustrated on this very day. The undoubted right of a writer to correct his statement yields to this respect for the accuracy of the record. The alteration can only be made by an addition to the record, not by erasure; for, if that were allowed, the prisoner would be denied the means of defeating the testimony of the witness, which such explanation, compared with the original statement, often affords.

This question may seem to have been before the court before, as a distinct proposition, in which I had already been heard. An accurate examination of the record will show this not to be correct.

My first motion never, in the most distant manner, alluded to it. It related only to my application to the court to enforce an answer. If the court did incidentally, and without my knowledge, allow me any opportunity of correcting objectionable terms, or of proving that none existed, by showing that their sense, as used by me, had been misapprehended, the opinion thus incidentally and in this *ex parte* mode framed by the court, and which, in its justice and impartiality, it could not have intended to deny me the legal right of supporting by argument every proposition which is known to me to exist, ought not now to bind me, much less lead to a falsification of the record.

This, however, is not my only objection. The peculiar character of this trial renders it proper that I should be specially careful not to allow any thing to appear on this record which imputes to me, what my whole life belies, a spirit of insolence and insubordination. As the record will stand, (my motion to the court being excluded,) it appears that some outrage had, even before the court, been committed on Captain Porter by me, which the court deemed in "terms so objectionable," that its insertion would profane the purity of the record to that degree, that they dispensed



even with the ordinary rules requiring all the proceedings to appear, lest it might contaminate. It is true that the court, perceiving how frankly and promptly I expressed my regret, and sought to repair this unintentional wrong, have been pleased, by their last decision, to express their willingness to believe it was made inadvertently; and I thank them for this proof of the justice with which they estimate my feelings and my motives. That there are "objectionable terms?" I may not doubt, because you have so said, scanning them with a less partial eye than I may be supposed to do. But whatever may be the objection, it ought to be subject to no greater imputation in the eyes of the Secretary of the Navy and the President of the United States, than my objectionable terms themselves will warrant. Nothing must be left to the imagination, which, if the record remain partially disclosing instead of entirely exhibiting the transaction, may impute to me some greater outrage by that paper than you yourselves have seen in it, and may think that I owe the indulgent terms in which your last order is worded to your pity for my unfortunate situation, and not to the degree of my offence.

I respectfully and earnestly ask, therefore, that this representation, and the two written motions referred to in it, may appear, in conformity to ordinary usage, on your record, at the proper point of time in your proceedings, or in such other mode as to the court may seem proper and fit.

Should inaccuracy of expression or statement appear in this paper, or any sentiment be deducible from any particular word, not in consonance to its general tone, I beg, once more for all, that it may be construed in the mode to give no offence; that I may allow, if needful, to reform it; and that no one will take exception to what is not designed to be offensive. The hurry with which it is written, in the face of the court, during a suspension of its proceedings, for the sole purpose of preparing it, and the want of time even to represent it well, he offers as an apology, should one be needful, for its contents.

#### EXHIBIT No. 13.

The counsel of the prisoner avails himself of the permission granted by the court to support the legality and propriety of the question proposed to Captain Porter.

To present more distinctly the proposition he is to support, it will be proper to carry back a little the recollection of the court to some incidents which have occurred during the examination, the connexion of which with the point to be discussed is needful to its explanation.

In an early stage of the cross-examination of Captain Porter, it was laid down by the court as a principle, that, as a witness, he was bound to answer no question, the reply to which might criminate himself. Subsequent to this decision, the prisoner proposed to Captain Porter a question in the following words: "In a newspaper called the Georgian, published in Savannah, on or about the 9th of October last, was an anonymous publication, in the following words: 'To the editor of the Georgian. Some statements, &c. (reciting the publication:) Were you the author of that publication, or was it published at your request, or by your orders?' and the court received, and allowed to be recorded, this statement from the witness: 'I know the author of that publication. I fully concur with him in opinion, and am prepared to substantiate all the facts contained in that publication. I decline any further answer.'" It was understood by the prisoner that the witness, "declining to answer," meant to avail himself of the principle before alluded to, and the further inquiry as to his authorship of that piece was either denied or not pursued, because of the court's decision, on the principle of non-crimination, before alluded to. The counsel of the prisoner (judging only by the feeble lights of his information, drawn from the common law courts of civil and criminal jurisdiction, and from the general principles of evidence, which he had supposed universal, because they are the offspring not of positive law but of reason, and should be alike in all courts,) did not conceive that the statement of the witness ought to have been received upon the records:

First. Because it was not responsive to the question the witness "knowing or not knowing who the author was, or concurring or not concurring in opinion with the author or being able or not being able, to prove the facts stated in that publication," had nothing to do with the question; which did not seek information on *any of these matters*, but sought only to know (what these statements *did not answer*) whether the *witness was* the author, or had authorized the publication. And, secondly, because the rule, which absolved the witness from the necessity of answering, is intended by the law as a *shield to protect the witness*, not as a *sword to assail the inquirer*. It gives him the liberty of being *silent* to the inquiry, if he pleases. But, if he choose to answer, he is bound to answer *fully*, and not *partially*; much less can he, while claiming the protection of the rule, and *declining to answer the inquiry*, introduce statements not responsive to the question, for the *purpose of assailing* (as was done in this case) the prisoner, who put the question. But as the court, by receiving the statement of the witness on the record, admitted its propriety, and the counsel had many motives for wishing to avoid all objections which might seem either technical or intended to smother any charge against the prisoner, he acquiesced, with the hope of either neutralizing the poison which the statement had infused, or of directing it to a different quarter from the one designed. With this view he propounded the question which is now the subject of investigation. It is in these words:

"Although you have declined to answer to my inquiry, if you are the author of the publication in the Georgian, you have taken occasion to say you concur with him in opinion, and that you are prepared to substantiate all the facts contained in that publication; am I to understand, by this answer, that you, even now, with all the facts that are within your knowledge, mean to impute to me the vices and improprieties imputed to me in that publication?" And the counsel is now to vindicate the legality and propriety of it. In doing this, he will notice the decision of the court only for the purpose of ascertaining the objections which seem to exist in their minds, with a view of applying himself to their removal. He understands it is not the intention of the court that the intimation of their opinion is to prevent *free argument* on the question; for, if that restriction had been insisted on, all argument must be useless; and the counsel estimates his office too highly to offer one.

First, as to the *form* of the question. It may be proper to take this occasion to observe, that as the law does not permit the prisoner or the court to dictate the *terms*, nor prescribe the *manner*, in which the witness is to give an *answer*, provided the answer be responsive and directly affirmative or negative, so neither does the law allow the *terms* or *manner* in which the prisoner shall put his *questions* to be prescribed to him. He is at liberty, it is believed, to select such a form and mode as to him seems proper. If his questions be unskilfully prepared, he is to suffer by it.

One limitation, indeed, applies in common to the question and answer, and, indeed, all the proceedings of a court of justice—that they do not unnecessarily invade decency and morals. I say *unnecessarily*, because, if it be necessary, any question, however painful to the ears of the court, or mortifying to the feelings of a witness, may be put, and must be answered; and the record of the court derives no contamination from them. Prosecutions for rape and other grosser crimes in criminal, and for adultery in civil courts, furnish daily examples of this rule.

Then, as to the *matter* of the question. Is it legal?

The counsel believes it to be a principle of universal law, founded on reason and justice, and in the courts to which he has been accustomed never disputed, that the prisoner's *defence* is at least as *extensive* as the *prosecutor's attack*; and that he may be allowed to *disprove* whatever the prosecution is allowed to *prove*. Wretched, indeed, would be the condition of one on trial, as in this case, for his honor, on trial in many cases for life, (for the principle, if true, applies to such cases as well as others,) if facts of the most damning nature against him may be stated as proofs by the prosecutor, (which, if true, ought to have an influence in his case,) and he should be denied the poor boon of *disproving* them, or of *weakening their force*. And, if he may do this, he may draw his justificatory and extenuatory matter from the lips of any witness, and from none with so much propriety as from the lips of the very witness who furnished the matter of imputation against him. By allowing the imputation to appear on the record, the court has made legal the question to *disprove* or to mitigate it, even if its legality could otherwise be questioned.

But its legality rests on higher and better principles, if higher and better principles were needful. The prisoner may claim, and, on his behalf, his counsel does claim, "a greater latitude" of inquiries in his defensive examina-

tion than is permitted to the prosecutor on its examination in chief. "He may cross-examine the witness as to every part of his testimony." I quote the very words of an eminent lawyer and writer. 1st Chitty, 427. In his cross-examination every mode of inquiry is legal which he can devise, either to *disprove* a fact stated against him, or to *impair* its force and application, or to weaken the *confidence* of the court in the witness against him. In exerting this right, the prisoner, so far from being bound to limit himself to the facts existing in the case, may even assume as true facts existing *only in imagination*, and, by a course of inquiry, predicated upon this assumption, elicit information for his benefit. See 1st Chitty, 427.

He may also put "introductory questions," questions whose immediate bearing and operation on the matters in issue do not appear, but which serve as pioneers to open the way to *other questions in reserve*, which do bear on the point. And in the application of this rule, the sound discretion of the court is to determine what may be received or not. In other courts of civil and criminal jurisdiction, and especially of the latter character, this is confined by the court to the judgment and discretion of the prisoner's counsel, and no restriction is imposed but in cases of gross and often repeated abuses of this confidence. These courts think it better to submit to some abuse of their patience, rather than the prisoner should be circumscribed in any matter of inquiry which may possibly lead to any illustration of his innocence. (For the general principle of cross-examination and introductory questions, *vide* Phillips, 205 and 206.) But the court has intimated that the latitude of examination is still subject to some limits; that it must be relevant and confined to the matters on which the court is to decide. The counsel frankly concedes this; having no motives, either personal or professional, for withholding his distinct admission to any proposition (however it may affect this case) which his honest judgment believes to be correct. He might then, indeed, be allowed to deplore that the relevancy of the matter, to which the question refers, had not been discovered before the matter itself which elicits the question had been received on the record; but he would rather his client should submit to all the mischief which its introduction, now irreparable, might bring along with it, than lend himself in any solicitation to the establishment of principles subversive of law, of right, and of justice. He grants, therefore, freely, unreservedly grants, his entire concurrence with the limitation on the right of cross-examination intimated by the court. It must be relevant and applicable to the matter on which the court is to act, and tending to assist the mind of the court, or the judgment which it ought to pronounce. It remains only for the counsel to prove that it *does relate to such matters*, and that the conclusions to be drawn from the witness to *this*, (and to many other questions of a like character intended to be put to him,) are *indispensable* to the sentence which the court will be called on to pronounce.

The charges against the prisoner impute to him *malice*, and the chief head and front of this offending consists in *this*: One of the charges rests, as to fact, *entirely and solely* on the testimony of Captain Porter; and the *malice*, which is the chief ingredient in *all*, is chiefly to be inferred, if inferrible at all, from his statement. Whatever tends to prove his state of mind to be hostile, revengeful, or prejudicial against the prisoner, detracts so much from the weight of his testimony; and if the prisoner can furnish evidence that the prosecution was conceived in a malicious temper towards him, that fact would not only take off the imputation of *malice* from the prisoner, but lead to other consequences *vastly important to this trial*. Now, the answer to this question bears strongly on this matter. For if Captain Porter gives an affirmative answer, the prisoner will rely on that answer to prove *unplacable hostility* in the witness, who, although he cannot now be ignorant of the prisoner's innocence of all criminal connexion with the matter which produced that publication, and although the prisoner hopes and expects to prove by other evidence that the witness expressed himself satisfied on these points, yet now, in open court, and where his honor is in jeopardy, he seeks to overwhelm the prisoner by a cruel repudiation of that very libel. And as the prisoner intends to prove that state of mind by numerous other circumstances, such an answer would be highly corroborative of them. Should the witness, however, give a negative answer, the prisoner means to rely on the *wanton* introduction of that statement (which such an answer would disclaim all belief of) as a decisive proof of the *same* temper in the witness. So that any answer will bear on the question of *malice*, and on the weight which should be given to the testimony of the witness. This is the rule of evidence, as is believed, in all courts and in all countries; and the counsel begs the court to read 2d McArthur, pages 47, 51, 53, which are distinct on the point.

But there is another view in which this evidence (and much other of a similar tendency, which the prisoner proposes to lay before the court) will have a direct relevancy and immediate bearing on one of the *weightiest matters for the final sentence of the court*—a matter which the law, the naval law especially, authorizes the court to take cognizance of in this case and on these charges, and which the prisoner claims, as a matter of right, to bring under its notice. He has been brought before this court on charges which, if true, *must dishonor him*; and he does not fear, even in this stage of the trial, to pronounce on himself the doom which ought to await him if they be proved. He ought to go from this court cashiered and forever dishonored. But if they be unfounded, it is the right and the province of this court, if the circumstances of the case warrant it, to do something more than acquit him; to restore, as far as they may deem proper, his name and character, and to *pronounce a censure on the prosecutor*, who has instituted this charge intended to dishonor him.

The authority of the court to do this is undoubted; it is stated to be peculiarly proper, to prevent oppression by superior officers; and the practical illustration of the rule has been given often in the British navy, where no admiral can by his rank shelter himself from the *censure* which a court-martial trying a prisoner may pronounce on the *prosecutor*. I refer the court to history, and to the works of highest authority on this subject: the work of a great lawyer and naval Judge Advocate, McArthur, pages 204, '5, '6, '7, —333, '4, '5; and I pray these passages may be received as part of this statement, for want of time to copy them in this note. The counsel of the prisoner would not be understood as anticipating the opinion of the court on any matters which have been, or may be, under its consideration; much less does he say, on behalf of the prisoner, that this case will eventually prove to be one in which this authority of the court ought to be exerted. These considerations rest only with the court, and on the facts to appear in evidence. But the prisoner believes that, in his person, has been made (under the forms and pretence of service and discipline,) an experiment, ruinous to the service, and destructive to the discipline of the navy; that in a case in which there was nothing of *professional duty*, his character, feelings, and honor, as a man and as an officer, have been outraged; that he has been goaded and tortured by successive wrongs and contumely; that the forms of naval trial have been resorted to, *because he had dared to complain*, in terms however moderate and chastened, of these very outrages; that attempts have been made, ever since his arrest, to intimidate or to dishonor him. From a combination of such matters, he expects to make out a case, in which, perhaps, the court may find it proper to afford him that *indemnity* which the naval law allows this court to give, by declaring the prosecution to have been *exzacious and malicious*, and to afford to other officers in his situation the security which such a censure would afford against similar outrages. All that the prisoner now asks is *leave to offer such legal evidence as he may*, to make out such a case; and that this question, which is intended to apply to that branch of the court's inquiry, as well as to the more distinct one of the prisoner's innocence, may not be suppressed.

The counsel has been constrained to go further in detailing the prisoner's plans of defence than he has ever in any instance, in a civil court, been required or expected to do; but it is necessary, in order to remove the doubts from the minds of the court, that the answer to be given to this question could have *no connexion with the matter* they will have occasion to deliberate and decide on. He has, however, done it with the more pleasure, because he has perceived some indications that this court, not apprized, perhaps, of the whole scope of the defence, have deemed altogether irrelevant, and perhaps unnecessarily painful, some inquiries which to the defence contemplated by the prisoner, however painful, are indispensable; and if, by this exhibition of the prisoner's views, he shall succeed in removing this ground of misapprehension, it will be gratifying to him. He has only to regret that the short time in which he has been engaged in preparing this statement will occasion it to be more imperfect in matter and in expression than mature preparation could have made it.



## EXHIBIT No. 15.

SIR: OFFICE OF THE GEORGIAN, SAVANNAH, *October 31, 1823.*

Your letter of the 31st is before me. In reply, I have to observe that I very much regret, in the execution of what I consider my editorial duty, having been instrumental in injuring the character or feelings of one personally unknown to me, but who, I have reason to believe, is highly honorable in the one and honestly sensitive in the other. That I am disposed to do equal and exact justice I think will be conceded, when I state that the article which you requested me to copy, in its most material parts, was published by me before the receipt of your letter.

The surrender of the name of a correspondent is at all times a delicate transaction, and it is at least due to the individual sought to give him a proper notice of the application. This shall be done, and I presume there will be no hesitation in complying with the demand. I shall regret the time which will necessarily elapse as much, sir, as you possibly can; but, in the interim, I shall cheerfully publish any statement which you may consider necessary to your vindication, either immediately from your hands, or through any other press. By the same mail with this I have transmitted the Georgian of the 30th instant, containing the extract from the Herald referred to.

Yours, very respectfully,

GEORGE ROBERTSON, JUN.

Lieutenant B. KENNON.

## EXHIBIT No. 16.

SIR: SAVANNAH, *November 25, 1823.*

In reply to a note addressed to Commodore D. Porter, dated on the 31st ultimo, relative to the article which appeared in the Georgian of the 9th, the commodore observes, "Lieutenant Kennon certainly cannot be ignorant who the author is," and has no objection to my referring you to him for the desired information.

It is presumed this will prove a satisfactory answer to the previous communications which have been received from you by me.

I regret that circumstances not within my control have prevented the appearance of your defence in the Georgian these two days. I shall endeavor to put it in hand to-morrow.

Yours, respectfully,

GEORGE ROBERTSON, JUN.

Lieutenant B. KENNON.

[Duplicate.]

## EXHIBIT No. 14.

SIR: NORFOLK, VIRGINIA, *October 21, 1823.*

An anonymous writer has, through your paper, assailed my character; I have now to demand of you the author. I can have no wish to involve you in the controversy; but I must frankly state that, unless you comply with my request, I will forthwith institute a suit against you for defamation of character.

Respectfully, sir, your obedient servant,

BEVERLY KENNON, *Lieutenant U. S. Navy.*

To the EDITOR of the *Savannah Georgian*.

You will oblige me by republishing in your paper the remark made on the publication above alluded to in the Norfolk Herald of Monday last.

## EXHIBIT No. 17.

SIR: NORFOLK, *January 2, 1824.*

I am now under arrest, at the instance of Commodore D. Porter. It is thus made my duty to call on you to state to me, without the delay of a day, who it was that authorized you to publish the anonymous attack upon me in your paper of the 9th of October.

For defending myself against that malicious attempt to ruin me, I have been gradually brought to that measure of resentment through which it is now sought to disgrace me in the service. And, sir, for that portion of the persecution in which you inconsiderately (I am now aware) participated, I claim of you the only reparation you can make to a stranger you have so deeply injured.

Hints of the author will not now suffice. I must have his *name*, and from you. In addition to which, you will much oblige me if you will send me the original manuscript from which the publication (mentioned above) was taken, and any other written communication from the author, in connexion with it, which you may feel yourself at liberty to put me in possession of. I will also thank you to return to me the original letter which I wrote you, requiring of you the author of the aforesaid publication, together with the letter you wrote to him, apprizing him of the call that had been made on you. All those papers, in the progress of the trial, may be of use to me.

Respectfully, sir, your obedient servant,

BEVERLY KENNON.

To GEORGE ROBERTSON, JUN. Esq., *Savannah.*

## EXHIBIT No. 18.

SIR: SAVANNAH, *January 14, 1824.*

Your letter of the 2d instant, calling upon me "to state, without the delay of a day, who it was that authorized me to publish the anonymous attack made upon you in my paper of the 9th of October, and requesting me to send you the original manuscript from which the publication mentioned was taken, and any other written communication from the author, in connexion with it, which I may feel at liberty to put you in possession of, and also to return you the original letter which you wrote to me, requiring of me the author of the aforesaid publication, together with the letter I wrote to him apprizing him of the call made on me," was received last night, and I lose no time in replying to it.

In justice to myself, I must observe that my whole course throughout this disagreeable affair has been dictated by a sincere desire to do justice to you, and to use towards the distinguished officer from whom I received the communication of which you complain the most scrupulous delicacy. Had I believed that any difficulty could exist in attributing the communication to the proper source, I should before have been more explicit. Indeed, had I not expected that the disclosure would have come from another, I should before have forwarded you a copy of the letter which accompanies this. But I was led to believe that even the disclosure, which I previously made, would have been unnecessary. As this, however, has not been the case, I consider it a duty I owe to myself, in which I am perfectly justified, and an act of justice to you, to state, what you will perceive is stated in the accompanying letter, that the communication implicating your character, which appeared in the Georgian of the 9th October, was handed to me by Commodore David Porter, in the ward-room of the steam-galliot *Sea Gull*, which arrived on the preceding morning in the harbor of Savannah; and that, upon his authority, and at his request, I inserted it.

Accompanying this you have the original letter from you to me requiring the author; my letter (copy) to Commodore Porter, in consequence of its receipt; and a copy of his reply, certified by my brother, who is now my partner in business. I have not forwarded the manuscript, because it is voluminous, and, after the above, and the accompanying letter, will probably not be considered necessary.

I remain, sir, your obedient servant,

GEORGE ROBERTSON, JUN.

Lieutenant B. KENNON.

[Copy of a letter referred to in Exhibit No. 18.]

OFFICE OF THE GEORGIAN, SAVANNAH, *October 31, 1823.*

SIR:

The name of the author of the communication handed by you to me, when on board the *Sea Gull*, in this harbor, and which appeared in the *Georgian* of the 9th instant, having been required of me by the gentleman implicated, failing the obtainment of which it is his intention to commence a suit against me for defamation of character, I take the liberty of informing you of the fact, presuming there will be no objection to a disclosure.

I am, &amp;c.

GEORGE ROBERTSON, JUN.

Commodore D. PORTER.

EXHIBIT NO. 19.

WASHINGTON, *November 13, 1823.*

SIR:

I have received your letter of the 31st of October, and regret that you should have cause to apprehend any difficulty in consequence of the article I handed you for publication in the *Georgian*. Lieutenant Kennon certainly cannot be ignorant who the author is; and if your apprehensions still exist, I can have no objection to your referring him to me, and I will inform him. As the editor of the *Herald* has taken on himself the blame of the offensive part of Lieutenant Kennon's statement, Lieutenant Kennon stands acquitted, except for not insisting on its being corrected immediately upon its appearance. Had he done so, the article I handed you would never have appeared. The offensive statement in the *Herald* is acknowledged, both by the editor and Lieutenant Kennon, to be erroneous. The facts stated in the *Georgian* are not only not denied by Lieutenant Kennon's late publication, but most of them are confirmed. Whether the inferences drawn from them are correct, the public, having the subject before them, can judge as well as myself.

With great respect and esteem, your obedient servant,

D. PORTER.

P. S. Being prepared to support, by documental and other evidence, all the facts stated by the writer in the *Georgian*, he has nothing to apprehend. I have no objection to your sending this letter to Lieutenant Kennon.

SAVANNAH, *January 14, 1824.*

I hereby certify that the foregoing is a true and correct copy of the original letter, signed by D. Porter, and addressed to George Robertson, Jun.

W. ROBERTSON, *Notary Public.*

EXHIBIT NO. 20.

SIR:

U. S. SHIP JOHN ADAMS, NEAR CRANEY ISLAND.

Intending to apply for a court-martial to be held on Lieutenant Beverly Kennon, for falsely and maliciously publishing in the *Norfolk Herald* a letter purporting to be from me to him, when I never wrote him such a letter, and for maliciously using other base means to defame my character, I have to request of you his arrest.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

Com. ISAAC HULL.

EXHIBIT NO. 21.

SIR:

U. S. FRIGATE UNITED STATES, HAMPTON ROADS, *December 27, 1823.*

I herewith enclose a copy of a letter from Commodore David Porter, requesting your arrest, on charges intended to be preferred against you by him; a copy of which you will, no doubt, be furnished with in due time.

You will consider yourself arrested on the enclosed application, until the pleasure of the hon. Secretary of the Navy is known.

Respectfully, I am, sir, your obedient servant,

ISAAC HULL.

Lieut. BEVERLY KENNON, *United States' navy.*

Endorsed, "Delivered on Monday morning, 9 o'clock, 29th December, 1823."

EXHIBIT NO. 22.

SIR:

NORFOLK, *December 29, 1823.*

Having been arrested to-day at your instance, I addressed a letter to the honorable Secretary of the Navy on that subject, requesting the detention of yourself and other officers now under orders for foreign service, whose presence will be necessary at the trial, with a view to expedite a speedy decision; and as the public interest, no less than my own desire, requires an immediate trial, I will be obliged to you to furnish me, with the least avoidable delay, with the charges you propose to exhibit against me, that I may be prepared for trial immediately.

Respectfully, your obedient servant,

BEVERLY KENNON.

To Com. D. PORTER, *U. S. Navy, Norfolk.*

EXHIBIT NO. 23.

SIR:

UNITED STATES' SHIP JOHN ADAMS, CRANEY ISLAND, *December 30, 1823.*

I received your letter of the 29th last evening, and should have answered it immediately, but was desirous first to ascertain whether a particular witness could be dispensed with on the trial; but I regret to say, he is necessary, and the circumstance will occasion more delay than I could wish; for I have no desire whatever to interfere with your interest in any way, and it was a source of regret to me at this time, when you were on the point of departure, to feel myself under the very unexpected necessity of causing you to be arrested; and had it not been for the length of time you were likely to be absent, I certainly should have deferred it until your return.

The charges I shall exhibit against you are, first, That you falsely and maliciously published in the *Norfolk Herald*, of the 15th, and in the column dated the 12th, a letter, purporting to be from me to you, when I never wrote you such a letter. Second, That you have, within a year last past, maliciously used base means for defaming my character.

The charge of malice will put me to the necessity of going back to the period of discussion between us, respecting the command of Lieutenant Watson, and following up your dissatisfaction towards me on a subsequent occasion.

As regards my presence here, I, as prosecutor, have the right to decide as to its necessity; but if you can name to me any officers in my squadron who are necessary to your defence, they shall be delayed, provided the public interest is not likely to be much injured by the delay; and as the vessels of the squadron under my command will be sailing daily, I shall be glad to hear from you soon on the subject.

Respectfully, your obedient servant,

D. PORTER.

To Lieut. BEVERLY KENNON, *United States' navy, Norfolk.*



## EXHIBIT No. 24.

NORFOLK, 31st December, 1823.

SIR:

I have received your letter of yesterday's date. By the 38th article for the regulations of the navy, it is provided, that the "person desiring the court (martial,) shall take care that the person accused shall be furnished with a true copy of the charges, *with the specifications*, at the time he is put under arrest; nor shall any other charge or charges than those so exhibited be urged against the person to be tried," &c.

I might properly claim the benefit of this provision; but as I mean to shrink from no inquiry, but, on the contrary, to invite the most rigorous investigation of my conduct, I shall waive this objection, provided you accelerate my trial, and furnish me, without delay, the specifications on which you rely in support of your second charge. Till the specific facts relied on by you in support of that charge be stated, it is impossible I can designate who are to be the witnesses necessary to my defence.

Your personal presence will be indispensable, to testify to many important facts. The names of others shall be communicated to you so soon as you put it in my power to designate them all.

I must observe that I do not distinctly comprehend some passages of your letter. From its *general tenor* I am led to hope that you anticipate, what I so earnestly desire, a speedy decision; but I own to you that your remark that a particular witness "cannot be dispensed with on the trial," and that "the circumstance will occasion more delay than you could wish," leads me to apprehend that my desire may not be attained.

You cannot be ignorant that the situation in which I am now placed, to an officer of my grade and age, offers present advantages and future hopes of service which I can never expect again to enjoy; and that my arrest, "at the moment of my departure," is no trifling injury in itself, however honorable to me may be the decision of the court. But all this I cheerfully surrender, if it be needful. I request you will tell me what I am to infer from the expressions in your letter I have quoted. Who is the witness? when and where has he departed? within what time may his presence be expected? If his presence "cannot be dispensed with at the trial," and cannot be attained until after the departure of yourself and others, whose presence is equally "indispensable to the trial," my hope of a speedy decision is illusory. I will yield much of strict right, and dispense with many privileges, to attain a speedy determination; but you cannot expect me to consent to remain suspended from my rank and standing as an officer for the indefinite term of your cruise, from any mistaken idea of courtesy and liberality.

Your very obedient servant,

BEVERLY KENNON.

Commodore DAVID PORTER, *United States' navy*.

## EXHIBIT No. 25.

UNITED STATES' SHIP JOHN ADAMS, January 3, 1824.

SIR:

Having acted up to the letter and spirit of the instructions of the Secretary of the Navy, dated December, 1823, an extract from which I send you, and having satisfied my own feelings by the proposal unsuccessfully made to you through Mr. Samuel Hambleton, there is no alternative left me but to bring you to a trial.

The following letter, this day addressed to the honorable Secretary of the Navy, contains all the charges I shall bring against you.

Very respectfully, your obedient servant,

DAVID PORTER.

Lieutenant BEVERLY KENNON.

SIR:

UNITED STATES' SHIP JOHN ADAMS, January 3, 1824.

I have to request a court-martial to be held on Lieutenant Beverly Kennon for violating the third and fifteenth articles of the act for the better government of the navy.

1st. By falsely and maliciously publishing, in the Norfolk and Portsmouth Herald of the 15th of December, and in the column dated the 12th of the same month, a letter purporting to be from me to him, when I never wrote him such a letter.

2d. By having, within a year last past, maliciously used *base means* for *defaming* my character, to wit:

By publishing, or *causing* to be published, in the Norfolk and Portsmouth Herald, a statement, *bearing his name*, containing *falsehoods*, which were *calculated to injure* my character, and which he permitted to remain without being *publicly contradicted*, until his attention was drawn to the subject by remarks in a Georgia paper.

Contrary to his assurance contained in an article bearing his name, and published in the Norfolk and Portsmouth Herald of the 10th of November, 1823, he did assail my character in the following words: "As there appears to be *still* a mysterious policy in keeping back the name of the author," [of the article which appeared in the Georgian of the 9th of October, 1823,] "that my want of rank seems to forbid my penetrating," when he had been referred to me for the author; and endeavoring by these assertions to make it appear that his want of equality in rank with me made it difficult for him to obtain satisfaction for injuries which I was supposed to have done him, when no such difficulty was known to exist.

By withholding his publication in the Herald of the 15th ultimo, (which was intended to do me great injury,) until *within a few days before the ship he was in* was to have sailed, which would have enabled him for a time to have escaped punishment.

By repeated attacks made by him on me in the public newspapers, and by falsely declaring in the Herald that he never made a reluctant apology, and publicly recalling it after he had obtained all the advantages resulting from a reluctant apology made to me.

By having used towards me, in a public print, a term which is seldom applied to others than pickpockets, rogues, gamblers, &c., and declaring his determination to "hold on upon" [me] "his real enemy."

I have the honor to be, your most obedient servant,

DAVID PORTER.

Hon. SECRETARY OF THE NAVY.

## EXHIBIT No. 26.

*Extract of a letter from the Secretary of the Navy, dated*

NAVY DEPARTMENT, December 22, 1823.

On proper occasions you will enjoin it on all grades of officers that they are not to speak reproachfully of each other, or disrespectfully of their superiors, or retail anecdotes which do no credit to individual members of the profession, nor to the character of the service; and are never, on any occasion, to comment on each other in the public prints; but that each is to maintain in himself, and encourage in others, the most marked respect, the most decorous language, and the strictest correctness of conduct. A thousand acts may disgrace the individual officer, and injure the reputation of the navy, which yet cannot well be made the cause of courts-martial and punishment.

By a course of rigid discipline, and attention to language and conduct in the officers, it is hoped that there will be less call for public trials, which have heretofore been so numerous, and lessened the warm attachment of the nation to the navy. It has happened, on several occasions, with those who have preceded you in command, that a number of the officers have been arrested and sent home to await the return of the squadron, which has created great expense and inconvenience to individuals and the service. It is hoped that you will be able to preserve a proper discipline without a resort to this expedient, which should only be used when no doubt of its necessity remains.

## EXHIBIT No. 27.

Captain Porter has heard, from a mutual friend, that Lieutenant Kennon denies that any unfriendly motives actuated him in the publication which drew forth the remarks in the Georgian. If Lieutenant Kennon is willing to declare this in writing, this being the primary cause of all the recent difficulties between them, Captain Porter will be then willing to withdraw his charges against Lieutenant Kennon, and suppress all proceedings in the case.

Captain Porter cannot receive now, in explanation of Lieutenant Kennon's views or objects in the first publication, any declaration contained in his defence against the remarks in the Georgian, because he (Captain Porter) never made any objection to those remarks, and ought, therefore, to have been considered as satisfied with them. But new causes for offence have been since given, and he can receive no explanation affecting them which may heretofore have appeared in the public prints.

Captain Porter, when he arrested Lieutenant Kennon, believed that the United States would wait for the Peacock, and therefore thought that there would be time enough to admit of his trial; but he had no sooner arrested Lieutenant Kennon, than Captain Hull went to Washington to get orders to proceed immediately to sea. This unexpected occurrence is the cause why Captain Porter is desirous that the affair should be adjusted before she sails, that Lieutenant Kennon may proceed to his destination.

## EXHIBIT No. 28.

UNITED STATES' SHIP JOHN ADAMS, *January 14, 1824.*

SIR:

I have received yours of the 13th, proposing the taking of affidavits of distant witnesses, as a means of bringing your trial to a speedy issue.

I can certainly have no objection to your pursuing that course, although I had proposed to myself to dispense with all testimony not on the spot when the trial commenced. If you think proper to take affidavits, I should, of course, claim the same privilege which you would be entitled to—that of putting interrogatories.

The only object I had in view in arresting you has been effected, that of stopping offensive publications, which I was forbidden to answer; the result of the trial is a matter of perfect indifference to me.

Very respectfully, your obedient servant,

D. PORTER.

## EXHIBIT No. 29.

TO THE PUBLIC.

WASHINGTON, *December 17, 1823.*

In the Herald of the 11th I observed an article bearing the name of Lieutenant Kennon, accompanied by what is said to be a letter from Commodore Porter to him, of a complimentary nature, and expressive of his good wishes.

I hereby certify that no such letter was given him by Commodore Porter, but that similar expressions terminate the orders for Lieutenant Kennon to return to the United States, and that the same expressions had been generally contained in the orders of all commanders who had previously come home under similar circumstances; and were continued to Lieutenant Kennon only on the express condition of an unqualified acknowledgment on his part of an injustice he had done to the commodore, and his regrets for the same; which acknowledgment was made in my presence, and the following letter drew it forth:

“SEA GULL, *August 17, 1823.*

“Captain Kennon will have the goodness to inform me wherein his orders differ from those of any other officer who has taken his vessel home, and the omission, if any, shall be supplied; but, if no difference can be pointed out, it is expected of Captain Kennon that he will do justice to my motives, by at least an acknowledgment that his letter of this morning was improper: without such an acknowledgment, I shall have to unsay what I have said of him.”

“D. PORTER.”

Lieutenant Kennon requested that he might withdraw his letter imputing wrong motives to the commodore, which was delivered to him.

P. WILSON.

## EXHIBIT No. 7.

SIR:

UNITED STATES' SCHOONER WEASEL, PORT RODGERS, *August 6, 1823.*

I hasten to communicate to you my return to port, and the cause which led to it, at so much earlier a period than was expected when I sailed.

Having been joined by the Fox at Havana, I proceeded, on the 28th ultimo, down the coast of Cuba. On the morning of the 3d instant, off the Colorados, I fell in with a large two topsail schooner, which, on approaching within a short distance of me, hoisted Spanish colors, and fired a shot over me; my flag was flying at the moment, and had been some time before. I returned her fire, but with orders to the officer not to strike her, thinking we both might have mistaken each other; for I had only the morning before spoken two Spanish national schooners, in search, as they told me, of a patriot privateer, and thought it not improbable that this vessel belonged to one or the other party. He answered my shot with a second, which I again returned directly across his deck, and very near; and was in the act of repeating it, when he hailed me, together with several others, who, by waving their hats and handkerchiefs to me, induced me to desist until I ascertained his real character. I accordingly sent Lieutenant Randolph on board, to examine the captain's commission. This he refused to show, and I resolved to compel him; but before I renewed the fire, in order to avoid any unnecessary effusion of blood, I hailed him, and ordered him to haul down his colors, which he did; and soon after came on board himself, having sent his commission by one of his officers. Being unable to interpret it myself, and having no one on board who understood Spanish, and moreover believing her to be a very suspicious vessel, I put Lieutenant Randolph on board of her, with a prize crew, and ordered her in, that you might decide on her case. She is armed with a long twelve-pounder, a number of small arms of every description, and had on board thirty-two men, many of whom call themselves passengers. The vessel is named the Segunda Galliego, and is commanded by one José Maurin; she was thirteen days from Tampico, bound to Havana. Besides her armament, there are many other circumstances that render her character very questionable. We found in her a quantity of specie, in dollars and bars, to the amount of \$90,000, as reported by her commander. On demanding of him why he fired at me, he attempted to excuse himself, by saying he took us for pirates; although his interpreter, a little while after, acknowledged that they had seen us at the Havana, and knew us. She was, at the time we fell in with her, in chase, as I thought, of an American brig; this he denied, and said he had been in company with her the day before. I determined, therefore, to speak the brig, in hopes of getting information from her that might throw some light on the character of the schooner. To my surprise I was informed by the American captain that the statement was incorrect, and that he had never before seen the vessel. We found a red flag on board, somewhat worn, and twenty or thirty sweeps in her hold.

Respectfully, I have the honor to be, your obedient servant,

BEVERLY KENNON.

To Com. D. PORTER, commanding U. S. naval forces, West India station.



## EXHIBIT No. 30.

SIR: U. S. SCHOONER WEASEL, PORT RODGERS, *August 16, 1823.*

On examining my orders last night, after leaving your cabin, I confess I felt not a little mortified to find them couched in language so different from what you have expressed yourself of the other officers, who have returned home under circumstances similar to myself. The Secretary of the Navy will naturally compare those letters, and draw his inference accordingly. To merit your approbation, by a faithful discharge of my duty, has been an object I have steadily pursued, and feel a proportionate regret at my failure. But, sir, it is not my intention to solicit any thing at your hands that you do not think me entitled to. I would, however, before I take leave of you, (which will be now in a few hours,) be glad to know in what manner I have incurred your displeasure; and have the honor to remain,

Very respectfully, your obedient servant,

BEVERLY KENNON.

To Com. D. PORTER, *Commander U. S. naval forces in the West Indies.*

SEA GULL, PORT RODGERS, *August 17, 1823.*

Captain Kennon will have the goodness to inform me wherein his orders differ from those of any other officer who has taken his vessel home; and the omission, if any, shall be supplied; but if no difference can be pointed out, it is expected of Captain Kennon that he will do justice to my motives, by at least an acknowledgment that his letter of this morning was improper; without such acknowledgment, I shall have to unsay what I have already said with respect to him.

Very respectfully,

D. PORTER.

## EXHIBIT No. 9.

SEA GULL, PORT RODGERS, *August 14, 1823.*

SIR: You will proceed to Washington with the United States' schooner Weasel, reporting her arrival to the hon. Secretary of the Navy, for such changes in the officers as may be necessary, and to fill up her crew; these being the objects of sending her home. When the necessary changes have been completed, she is to return to this place by the way of Crooked Island, or Caicos Passages, running down the old straits of Bahama, touching at Barracoa and Matanzas, showing yourself off Havana, and giving the whole coast a thorough examination.

It is extremely desirable that no unnecessary delay should take place in the United States, as the services of the Weasel will be wanted, and any delay will prevent my carrying into effect the arrangement of the periodical sailing of vessels from here.

I should presume that the vessel might leave the United States, to return to her station, in one week from the time of her arrival; and if you leave her, whoever may be your successor, I wish you to impress this on his mind, giving him a copy of this order.

In case you resign the command, there is no absolute necessity, should any difficulty occur, in sending a commander in her, as Mr. Randolph can bring her out, and the command can then be given to one of the old lieutenants on the station, some of whom are entitled to her.

With assurances that it will ever afford me pleasure to be associated with you on duty, please to accept my best wishes for a speedy and pleasant passage, and a happy sight of your friends.

Very respectfully, your obedient servant,

D. PORTER.

Lieutenant BEVERLY KENNON.

## EXHIBIT No. 31.

SEA GULL, ALLENTON, *July 19, 1823.*

SIR: This will be handed to you by Lieutenant Commandant Rose, of the schooner Terrier. This gentleman has served with me from the commencement of the expedition against the pirates, and his conduct as an officer has been every thing I could wish.

It would afford me great pleasure to have him again under my command, and in a vessel better suited to his rank in the service, and to his merits as an officer, than the small craft he is now in.

With the sincere hope that my wishes in this respect may be gratified,

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

18th CONGRESS.]

No. 249.

[2d SESSION.

## CONDITION OF THE NAVY AND MARINE CORPS.

COMMUNICATED TO CONGRESS BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 7, 1824.

SIR: NAVY DEPARTMENT, *December 1, 1824.*

I have the honor to present to you the following report, exhibiting the administration of this Department during the present year.

There are now in commission for the sea service the vessels named in paper A, subjoined to this report.

Nothing worthy of particular observation has occurred with our squadron in the Mediterranean. It has been maintained at the extent which was proposed in the report of last year, and has afforded the necessary protection to our commerce there.

The unfriendly relations, however, which exist between Algiers and some of the Governments of Europe, and the effects not unlikely to be felt upon our political and commercial interests in that quarter, with other important considerations, have been supposed to render it expedient to augment our force. With this view, the North Carolina has been prepared, and will sail in a few days. The squadron will then consist of the ship of the line North Carolina, frigate Constitution, corvette Cyane, the sloops of war Erie and Ontario, and schooner Nonesuch, and will

be under the command of Commodore Rodgers, who has been for several years past the President of the Board of Navy Commissioners, and whose high qualifications are so well known and justly estimated by the nation.

Our naval force in the Atlantic and Gulf of Mexico has continued under the command of Commodore Porter. By direction of the Department, he has, from time to time, despatched one of the vessels of his squadron to the coast of Africa, to touch at Cape Mesurado, minister to the wants of the agency there, and return by the usual track of the slave ships. None of these or any other of our public ships have found vessels engaged in the slave trade under the flag of the United States, and in such circumstances as to justify their being seized and sent in for adjudication; and, although it is known that the trade still exists to a most lamentable extent, yet as it is seldom if ever carried on under our own flag, it is impossible, with the existing regulations and instructions, to afford very efficient aid in exterminating it. That object can only be accomplished by the combined effort of the maritime nations, each yielding to the others the facilities necessary to detect the traffic under its own flag. The agency for recaptured Africans has been maintained in the same manner as in the last year. The eleven negroes who were taken from Captain Chase at Baltimore, and sent to the agency, were restored to their homes under circumstances very gratifying to humanity, and calculated to produce a good effect upon their several tribes. The near relations of some of them were on the shore when they arrived, manifested much sensibility at their unexpected return, and furnished safe means of restoring them to their families.

The agent, Dr. Ayres, was compelled, by enfeebled health, to return to the United States, and left Mr. Ashmun as acting agent. He likewise was obliged, by the same cause, to be absent for a time; inconveniences necessarily resulted, and it was thought expedient to send the Rev. Mr. Gurley to examine into the situation of the agency, with directions to make certain arrangements, should circumstances require them. His report, marked B, with other papers, will be annexed, should his health enable him to make it in time, and will show the condition and prospects of the agency. The principal difficulties which have been encountered there have arisen from the want of a fit position and suitable accommodations for the agent and the recaptured Africans, on their arrival at the coast. These difficulties have been, in a great degree, overcome, and will, with the expense, be regularly diminished, as the establishment made by the Colonization Society increases, and is rendered more permanent and well regulated, furnishing facilities for all the objects for which the agency was created. The expenditures during the year, so far as they are yet known, of the appropriation for the prohibition of the slave trade, have amounted to \$15,326 02, and there remains of that fund a balance of \$47,391 39.

The manner in which the force assigned to the protection of our commerce and the suppression of piracy in the West Indies has been employed, will be seen by the annexed letters and reports of Commodore Porter, marked C. The activity, zeal, and enterprise of our officers have continued to command approbation. All the vessels have been kept uniformly and busily employed where the danger was believed to be the greatest, except for short periods, when the commander supposed it necessary that they should return to the United States to receive provisions, repairs, and men, and for other objects essential to their health, comfort, and efficiency. No complaints have reached this Department of injury from privateers of Porto Rico or other Spanish possessions, nor have our cruisers found any violating our rights. A few small piratical vessels and some boats have been taken, and establishments broken up, and much salutary protection afforded to our commerce.

The force employed, however, has been too small constantly to watch every part of a coast so extensive as that of the islands and the shores of the Gulf of Mexico, and some piratical depredations have therefore been committed; but they are of a character, though, perhaps, not less bloody and fatal to the sufferers, yet differing widely from those which first excited the sympathy of the public and exertions of the Government. There are few, if any, piratical vessels of a large size in the neighborhood of Cuba, and none are now seen at a distance from the land; but the pirates conceal themselves, with their boats, in small creeks, bays, and inlets, and, finding vessels becalmed, or in a defenceless situation, assail and destroy them. When discovered, they readily and safely retreat into the country, where our forces cannot follow, and, by the plunder which they have obtained, and which they sell at prices low and tempting to the population, and by the apprehensions which they are able to create in those who would otherwise give information, they remain secure, and mingle at pleasure in the business of the towns and transactions of society, and acquire all the information necessary to accomplish their purposes. Against such a system no naval force, within the control of this Department, can afford complete security, unless aided by the cordial, unwavering, and energetic co-operation of the local Governments—a co-operation which would render their lurking places on land unsafe, and make punishment the certain consequence of detection. Unless this co-operation be obtained, additional means ought to be intrusted to the Executive, to be used in such manner as experience may dictate.

The health of the squadron and of Thompson's Island has been much better than during the last season; yet many of our officers, and among them Commodore Porter, have suffered severely from disease, and several have died; most of the latter have fallen victims to the necessity, real or imagined, of visiting unhealthy places upon shore, which they were warned as much as possible to avoid, and which a sense of duty, no doubt, induced them to visit. A list of those who have died during the year, on that and other stations, will be annexed, marked D.

Some improvements have been made, and others are proposed, at Thompson's Island, by cutting the timber, clearing and draining the ground, and building store-houses; and, if the means are afforded, it is confidently believed that it will be made both comparatively comfortable and healthy before the next summer and fall. A balance of twenty-eight thousand seven hundred and eighty-four dollars and sixty-nine cents still remains of the appropriation of December, 1822, "authorizing an additional naval force for the suppression of piracy;" but claims exist against it, to a large amount, which have not yet been presented.

Two of the small schooners, the Greyhound and the Jackall, purchased under the authority of that act, have been found "so much out of repair, that it was not for the interest of the United States to repair them," and were disposed of; and one other, the Wild Cat, it is feared, is lost, with her officers and crew, in a passage from Havana to Key West.

The force on that station has been in this way somewhat reduced, and it has been considered expedient to augment it by the addition of the frigate Constellation, which will be ready to join it as soon as men can be enlisted for the purpose. One of the sloops of war now in the Mediterranean will probably be ordered there in the spring, should circumstances permit.

The surveys directed by the act entitled "An act authorizing an examination and survey of the harbor of Charleston in South Carolina, of St. Mary's in Georgia, and of the coast of Florida, and for other purposes," have not yet been completed. Competent naval officers have been ordered upon the service. It was thought useful to unite with them, in a part of the examinations, one or more of the corps of engineers, which could not be effected. On application to the War Department, it was found that all the officers of that corps were so engaged as to prevent the Secretary from detailing even one for this service. It is hoped, however, that such information has, in the meantime, been procured respecting the places named, except St. Mary's, as will accomplish the purpose for which the law was passed, should Congress act upon the subject at this session. Should it be proposed, however, to fix upon a site for a naval depot in the Gulf of Mexico, I would respectfully suggest the propriety of intrusting the selection and purchase to the Department, after further and satisfactory surveys shall have been made.

Commodore Stewart, in the Franklin, arrived at New York in the month of August, having left Commodore Hull, with the frigate United States, the sloop of war Peacock, and the schooner Dolphin, in the Pacific. It is hoped that this force will be able to prevent depredations on our important commerce in that sea, and secure respect for our flag. Our commerce, however, has increased so rapidly there, and is scattered over so large a space, that an addition of one or more vessels would be made, if they were within the control of the Department. This addition will become indispensable, should the Government be disposed to make permanent provision for the protection of our commerce and other interests in the neighborhood of Columbia river and on the northwest coast. Constant experience shows the importance of such augmentation of the number of our vessels as will enable the Government to add to the force both in the Atlantic and Pacific. Inconveniences are felt and losses are sustained by our citizens in both oceans, which might be prevented, were the means for their protection enlarged.

In the course of the year several regulations have been adopted to promote efficiency and economy in the medical and other departments of the service, and some good is anticipated from them. It is impossible, however, to do all



which is desired without the aid of Congress. Several laws seem necessary to render the establishment economical and efficient. Among them are those which were under consideration at the last session, for building ten sloops of war, and re-organizing the navy. To these ought to be added a revision of the law for the better government of the navy, and the system of courts-martial; but especially some provision should be made for the education and instruction of the younger officers. We have now the light of experience on this point in the army, and its salutary effects are very manifest. Instruction is not less necessary to the navy than to the army. I refer to the views taken of some of these subjects in the reports made during the last session, and it will be my duty to develop them more fully in answer to a resolution of the Senate now before me.

The expenditures of the year are submitted in a report from the Second Comptroller, marked F, and the estimates for the next year in one from the Commissioners of the Navy, marked G. In the latter it will be found that estimates have been made of the expense of certain necessary improvements at Thompson's Island, and for the repairs of four of our frigates, which policy and economy require to be placed in such a situation that their services can be commanded whenever they shall be necessary.

We have, at present, no frigate which could be sent to sea without large repairs, creating a delay, which, under certain circumstances, might be injurious to the public interest.

The general estimate comprehends the several heads of expenditure, in the form supposed to be best fitted for keeping the accounts with plainness and accuracy, most easily explained, best adapted to a rigid investigation of the expenses of the naval service, and, as far as practicable, conformed to the views of the House of Representatives at the last session, as understood at the Department. It is accompanied by explanatory statements of the several items, in great detail, exhibiting the propriety of the estimate and the necessity of the appropriation.

The estimates for the marine corps, with the explanatory statements, are added, and marked H.

I have the honor to be, with great respect, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

To the PRESIDENT of the United States.

A.

*Vessels of the United States' navy in commission, in 1825.*

Names.	Rate.	No. of guns.	Station.
North Carolina, - -	Ship of the line, - -	74	Mediterranean.
Constitution, - -	Frigate, - -	44	Mediterranean.
United States, - -	Frigate, - -	44	Pacific.
Constellation, - -	Frigate, - -	36	West India sea.
John Adams, - -	Corvette, - -	24	West India sea.
Cyane, - -	Corvette, - -	24	Mediterranean.
Erie, - -	Sloop, - -	18	Mediterranean.
Ontario, - -	Sloop, - -	18	Mediterranean.
Hornet, - -	Sloop, - -	18	West India sea.
Peacock, - -	Sloop, - -	18	Pacific.
Spark, - -	Brig, - -	12	West India sea.
Porpoise, - -	Schooner, - -	12	West India sea.
Grampus, - -	Schooner, - -	12	West India sea.
Shark, - -	Schooner, - -	12	West India sea.
Dolphin, - -	Schooner, - -	12	Pacific.
Nonesuch, - -	Schooner, - -	12	Mediterranean.
Decoy, - -	Store ship, - -	6	West India sea.
Sea Gull, - -	Brig, - -	3	West India sea.
Ferret, - -	Schooner, - -	3	West India sea.
Beagle, - -	Schooner, - -	3	West India sea.
Weasel, - -	Schooner, - -	3	West India sea.
Fox, - -	Schooner, - -	3	West India sea.
Terrier, - -	Schooner, - -	3	West India sea.

B.

*Extract of a letter from Doctor Ely Ayres, agent under the law for the prohibition of the slave trade, to the Secretary of the Navy, dated*

Sir: WASHINGTON, March 15, 1824.

Agreeably to your instructions, I proceed to give you a statement of the proceedings of the agency for captured Africans on the western coast of Africa. On the 25th of July, 1821, I was appointed a surgeon to that agency, and arrived on the coast in the November following. On my arrival at Four Bay, where the captured Africans and laborers then were, I found Mr. J. B. Winn, the United States' agent, had deceased. A few days before the death of Mr. Winn, he had authorized Christian Wiltberger, in case of his death, to take charge of his papers and effects, and to act as United States' agent, until one should be appointed by the Government to supply his place. Mr. Wiltberger was acting under this authority when I arrived in Africa.

The situation at Sherbro', which was selected for a permanent settlement in the first place, had been formally renounced by Mr. Winn, and no other obtained.

Mr. Wiltberger's health did not admit of his proceeding on to the examination of the coast. I therefore took upon myself so much of the United States' agency as respected the examination of the coast, procuring a permanent establishment, removing the laborers, and making the necessary preparations for receiving their families, agreeably to the instructions of the Navy Department to Mr. Winn, dated December 1, 1820, which say: "In making a settlement at Sherbro', or elsewhere, as circumstances shall point out to be most expedient, the first object of your attention will be to make the necessary arrangements with the Government of the country for such other places as you may select, with a full and candid exposition of all the objects contemplated, in which you will be guarded against all possible deception or bad faith; and then proceed to make preparations for building, to shelter the captured Africans, and to afford them comfort and protection until they can be otherwise disposed of."

On the 8th of December, 1821, I proceeded, agreeably to the above instructions, down the coast, in the schooner Augusta, in company with Lieutenant Stockton, of the Alligator, and contracted with the natives of Montserado for a tract of land in their neighborhood. After which I returned to Four Bay, and, on the 1st of January, 1822, sailed from that place with the laborers, to take possession, and prepare the necessary buildings for the reception of their families.

After this object was accomplished, I returned again to Four Bay for the remainder of the laborers and their families.

On the 2d day of April, 1822, Mr. Wiltberger made arrangements to return to the United States; and, after that date, all the duties of United States' agent devolved on myself.

While I was absent from the settlement on this occasion, a serious disaster occurred to the laborers at the Cape, which, for a time, involved us in a war with the natives, and totally interrupted the progress of their proceedings until my return.

A British prize vessel, with thirty-five slaves, was cast away on the bar, at the mouth of Montserado river. The exertions of our laborers to relieve the sailors on board the vessel, and prevent the natives from plundering, was the cause of their hostilities.

One of the British sailors, by firing a cannon at the natives, communicated fire to our store-house, and consumed nearly all the stock of provisions and clothing then on hand. This accident made it necessary for me, after restoring peace with the natives, to return to Freetown, and procure provisions and clothing for the use of the laborers and captives, until they could procure a supply from the United States.

I could respectfully suggest to the Department the importance of having a deposite on the settlement, of such articles as will be necessary for the United States' vessels of war, when on the coast, as they can be furnished much cheaper direct from the United States than they can be purchased in the British settlements.

The company which was formed in Baltimore for that purpose being about to dissolve, owing to obstacles thrown in their way, the colony will now be left destitute of such aid.

Respectfully, your most obedient servant,

E. AYRES.

To the Hon. S. L. SOUTHARD, *Secretary of United States' Navy.*

C.

*Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR:

U. S. SHIP JOHN ADAMS, NORFOLK, January 20, 1824.

In reference to your letter of the 15th instant, enclosing one from Mr. Cambreleng, I have the honor to state that I despatched the United States' schooner Shark, on or about the 1st of this month, to cruise in the neighborhood of La Vera Cruz, Tampico, and Alvarado, until the 1st of March, for the protection of our commerce in that quarter, and to be relieved at that time by the United States' brig Spark and schooner Weasel, which vessel sailed two days since, with instructions to scour the West Indies for piratical vessels said to be out previous to going there.

The Spark will be relieved by the Grampus and another small schooner by the middle of May, and I shall give regular and constant protection to the persons and property of our citizens in the Gulf of Mexico, so long as I am honored with my present command, unless I receive orders from you to the contrary. I contemplate, by a constant routine, giving equal protection to our colony on the coast of Africa and guarding against the slave trade, provided it meets with your approbation.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

*Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR:

U. S. SHIP JOHN ADAMS, OFF HAVANA, April 8, 1824.

I have the honor to inform you that, in my route to this place, I have touched at St. Bartholomew's, St. Christopher's, St. Thomas's; examined the south coast of Porto Rico, looking in at the Dead Man's Chest and Ponce, two noted places for Porto Rico privateers; touching at Mona, St. Domingo, Beata, and Kingston, making diligent inquiries and examinations for piratical vessels, and offering convoy and protection to vessels of all nations from piratical aggressions.

In the course of this long route, although we have visited places formerly the rendezvous of pirates, and saw evidences of their having been recently there, we have not been so fortunate as to capture any, nor have we seen any vessels of a suspicious character, until two days since, when we pursued a small schooner, which took shelter among the Colorados reefs, and, from every circumstance, there cannot be a doubt that she is a pirate.

I shall, as soon as I can place the vessels now under convoy in safety, hasten to Thompson's Island, to despatch the barges and small vessels in pursuit, and hope, in a few days, to have her in possession.

It appears that an attempt has been made to revive, on the south side of Cuba, that system of piracy which had so long prevailed. The British have lost some men in attempting to suppress it; and the fortunate assemblage of a large British force at the Isle of Pines has, I have been informed, caused a dispersion of the gang. Nothing but the presence of a strong and active force can keep them in order.

I have the honor to be, your obedient servant,

D. PORTER.

To the Hon. S. L. SOUTHARD, *Secretary of the Navy.*

*Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR:

U. S. SHIP JOHN ADAMS,

PORT RODGERS, THOMPSON'S ISLAND, April 24, 1824.

I have the honor to transmit to you a copy of Captain Wilkinson's report of the expedition after the piratical schooner.

I shall immediately despatch vessels to the coast of Yucatan, in pursuit of the vessel of which he gives information.

I have the honor to be, very respectfully,

D. PORTER.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

*Copy of a letter from Captain J. Wilkinson to Commodore David Porter, Commander-in-chief of the United States' naval forces in the West Indies, Gulf of Mexico, and on the coast of Africa, communicated to the Secretary of the Navy, dated*

SIR:

U. S. STEAM-GALLIOT SEA GULL, April 24, 1824.

I have the honor to report to you my return with the steam-galliot Sea Gull and four barges, having given a thorough examination of the coast of Cuba, inside the Isabella and Colorados, in search of pirates, agreeable to your orders of the 13th instant.



The Sea Gull and one barge entered at Cape Antonio, and progressed eastward; and with three barges I commenced at the river Ortigosa, and progressed westward, examining minutely every part of the coast, until I met the Sea Gull with the whole of the forces.

I then proceeded to the spot designated by you for the anchorage of the Greyhound, where I arrived on the 20th instant, took in a supply of water and provisions, and sailed the same evening for Thompson's Island, with the Greyhound and Fox in company. I despatched the Greyhound for Havana. It being calm at 7 o'clock yesterday morning, made signal for the Sea Gull to take the barges in tow, and also for the Fox to make the best of her way to Thompson's Island.

I ascertained, from several concurrent statements, that the celebrated pirate Diablero sailed from Cape Antonio about ten days previous to our arrival there; his destination unknown, but supposed to be for the coast of Yucatan, (from the coast he steered off,) to increase his armament, having at that time but eight men, and nothing but small arms. The schooner he commanded he had captured but a short time before on the coast of Cuba.

I have the honor to be, sir, your obedient servant,

J. WILKINSON.

Commodore DAVID PORTER,

*Commander-in-chief of the U. S. naval forces in the West Indies, Gulf of Mexico, and coast of Africa.*

*Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR:

U. S. GALLIOT SEA GULL, MATANZAS, June 1, 1824.

I have the honor to enclose you a copy of a letter from Lieutenant Commandant John H. Lee, who was sent by me in pursuit of the pirate that escaped from the Colorados. I shall not cease the pursuit until I hear of his capture or destruction.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

HON. SECRETARY OF THE NAVY.

*Copy of a letter from Lieutenant Commandant John H. Lee to Commodore David Porter, commanding United States' naval forces on the West India station, Gulf of Mexico, and coast of Africa, dated*

SIR:

U. S. SCHOONER JACKALL, SISAL, May 12, 1824.

I have the honor to report to you that, for the purpose of executing your orders to me on the 25th of April, the Jackall and Wild Cat sailed on the 26th of that month from Thompson's Island. On the following day we made the coast of Cuba, (Bahia Honda,) and, passing Cape Antonio in the night, we were unable to look in there, although I felt a great desire to do so. On the 29th arrived off Cape Catoche, and, on the same afternoon, anchored between the island of Contoy and the main land. This island is small and thinly wooded, so that it required but a few hours to examine every part of it. We could discover no traces of any persons living there, or even of any persons having been there, except two thatched huts in a very decayed state.

Early on the morning of the 30th we left that island, and, approaching as near the shore as the safety of the vessels would permit, we proceeded to the island of Mugerres, and in the night anchored between its southwest end and the main land. On the following morning, having found the watering place, the vessels were removed to it; and, at the same time, detachments of men were sent on shore for the purpose of commencing an examination.

This island is larger, more thickly wooded, and much more difficult of access, than Contoy; and we were, consequently, compelled to proceed at a comparatively slow rate. But, sir, I can safely say that, at the expiration of two days, almost every foot of Mugerres had been traversed.

We found here six Indians from the vicinity of Sisal. They stated that they made annual visits to this island for the purpose of making salt, large quantities of which were piled up on the borders of the salt ponds in the interior. While at Mugerres we were visited by several parties of Indians from the main and the islands of Cankum.

I could glean nothing satisfactory from these men respecting piracy. The stories they told were so very contradictory, and seemingly without foundation, that it was impossible to reconcile them with each other or with truth; but, from all I could hear, and from my own observations, Mugerres has not, for the last two years, been the resort of pirates.

A severe gale detained us at anchor three days longer than was necessary, and this circumstance afforded an opportunity of visiting the main land, which was done by Lieutenant Commandant Legare and Lieutenant Piercy, though without discovering any thing more than a few uninhabited fishing huts. On the 7th of this month we sailed from Mugerres, and, passing again by Contoy, anchored near Cape Catoche; and here, sir, our researches were as little to our satisfaction as they had been hitherto; nothing was to be seen but an old dilapidated church and a fishing hut. From thence we continued our course towards New Malaga, examining the coast as we went along, and arrived there on the afternoon of the 8th. Some of the Indians had informed me that a piratical vessel was fitting out at that place; but, sir, no such vessel was there on our arrival; and the commandant, who is apparently a respectable man, assured me that the Fox was the last vessel he had seen.

On the 9th we left New Malaga, and coasted it along within two miles of the shore, looking into all the inlets communicating with almost every settlement between Malaga and Sisal, until our arrival at the latter place, late on the 11th. From the time we commenced our examination of the coast, we have never sailed during the night, except once in chase of a schooner, which proved to be a privateer fitted out at Sisal; and then, sir, I returned with the Jackall to the place I discovered her, and waited until the following morning.

At this port the commandant has been barely civil to us, and the inhabitants generally appear to view us more in the light of spies than friends.

You will perceive, from this report, sir, the manner in which we have performed our duty, and I sincerely hope it will meet with your approbation. To the prompt and active exertions of Lieutenant Legare I feel much indebted; and I assure you, it would have afforded me great pleasure to have been associated with him for a longer time.

From this place I shall proceed with all possible despatch to execute your further orders.

I have the honor to be, very respectfully, sir, your most obedient servant,

JOHN H. LEE.

Com. DAVID PORTER,

*Commanding U. S. naval forces on the West India station, Gulf of Mexico, and coast of Africa.*

*Extract of a letter from Lieutenant Commandant John D. Sloat to Commodore David Porter, commanding the United States' naval forces in the West Indies, Gulf of Mexico, and coast of Africa, communicated to the Secretary of the Navy, dated*

UNITED STATES' SCHOONER GRAMPUS, MATANZAS, May 29, 1824.

SIR:

In conformity with your orders of the 24th January, 1824, I sailed from Hampton Roads on the 28th February, and proceeded to the coast of Africa. On the 4th of April I anchored at Cape Mesurado, and visited the

colony of free people of color, where I remained eight days, and have the satisfaction to report that I found them comfortably settled, and at peace with all the neighboring nations; although they apprehend that the tribe they had the difficulty with previous to the visit of the Cyane is not friendly to them, yet they do not believe they will venture to attack them again, particularly since my visit, as I gave the natives to understand that I should return there shortly, and they know that I supplied the colony with ammunition, provisions, &c. &c.; a return of which I enclose. The appearance of the Grampus on the coast has been of essential service to the settlement. The trade with the natives in their immediate vicinity had been stopped for some time; but when they found the Grampus to be a vessel of war, the King sent in word that he would open the trade; and before I left there the natives began to come in with provisions and other articles in considerable numbers. The agent for the United States, as well as for the Colonization Society, had left the settlement some time before my arrival; they have appointed acting agents—Mr. Waring for the United States, and Mr. Johnson for the society, both colored men. By their advice, the people have elected a council of twelve to assist in managing the affairs of the colony, and, by what I could discover, they appear to be doing very well; but they are extremely desirous to have the advice of good agents: they say they do not yet feel themselves competent to manage the establishment. Their settlement is very pleasantly situated on a narrow peninsula, the sea on one side and Mesurado river on the other, on high ground; and they have for its protection a tolerable good fort built of stone, at one end of the village, on which are mounted at present one long eighteen pounder and two eighteen pound gunnades; at the other extremity is a block-house with one nine pounder and one six. They also have mounted one brass four pound field-piece and one two pound swivel, besides several other guns not mounted, and about one hundred muskets, eighty of which are in good order, and the others they will be able to repair with the tools and materials I gave them. The number of inhabitants is two hundred and thirty-seven; seventy-eight of them capable of bearing arms, who are formed into a company, and muster for exercise every Saturday. They all have very good houses, and some of them begin to cultivate gardens. They have also cleared a considerable piece of ground intended for cultivation. They catch in the river a variety of fish, and plenty of oysters. They have an abundance of fine timber, and the soil is very good; and they all appear to be quite contented with their situation. They probably enjoy as good health there as they would in any part of the world. Of the last emigrants, one hundred and five, all have gone through their seasoning. Three young children only have died, and they with complaints incident to every climate and country. I have made this detailed report, believing it would be agreeable to you, to the society, and to all those friendly to the settlement, to know exactly how these people are situated, as I have been informed at St. Thomas's that there are very discouraging reports in circulation in the United States. We sailed from thence on the 12th of April, and I am sorry that I am obliged to add, on the eighth day several cases of malignant bilious fever occurred on board, three of which proved fatal. A particular description of the character and progress of the disease, by Dr. Halse, I beg to enclose. No person has been permitted to go on shore, except when necessity required it; and no persons were attacked with this disease, except those who had been thus exposed. After leaving Cape Mesurado, I beat up the coast to the northward of Rio Grande, but did not meet with any vessels coming within the limits of my instructions. From thence I proceeded in the execution of your further orders, and on the 10th of May anchored at Martinico, to obtain information, fill my water casks, and obtain other supplies, all of which were nearly exhausted. Sailed thence on the 16th, and anchored at St. Bartholomew's on the 18th; sailed again on the 19th, and anchored at St. Thomas's on the 20th; sailed thence on the 21st; called off St. John's, Porto Rico, on the 22d, and communicated with the American consul. The next day I stood close into the town of Aguadilla, where I found a Dutch man-of-war brig; communicated with the commander, who informed me he had been there some days, and had not heard of any prizes or suspicious vessels in the Mona passage lately. Remained in the Mona passage all night, and then made the best of my way to the island of Cuba.

I have examined the north coast closely, as far down as Sugar Key, where I anchored, in consequence of seeing several tents on the key. I however found them to be the crew of a Spanish brig of war from Cadiz, cast away there twelve days previous. From there the weather did not permit me to approach the keys along the Cuba shore. I examined Ginger Key, but found no person there, nor any indication of any having been there recently.

I am, sir, your most obedient servant,

JOHN D. SLOAT.

To Com. DAVID PORTER,

*Commanding U. S. naval forces in the W. Indies, Gulf of Mexico, and coast of Africa.*

*Extract of a letter from Lieutenant Commandant James M. McIntosh to Commodore David Porter, communicated to the Secretary of the Navy, dated*

SIR:

ALLENTON, THOMPSON'S ISLAND, July 12, 1824.

I have the honor to inform you that the Terrier, with the barge Diabla in company, returned here yesterday. Lieutenant Paine reports the brig robbed off Escondido to have been the Acasta, of Portland. They robbed her of two thousand dollars in cargo, her sails and anchors, beat the commander and crew severely, and then suffered her to proceed to Havana.

Could I, sir, have received the information one day earlier, the Diabla would have completely succeeded in recapturing the property, and probably have detected the pirates in the very act. The property stolen has been carried to Havana, at which place Mr. Paine saw and conversed with the master of the Acasta. The appearance of the barge at so early a period after the transaction, together with the very strict search, I trust will have a good effect.

*Copy of a letter from Acting Lieutenant Alexander B. Pinkham to Commodore David Porter, communicated to the Secretary of the Navy, dated*

SIR:

U. S. SCHOONER BEAGLE, QUARANTINE GROUND, N. Y., August 4, 1824.

I have the honor to acquaint you of the arrival of the Beagle at this place, in eleven days from Thompson's Island, and have also the painful duty of announcing to you the death of the late commander of this vessel, Lieutenant N. L. Montgomery, who died on the 30th ultimo, in latitude 35° 23' north, longitude 74° 30', in consequence of which I considered it my duty to acquaint you with the events of our cruise, in continuation of a report commenced by Lieutenant Montgomery, found among his papers, and hereto attached.

The convoy from St. Jago de Cuba consisted of the brigs Susan of Philadelphia, Jane and Boston Packet of Kennebunk; we also fell in with, off Cape Donna Maria, and took under convoy, the English ships Glasgow and Caledonian from Jamaica. Having accompanied the convoy through the Crooked Island passage, as far as Maitland's Island, we returned to St. Jago (having touched at Crooked Island to fill up our water) on the 21st of June. We sailed from thence on the 22d, and arrived at Trinidad on the 27th. Sailed from thence on the 4th July, having under convoy the brigs Florida of Boston, Mary and Eliza of Sandwich, schooner Hannah of Boston, and the French brig Duc d'Angoulême. Parted company with the convoy on the 9th, off Cape Antonio, in order to make the best of our way to Havana, in consequence of the sickly state of the officers and crew; the yellow fever having made its appearance on board on the 6th, of which disease six persons, including Lieutenant Commandant Montgomery, have died. More than half the crew were attacked, but most of them have recovered. On the 20th we arrived at Havana, filled up our water, and sailed same day. On the 22d arrived at Thompson's Island, and, having received the necessary supplies of provisions, sailed from thence on the 24th. You may rest assured, sir, that the disease did not originate from any local cause. The general regard to cleanliness observed on board the vessel, and Lieutenant



Commandant Montgomery's attention to the comforts of the crew, would impress a belief that it originated from the unhealthiness of the climate and of the ports we lay in.

I have the honor to enclose you a correspondence between Lieutenant Commandant Montgomery and the Governor of Trinidad, with other papers; also, a list of the officers and crew of the Beagle.

In consequence of the disability of my right arm from the effects of a violent attack of the yellow fever, from which I am yet much debilitated, I am not able to sign my name, but I have the honor to be, very respectfully,

Your most obedient servant,

his  
ALEXANDER + B. PINKHAM, *Acting Lieutenant.*  
mark

Commodore DAVID PORTER, &c.

*Copy of a communication from Lieutenant Commandant N. L. Montgomery to Commodore David Porter, communicated to the Secretary of the Navy, headed*

SIR: UNITED STATES' SCHOONER BEAGLE, &c.

I have the honor to report to you my arrival in this port from Thompson's Island in — days. In pursuance of your order of the — April, I proceeded to Kingston, Jamaica, looking in at the Havana, Cape St. Antonio, and searching out every bay and inlet on the south side of Cuba, as far to the eastward as St. Jean de Huago, a few miles to the leeward of which I fell in with His Britannic Majesty's frigate Hussar, Captain Harris, from whom I carried despatches to Admiral Sir L. W. Halstead, and for whom I had the honor to be intrusted with communications from yourself. On the evening of that day, off the Isle of Pines, I chased a very suspicious two-top-sail schooner, which succeeded in making her escape during the night. I, however, had the good fortune to protect (which the suspicious sail was then in chase of) the English schooner Bristol, Captain Thomas, and convey her safely to Kingston.

After receiving the answer to your communication from Sir Lawrence W. Halstead, I proceeded to St. Jago de Cuba on the — of May, to ascertain what protection our commerce required at that port. On the 5th of June sailed from St. Jago with vessels under convoy.

*Extract of a letter from Lieutenant Commandant McIntosh to Commodore David Porter, communicated to the Secretary of the Navy, dated*

ALLENTON, THOMPSON'S ISLAND, August 8, 1824.

The Terrier, Lieutenant Paine, returned yesterday morning with the medical stores which I had the honor to inform you were necessary for the station on the 2d instant. She has been longer executing this service than could have been contemplated, in consequence of continued calms since she sailed from here, and considerable drift to the eastward. She sails again to-day for Matanzas, with orders to give convoy to any of our vessels requiring it, and then to proceed and examine minutely the key in the vicinity of Point Yeacos and the bay of Suagassa, from thence to run down the north coast of Cuba to Bahia Honda, at which place piratical depredations are said to be almost daily committed.

*Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR: WASHINGTON, August 9, 1824.

I have the honor to transmit you the enclosed copy and translation of a correspondence between Lieutenant Commandant John Ritchie and the commandant of Tampico; and, in reply to your instructions of the 20th ultimo, requiring protection to the citizens of the United States, engaged in commerce with that port, have to state, that the Shark and two of the small schooners have been sent to the Gulf of Mexico, to afford the protection required.

This, under existing circumstances; is all the force which, at present, can be sent on that service. The sickly condition of some of the vessels that have returned to the United States, which has caused them to be placed under quarantine, the want of repairs in others, the revival of piracy about Cuba and elsewhere, and the reduced state of my squadron, from these and other causes, prevent my affording, with the means at my disposal, as much protection to the citizens of the United States engaged in commercial pursuits, within the limits of my command, as I could wish.

I have the honor to be, with great respect, &c.

DAVID PORTER.

HON. SECRETARY OF THE NAVY.

*Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR: WASHINGTON, August 10, 1824.

I have the honor to acknowledge the receipt of your letter of the 29th ult. enclosing a copy of a letter from W. Neilson, President of the American Insurance Company of New York, complaining of the capture of the Mercator, near the port of Matanzas, when some of our vessels of war were stationed there, reflecting on the Government of Cuba for permitting the seizing of "numerous and valuable vessels and cargoes sailing under our flag," charging it with connivance or imbecility, and justifying the Government for taking decisive measures for the protection of our trade. I have also received your letter enclosing an application from the merchants of Matanzas for further protection to our commerce in that port, as well as your letter of the 28th July, enclosing a copy of a letter from the master of the brig John, of Newport, recounting the circumstance of the robbery of that vessel near the harbor of Matanzas, asserting that there were no United States' vessels on that side of the island of Cuba, and stating that there had been six captures between Matanzas and Havana. In the various letters accompanying these statements it is enjoined on me to use my efforts, and make such disposition of the force under my command, as will render piratical aggressions of this description less frequent, if it is possible. The whole history of my operations, in conjunction with the authorities of Cuba, against the pirates, renders any defence of my conduct, or the conduct of those under my command, against any imputations of neglect, from any quarter, unnecessary, as it is well known to the Department that we have been devoted to the inglorious service, sacrificing health, comfort, and personal interests, for the sole object of suppressing a system of long continuance, the existence of which was disgraceful to the civilized nations whose citizens and subjects were victims to it, and which the peculiar state of the Government of Cuba, arising from the various changes in Spain, and the numerous facilities to piracy, arising from the nature of the population of the island, and various other causes, originating in the suppression of the slave trade, and progress of the South American revolutions, put it out of the power of the local authorities to suppress, without aid from other quarters, which was no sooner obtained, by our presence, than the most zealous co-operation was commenced on the part of the Government of Cuba, which has ever since continued, and has changed entirely

the character of piracy, from the bloody and remorseless manner in which it was conducted to simply plundering of property, and the means from large cruising vessels to open boats. This latter mode of carrying on their depredations renders it extremely difficult to detect them, and is calculated to baffle the efforts of the most vigilant, from the ease with which they are enabled to possess themselves of boats along the coast of Cuba, the certainty of being enabled to escape to the unsettled coasts of the island, and the certainty, for some hours, in the early part of every day, that merchant vessels may be found becalmed near the land.

Nothing but resistance on the part of those who call on us for protection can put down the present system; and from the small force employed by them, the mere show of resistance, in a few instances, is all that is required. We have seen it stated, that one of the vessels robbed was taken possession of by a boat with seven men, and plundered, the crew beaten, and confined below. Surely, sir, blame should not be attached to us, or to the Government of Cuba, for the dastardly conduct of those who, with the most ordinary means of defence, which every merchant vessel affords, could permit such an act: as well might this, or any other Government, be charged with imbecility, and its officers with neglect, for not detecting every highway robber, housebreaker, incendiary, or counterfeit. The charge of imbecility must rest on those who fail to defend themselves against their petty aggressions, and the cause is attributable almost entirely to the parsimony of the owners, who fail to furnish a few weapons to put into the hands of the crews of vessels destined to Cuba.

Those robberies are committed most frequently by the persons employed in loading the vessels, who are well acquainted with their destitution of fire-arms at the time of sailing.

I have taken the liberty of enclosing you reports from Lieutenant McIntosh, the commandant of Thompson's Island, by which you will perceive that every vigilance has been exercised by him in endeavoring to recapture the vessels taken, and punish the offenders; that at the very time that William Norris states that no United States' vessels were on the north side of Cuba, the Terrier, Lieutenant Paine, and Diabla, were cruising there; and I have also to state, that the Ferret, Lieutenant Farragut, was on that coast, and had been daily (until a few days previous) employed in giving convoy in and out of the harbor, sometimes with his vessel, and sometimes with his small boats. I have further to state, that the John Adams corvette, the brig Spark, the schooner Grampus, the Jackall, Weasel, and the Beagle, have, a short time since the date of Mr. Norris's letter, all visited the coasts and ports of Cuba, zealously employed in the protection of our commerce; in the performance of which duty, I regret to state that Lieutenants Montgomery and Cumming, with several others, have fallen victims.

The reports of Captain Dallas, Lieutenant Commandants Newton, Sloat, Lee, and Zantzinger, and Acting Lieutenant Farragut, with which you have already been made acquainted, will show the arduous duties they have performed; and the report of Acting Lieutenant Pinkham, the successor of Lieutenant Commandant Montgomery, will show the result of his arduous, useful, and disastrous cruise. There are at this time, on the coast of Cuba, and on their way there, the ships Hornet and Decoy, the schooners Shark, Wild Cat, and Terrier, and six barges; and in a short time the force will be augmented by the departure of others of the schooners, large and small. The charge, then, or intimation in any shape, of neglect, on the part of myself or officers, to the interest of the merchants, who have no feeling but for their own pecuniary concerns, is, as you perceive, unfounded. It is true that, warned by the dreadful mortality of last year, and by approaching disease, I left the West Indies, and ordered home the greater part of the force under my command; and the only cause of regret to me now is, that I did not remove them earlier, by which many valuable lives would have been saved, and that there should be a necessity for their return at this unfavorable season, which will undoubtedly cause the death of more.

I beg you to excuse my going so much into detail; but as the frequent applications to the Department, from the merchants concerned in the Matanzas trade, for protection, might induce the belief of neglect on my part, I have felt that this explanation is necessary.

I cannot conceal to you, however, my mortification at their conduct, after the devotion we have all shown to their particular interests, which entitled us to their warmest gratitude.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

*Extract of a letter from Lieutenant Commandant James M. McIntosh, to Commodore David Porter, communicated to the Secretary of the Navy, dated*

ALLENTON THOMPSON'S ISLAND, August 25, 1824.

The United States' schooner Wild Cat, Lieutenant Commandant Legare, arrived here on the 20th instant from Matanzas. By Lieutenant Legare I received your instructions of the 14th, 15th and 16th ultimo, and shall avail myself of her sailing this evening to comply with the order of the 16th.

The Wild Cat, from the representation of her commander, was permitted to heave out and overhaul; every exertion, however, has been made to get her ready for sea; she is now in good order, and will, with the Terrier, I hope, be enabled to protect our commerce in the vicinity of Havana and Matanzas.

Lieutenant Legare spoke the Terrier the night previous to his going into Matanzas, to windward, where I had ordered her for the purpose of examining Point Yeacos and Suagassa Bay; and it is with pleasure I inform you that he stated the Terrier to have been successful in the capture of a pirate, a launch, with from eight to ten men. I expect the Terrier, Lieutenant Paine, every hour; on her arrival I will embrace the first opportunity of giving you the particulars of this pleasing information.

*Copy of a letter from Lieutenant Commandant John Gallagher to Commodore David Porter, communicated to the Secretary of the Navy.*

UNITED STATES' SCHOONER SHARK, HAVANA, November 6, 1824.

Sir:

I had the honor to address you from Thompson's Island, dated 8th of September last, giving an account of our proceedings up to that date.

The wind being from the southward, and squally, we did not sail from Thompson's Island until the 10th, and arrived at Havana on the 12th. After remaining at the Havana three days, not finding any vessels bound into the Gulf of Mexico, or desirous of convoy, we left the harbor, and stretched over for Thompson's Island, for the double purpose of landing \$2,000, taken on board at Havana for Purser Thornton, (which money I was requested to land there, it being much wanted for the station,) and ascertaining if Lieutenant Varnum, in the barge Gallinipper, and the schooner Terrier, had sailed on the expedition to Point Yeacos.

I arrived at the island on the 16th of September, landed the specie, (Lieutenant Varnum had sailed four days previous,) and sailed again on the next day, shaping our course for the Gulf of Mexico.

After arriving in the Gulf, we cruised about six weeks, touching off Campeachy, and communicating with the town. Not finding any American vessels here, nor hearing of any pirates, or recent piracies, we proceeded to the westward, cruising from Roca Partido up with Alvarado; after which, anchored off the harbor of Alvarado, and communicated with the town, offering convoy and protection to our commerce. There being only three American vessels in port, none of which were ready to sail immediately, my further services being unnecessary at that time,



I proceeded to Vera Cruz, at which place we remained at anchor three days; the Weasel in company, bound to Alvarado. There was not a single American vessel in port; consequently, my services were not necessary at that place. We got under way, and cruised to the northward, as far as Tampico, where we anchored and communicated with the town, offering protection and convoy to any vessels bound out. We remained off Tampico, and in the neighborhood, ten days; from thence cruised to the southward, and off Vera Cruz and Alvarado, but were unable to communicate with the shore, in consequence of bad weather.

The term of our cruise in the Gulf having nearly expired, we shaped our course for Yacatan Bank, where we cruised in sight of Alacram, and in the neighborhood, a few days, stretching off Capes Catoche and Antonio; from thence to this port, where we arrived to-day. It affords me great satisfaction to state that the officers and crew have enjoyed health since leaving New York, not having lost a man by sickness, nor have we had a single case of malignant fever on board.

I have the honor to be, sir, with great respect, your obedient servant,

JOHN GALLAGHER.

To Commodore DAVID PORTER,

Commanding the *United States' squadron in the Gulf of Mexico and West Indies.*

#### D.

#### *Deaths in the United States' navy since December 1, 1823.*

NAMES.	When died.	State.
CAPTAINS.		
Samuel Evans, . . . . .	June, 1824,	New Jersey.
Joseph Bainbridge, . . . . .	November, 1824,	New Jersey.
Edward Trenchard, . . . . .	November, 1824,	New Jersey.
Joseph S. Macpherson, . . . . .	April, 1824,	Pennsylvania.
LIEUTENANTS.		
Richard G. Edwards, . . . . .	December, 1823,	North Carolina.
Francis B. Gamble, . . . . .	September, 1824,	New Jersey.
Nathaniel L. Montgomery, . . . . .	July, 1824,	New Jersey.
William Berry, . . . . .	July, 1824,	Maryland.
Charles Lacey, . . . . .	June, 1824,	New Jersey.
John L. Cummings, . . . . .	July, 1824,	New Jersey.
SURGEONS' MATES.		
William F. Rogers, . . . . .	August, 1824,	Virginia.
John D. Armstrong, . . . . .	September, 1824,	Ireland.
Joseph Kenz, . . . . .		Louisiana.
PURSERS.		
Richard C. Archer, . . . . .	June, 1824,	Maryland.
George S. Wise, . . . . .	November, 1824,	Virginia.
J. C. De Hart, . . . . .		New Jersey.
MIDSHIPMEN.		
William Rice, . . . . .	February, 1824,	Maine.
J. H. Clinton, . . . . .	June, 1824,	New York.
Charles E. Cutts, . . . . .		New Hampshire.
James Hodge, . . . . .	March, 1824,	Pennsylvania.
Gregory Purcell, . . . . .	June, 1824,	New Hampshire.
Ebenezer Reyner, . . . . .	June, 1824,	Pennsylvania.
William Shaw, . . . . .	August, 1824,	Pennsylvania.

#### *Resignations since December 1, 1823.*

##### SURGEONS.

1823.—Joseph G. T. Hunt, Charles Cotton, George T. Keunon, William Barnwell, Jun.  
1824.—Amos A. Evans, James Page, Robert R. Barton, R. E. Randolph, C. M. Reese.

##### SURGEONS' MATES.

1823.—Francis S. Beatie.  
1824.—Manuel Phillips, R. F. Dandridge, R. F. Falconer.

##### LIEUTENANT.

1824.—James F. Curtis.

##### MIDSHIPMEN.

1824.—David Conyngham, Thomas Hayes, A. A. Alexander, J. M. Allen, J. H. Amory, John T. Bird, B. F. Bache, T. Gordon, John E. Heron, John W. Hunter, Oscar Irving, James P. Kid, Wm. B. McLean, N. Marchand, E. C. Pinckney, Henry Potter, William Pollard.

##### SAILING-MASTER.

1824.—William W. Sheed.

#### *Dismissals since December 1, 1823.*

Captain Samuel Angus, Lieutenant William A. Weaver, Midshipmen James Bradford, Robert B. Bell.

##### RECAPITULATION.

Deaths, . . . . .	-	-	-	-	23
Resignations, . . . . .	-	-	-	-	32
Dismissals, . . . . .	-	-	-	-	4
Total, . . . . .	-	-	-	-	59

## F.

TREASURY DEPARTMENT, SECOND COMPTROLLERS' OFFICE, November 25, 1824.

SIR:

I have the honor herewith to furnish the statement requested by your letter of the 20th instant, showing the expenditure of the appropriations for the support of the navy during the three first quarters of the present year.

Very respectfully, your most obedient servant,

RICHARD CUTTS.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

*Statement of the expenditure of the appropriations for the support of the navy, from the 1st January to the 30th September, 1824.*

Appropriations.	Amount of requisitions drawn on the Treasury.	Amount of refunding requisitions drawn.	Amount expended.
Pay, &c. of the navy afloat, - - - -	\$850,087 55	\$151,870 10	\$698,217 45
The same, shore stations, - - - -	169,321 06	-	169,321 06
Provisions, - - - -	297,069 80	69,167 92	227,901 88
Contingent expenses prior to 1824, - - - -	102,447 67	1,595 50	100,852 17
The same, for 1824, - - - -	88,038 87	530 48	87,508 39
The same, for objects arising in the current year, not enumerated, - - - -	44 45	-	44 45
Improvement of navy yards, &c. - - - -	61,538 38	7,009 97	54,528 41
Ordnance, - - - -	21,193 53	1,176 05	20,017 48
Medicines, &c. - - - -	33,324 97	45 31	33,179 66
Repairs of vessels, - - - -	312,397 90	8,789 89	303,608 01
Gradual increase of the navy, - - - -	235,336 59	9,792 01	225,544 58
Pay of superintendents, &c. - - - -	4,701 41	1,519 31	3,182 10
Pay of laborers, &c. - - - -	7,741 92	308 95	7,432 97
Ship houses, - - - -	33,699 85	2,313 25	31,386 60
Docks and wharves in connexion with the inclined plane, - - - -	9,769 53	2,057 00	7,712 53
Prohibition of the slave trade, - - - -	12,535 03	-	12,535 03
Suppression of piracy, - - - -	23,233 29	9,197 17	14,036 12
Surveying the coast of Florida, - - - -	4,052 04	3,196 37	855 67
Appropriation for the captors of Algerine vessels, (act of 27th April, 1816,) - - - -	56 59	-	56 59
Pay and subsistence of the marine corps, - - - -	129,989 55	84 89	129,904 66
Clothing of the marine corps, - - - -	19,592 42	-	19,592 42
Contingent expenses, marine corps, - - - -	5,288 41	-	5,288 41
Military stores, marine corps, - - - -	3,051 25	-	3,051 25
Fuel, marine corps, - - - -	3,775 93	-	3,775 93
Medicines, &c. for the marines on shore, - - - -	450 29	-	450 29
Repairing barracks and building new barracks at Portsmouth, - - - -	5,631 81	-	5,631 81
Act for the relief of Benjamin King, - - - -	657 69	-	657 69
Act for the relief of John K. Carter, - - - -	901 57	-	901 57
Act for the relief of Jonas Duncan, - - - -	60 00	-	60 00
Rewarding the officers and crews of two gigs or small boats, under the command of Lieutenant Francis H. Gregory, for the capture and destruction of a British gun-boat called the Black Snake, - - - -	3,000 00	-	3,000 00
Rewarding the officers and crew of the Constitution frigate for the capture of the British sloop of War Levant, - - - -	-	66 63	-
Examining and surveying the harbor of Charleston in South Carolina, of St. Mary's in Georgia, and of Pensacola and the coast of Florida, - - - -	2,962 37	-	2,962 37
Building barges, - - - -	-	409 58	-
	\$2,441,751 72	\$269,130 38	\$2,173,097 55

TREASURY DEPARTMENT, SECOND COMPTROLLER'S OFFICE, November 25, 1824.

RICHARD CUTTS.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, December 1, 1824.

SIR:

I have the honor to hand you, herewith, a statement of the Navy Hospital Fund, to the 30th September, 1824, exhibiting a balance to its credit on that day, on the books of this office, of one hundred and thirty-two thousand five hundred and seventy-four dollars and eighty-eight cents.

On the 18th October, 1824, a requisition was drawn, in favor of Thomas Tudor Tucker, on account of the moneys passed to the credit of the fund during the preceding quarter, and with which it is charged, for five thousand nine hundred and ninety-three dollars and seven cents, which reduces the balance actually due to the fund on the 30th September, 1824, to one hundred and twenty-six thousand five hundred and eighty-one dollars and eighty-one cents.

It will be perceived that there is a difference of seventeen dollars and ninety-four cents, between the amount credited to the fund, in the present statement, for the third quarter of 1824, and that reported to you on the 1st of October last, owing to an error in posting the ledger, not discovered until the books were examined.

I have the honor to be, very respectfully, sir, your obedient servant,

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

T. WATKINS.



Dr.		Navy Hospital Fund.		Cr.	
May 24, 1824,	Torequisition on the Treasury, for No. 2,223, in favor of Tho's T. Tucker, for -	5,353 74	By amount standing at the credit of the Navy Hospital Fund, per the report transmitted 29th October, 1823, -	117,074 34	
July 14, 1824,	To do. for No. 2,418, in favor of Tho's T. Tucker, for -	2,026 99	By amount carried to the credit of said fund, for fourth quarter, 1823, -	2,640 21	
	To balance due Navy Hospital Fund, -	132,574 88	By amount credited in first quarter, 1824, -	12,238 74	
			By amount credited in second quarter, 1824, -	2,026 99	
			By amount credited in third quarter, 1824, -	5,975 33	
				22,881 27	
				139,955 61	
		\$139,955 61	By balance to the credit of said fund, on 30th September, 1824, -	\$132,574 88	

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *December 1, 1824.*

T. WATKINS.

G.

NAVY COMMISSIONERS' OFFICE, *November 20, 1824.*

SIR: Agreeably to your directions, the Commissioners of the Navy have the honor to enclose—  
 Estimates of the expenses of the navy for the year 1825, marked G 1, with explanatory statements marked G. 2.  
 State of the vessels in ordinary, marked G 3.  
 Statement of the progress made under the law for the gradual increase of the navy, marked G 4, and an estimate of the expenses of the Navy Commissioners' Office for the year 1825, marked G 5.  
 I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

G 1.

There will be required, for the support of the navy, during the year 1825, the sum of two millions two hundred and ninety-eight thousand seven hundred and ninety-four dollars and sixty cents, viz:

1. For pay and subsistence of officers, seamen, &c. other than those at navy yards, shore stations, and in ordinary, - \$783,554 37
2. For pay and subsistence of officers and others, at navy yards, shore stations, and in ordinary, - 279,365 23
3. For provisions, - 355,875 00
4. For repairs of vessels, and wear and tear of vessels in commission, - 450,000 00
5. For improvement and repairs of navy yards, - 155,000 00
6. For ordnance and ordnance stores, - 35,000 00
7. For medicines and hospital stores, - 35,000 00
8. For defraying the expenses which may accrue during the year 1825, for the following purposes:  
 For freight and transportation of materials and stores of every description; for wharfage and dockage; for storage and rent; for travelling expenses of officers and transportation of seamen; for house rent or chamber money; for fuel and candles to officers, other than those attached to navy yards and shore stations; for commissions, clerk hire, office rent, stationary, and fuel, to navy agents; for premiums and incidental expenses for recruiting; for expenses of pursuing deserters; for compensation to Judge Advocates; for per diem allowance to persons attending courts-martial and courts of inquiry, and to officers engaged in extra service, beyond the limits of their stations; for expenses of persons in sick quarters; for burying deceased persons belonging to the navy; for printing and for stationary of every description; for books, charts, nautical and mathematical instruments, chronometers, models, and drawings; for purchase and maintenance of oxen and horses, and for carts, wheels, and workmen's tools of every description; for purchase and repairs of steam and fire engines and machinery; for postage of letters on public service; for pilotage; for cabin furniture of vessels in commission; for taxes on navy yards and public property; for assistance rendered to public vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, steam engines, and for vessels in commission and in ordinary, and for no other object or purpose whatsoever, - 200,000 00

For contingent purposes, - 5,000 00

\$2,298,794 60

## G 2.

*Explanatory statement of the first item of the general estimate, being an estimate of the pay and subsistence of all persons in the navy, other than those attached to navy yards, shore stations, vessels in ordinary, and hospitals, for the year 1825.*

	One ship of the line.	Two fri- gates, 1st class.	One fri- gate, 2d class.	Three sloops, 1st class.	Three sloops, 2d class.	Five brigs & schoon- ers.	Eight small vessels.	Whole No. of of- ficers, &c.	Amount of compensa- tion.
Captains, - - -	2	2	2	1	-	-	-	7	\$13,121 25
Masters commandant, -	1	-	-	2	3	-	-	6	6,510 00
Lieutenants commanding, -	-	-	-	-	-	5	8	13	11,358 75
Lieutenants, - - -	10	16	7	15	12	10	17	87	57,637 50
Masters, - - -	1	2	1	3	3	3	8	21	11,996 25
Second masters, - - -	1	-	-	-	-	-	-	1	360 00
Chaplains, - - -	1	2	1	-	-	-	-	4	2,285 00
Surgeons, - - -	1	2	1	3	3	5	1	16	11,060 00
Pursers, - - -	1	2	1	3	3	5	1	16	9,140 00
Boatswains, - - -	1	2	1	3	3	-	-	10	3,312 50
Gunners, - - -	1	2	1	3	3	-	-	10	3,312 50
Carpenters, - - -	1	2	1	3	3	-	1	11	3,643 75
Sailmakers, - - -	1	2	1	3	3	-	-	10	3,312 50
Midshipmen, - - -	34	40	15	36	30	30	27	212	48,336 00
Surgeons' mates, - - -	3	4	2	3	3	-	10	25	11,281 25
Schoolmasters, - - -	1	-	-	-	-	-	-	1	391 25
Clerks, - - -	1	2	1	3	3	5	-	15	4,500 00
Armorer, - - -	1	2	1	3	3	5	-	15	3,240 00
Boatswains' mates, - - -	6	8	3	6	6	10	8	47	10,716 00
Gunners' mates, - - -	3	4	2	6	3	5	8	31	7,068 00
Carpenters' mates, - - -	2	4	1	3	3	5	10	28	6,384 00
Masters-at-arms, - - -	1	2	1	3	3	5	-	15	3,240 00
Coxswains, - - -	1	2	1	3	3	-	-	10	2,160 00
Ships' corporals, - - -	2	4	1	-	-	-	-	7	1,512 00
Coopers, - - -	1	2	1	3	3	-	-	10	2,160 00
Cooks, - - -	1	2	1	3	3	5	8	23	4,968 00
Sailmakers' mates, - - -	2	2	1	3	3	5	-	16	3,648 00
Quarter-gunners, - - -	20	24	10	24	18	10	8	114	24,624 00
Quartermasters, - - -	10	16	6	15	12	10	8	77	16,632 00
Yeomen, - - -	3	6	3	9	6	5	-	32	6,912 00
Pursers' stewards, - - -	1	2	1	3	3	5	9	24	5,184 00
Seamen, - - -	268	332	129	201	201	50	53	1,234	177,696 00
Ordinary seamen, - - -	350	340	131	135	135	-	24	1,115	133,800 00
Boys, - - -	50	56	22	30	30	-	1	189	13,608 00
	783	888	350	531	507	183	210	3,452	\$625,120 50

## G 3.

*Statement of the vessels in ordinary and receiving vessels at the navy yards upon the Atlantic coast.*

## AT THE NAVY YARD, CHARLESTOWN, MASSACHUSETTS.

*Independence and Columbus*, ships of the line. These ships would require an examination of their copper, and some slight repairs, before going to sea.

*Java*, frigate. Used as a receiving vessel; is much decayed, but is worthy of repairs, which it is recommended to have made during the next year.

## AT NAVY YARD, BROOKLYN, NEW YORK.

*Ohio and Washington*, ships of the line. Their copper would require examination, and some repairs might be necessary, before sending them to sea.

*Franklin*, ship of the line. Has just returned from a three years' cruise, and would probably require considerable repairs before making another cruise.

*Fullon*, steam ship. Used as a receiving vessel, much decayed.

## AT NAVY YARD, GOSPORT, VIRGINIA.

*Delaware*, ship of the line. Her copper would require examination, and some repairs would be necessary, before she went to sea.

*Guerriere, Congress, and Macedonian*, frigates. Require extensive repairs, which it is recommended to make during the next year.

*Alert*. Used as a receiving vessel.

*Asp*. A small hulk, used as a receiving vessel at Baltimore, much decayed, and unworthy of repairs.

*Statement showing the state and condition of the vessels upon the Lake stations.*

## AT ERIE, PENNSYLVANIA.

*Lawrence, Detroit, Porcupine, Queen Charlotte, Ghent*.—Much decayed, and believed to be totally unworthy of repair: it is recommended to break them up, or dispose of them, and to sell or transport the stores at Erie to New York, as may be most advantageous to the public interests.

## AT SACKETT'S HARBOR, LAKE ONTARIO.

*Chippewa and New Orleans*, ships of the line. On the stocks, partly finished, and sound; under cover.

*Superior, Mohawk, Pike, Madison, Jefferson, Jones, Sylph, Oneida, Lady of the Lake*, fourteen gun boats. Originally built of green timber, and now so much decayed as to be deemed unworthy of repair. It is recommended



to break them up, or dispose of them, and to transport the stores at Sackett's Harbor to New York, or sell them, as may be found most advantageous to the public interests.

AT WHITEHALL, LAKE CHAMPLAIN.

*Confiance, Saratoga, Eagle, Ticonderoga, six galleys.* Entirely decayed; recommended to dispose of them, or break them up, and transport the stores to New York, or dispose of them, as may be most advantageous.

G 4.

*Statement of the progress made under the law for the gradual increase of the navy.*

SHIPS LAUNCHED.

*Columbus, Delaware, Ohio, North Carolina.* Ships of the line.

SHIPS BUILDING.

One ship of the line, near Portsmouth, New Hampshire, might be launched in	-	-	60 days.
One frigate, near Portsmouth, New Hampshire, might be launched in	-	-	60 "
One ship of the line, at Charlestown, Massachusetts, might be launched in	-	-	30 "
One ship of the line, at Charlestown, Massachusetts, might be launched in	-	-	60 "
One frigate, at Brooklyn, New York, might be launched in	-	-	30 "
One frigate, at Brooklyn, New York, might be launched in	-	-	90 "
One ship of the line, at Philadelphia, might be launched in	-	-	150 "
One frigate, at Philadelphia, might be launched in	-	-	30 "
Two frigates, at Washington, might be launched in	-	-	30 "
One ship of the line, at Gosport, Virginia, might be launched in	-	-	60 "
The <i>equipment</i> of these ships would require a considerably longer time than that given in which they might be launched.			

Frames for three other frigates, and for three steam batteries, are deposited as follows:

For one frigate at Charlestown, Massachusetts.

For two steam batteries at New York.

For one frigate at Norfolk. A considerable part of the copper, iron, lead, two steam engines and boilers, and other imperishable articles, are procured for their completion.

For one frigate, and one steam battery, at Washington.

EXPLANATORY STATEMENT OF THE FIRST ITEM—Continued.

*For receiving vessels.*

	1—at Boston.	1—at New York.	1—at Norfolk.	1—at Philadelphia.	1—at Baltimore.	Whole number.	
Masters commandant,	1	1	1	-	-	3	\$3,255 00
Lieutenants,	3	3	3	1	1	11	7,287 50
Pursers,	1	1	1	-	-	3	1,713 75
Masters,	1	1	1	-	-	3	1,713 75
Surgeons' mates,	1	1	1	-	-	3	1,353 75
Midshipmen,	4	4	4	2	2	16	3,648 00
Boatswains,	1	1	1	-	-	3	993 75
Gunners,	1	1	1	-	-	3	993 75
Carpenters' mates,	1	1	1	-	-	3	648 00
Stewards,	1	1	1	-	-	3	648 00
Cooks,	1	1	1	-	-	3	648 00
Able seamen,	4	4	4	2	2	16	2,304 00
Ordinary seamen,	8	8	8	-	-	26	3,120 00
Boys,	6	6	6	2	-	20	1,440 00
	34	34	34	7	7	116	\$29,803 25

*For recruiting stations.*

	1—at Boston.	1—at New York.	1—at Philadelphia.	1—at Norfolk.	1—at Baltimore.	Whole number.	
Masters commandant,	1	1	1	1	1	5	\$5,425 00
Midshipmen,	2	2	2	2	3	11	3,652 00
Surgeons,	1	1	1	1	-	4	5,239 00
Surgeons' mates,	-	-	-	-	1	1	938 75
	4	4	4	4	5	21	\$15,254 75





## BOSTON.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Amount of pay and rations, including servants, &c. per ann.	CIVIL DEPARTMENT.			TOTAL.
										PAY.			
										Per day.	Month.	Year.	
1	Captain, -	\$100	16	-	65	30	3	-	\$3,466 75				
1	Master commandant, -	60	5	\$300	40	20	2	-	2,010 75				
1	Lieutenant, -	40	3	200	20	20	1	-	1,281 00				
1	Lieutenant, -	40	3	-	-	-	-	-	753 75				
1	Master, -	40	2	200	20	12	1	-	1,141 75				
1	Master, -	40	2	-	-	-	-	-	662 50				
1	Surgeon, -	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate, -	30	2	145	16	14	1	1	950 75				
1	Purser, -	40	2	200	20	12	1	-	1,141 75				
1	Chaplain, -	40	2	250	-	-	-	-	912 50				
3	Midshipmen, -	19	1	-	-	-	-	-	957 75				
1	Boatswain, -	20	2	90	12	9	-	1	741 75				
1	Gunner, -	20	2	90	12	9	-	1	741 75				
1	Steward, -	18	1	-	-	-	-	-	307 25				
1	Carpenter's mate, qualified as caulker, -	19	1	-	-	-	-	-	319 25				
10	Seamen, -	12	1	-	-	-	-	-	2,352 50				
10	Ordinary seamen, -	10	1	-	-	-	-	-	2,112 50				\$21,164 00
HOSPITAL.													
1	Surgeon, -	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate, -	30	2	145	16	14	-	1	950 75				
1	Steward, -	18	1	-	-	-	-	-	307 25				
2	Nurses, -	10	1	-	-	-	-	-	422 50				
2	Washerwomen, -	8	1	-	-	-	-	-	374 50				
1	Cook, -	12	1	-	-	-	-	-	235 25				3,600 00
CIVIL.													
1	Storekeeper, -	-	-	200	-	-	-	-	-	-	-	\$1,500 00	
1	Clerk to storekeeper, -	-	-	-	-	-	-	-	-	-	-	450 00	
1	Clerk of the yard, -	-	-	-	-	-	-	-	-	-	-	900 00	
1	Clerk to commandant, -	-	-	-	-	-	-	-	-	-	-	750 00	
1	Clerk to commandant, -	-	-	-	-	-	-	-	-	-	30	360 00	
1	Master builder, -	-	-	-	-	-	-	-	-	-	-	2,000 00	
1	Clerk to do. and clerk of the check, -	-	-	-	-	-	-	-	-	-	35	420 00	
1	Inspector and measurer of timber, -	-	-	-	-	-	-	-	-	-	-	900 00	
1	Porter, -	-	-	-	-	-	-	-	-	-	\$30	360 00	
1	Master boat builder, -	-	-	-	-	-	-	-	-	\$2 00	-	626 00	
1	Master joiner, -	-	-	-	-	-	-	-	-	3 00	-	939 00	
1	Master blacksmith, -	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	Master caulker, -	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	Master sparmaker, -	-	-	-	-	-	-	-	-	2 25	-	704 25	
1	Master cooper, -	-	-	-	-	-	-	-	-	2 00	-	626 00	
1	Master sailmaker, -	-	-	-	-	-	-	-	-	2 75	-	860 75	
1	Master armorer, -	-	-	-	-	-	-	-	-	2 81	-	879 50	14,040 50
													\$38,804 50

## NEW YORK.

1	Captain, -	\$100	16	-	65	30	3	-	\$3,466 75				
1	Master commandant, -	60	5	\$300	40	20	2	-	2,010 75				
1	Lieutenant, -	40	3	200	20	20	1	-	1,281 00				
1	Lieutenant, -	40	3	-	-	-	-	-	753 75				
1	Master, -	40	2	200	20	12	1	-	1,141 75				
1	Master, -	40	2	-	-	-	-	-	662 50				
1	Surgeon, -	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate, -	30	2	145	16	14	1	1	950 75				
1	Purser, -	40	2	200	20	12	1	-	1,141 75				
1	Chaplain, -	40	2	250	-	-	-	-	912 50				
3	Midshipmen, -	19	1	-	-	-	-	-	957 75				
1	Boatswain, -	20	2	90	12	9	-	1	741 75				
1	Gunner, -	20	2	90	12	9	-	1	741 75				
1	Steward, -	18	1	-	-	-	-	-	307 25				
1	Carpenter's mate, qualified as caulker, -	19	1	-	-	-	-	-	319 25				
10	Seamen, -	12	1	-	-	-	-	-	2,352 50				
10	Ordinary seamen, -	10	1	-	-	-	-	-	2,112 50				\$21,164 00
HOSPITAL.													
1	Surgeon, -	50	2	250	20	20	1	-	1,309 75				
1	Surgeon's mate, -	30	2	145	16	14	1	1	950 75				
1	Steward, -	18	1	-	-	-	-	-	307 25				
2	Nurses, -	10	1	-	-	-	-	-	422 50				
2	Washerwomen, -	8	1	-	-	-	-	-	374 50				
1	Cook, -	12	1	-	-	-	-	-	235 25				3,000 00

## NEW YORK—Continued.

[illegible]

PHILADELPHIA.

[illegible]



## NORFOLK.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House rent per ann.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										Pay per day.	Pay per mo.	Pay per year.	
1	Captain, -	\$100	16	-	\$65	30	3	-	\$3,466 75				\$21,164 00
1	Master commandant, -	60	5	\$300	40	20	2	-	2,010 75				
1	Lieutenant, -	40	3	200	20	20	1	-	1,281 00				
1	Lieutenant, -	40	3	-	-	-	-	-	753 75				
1	Master, -	40	2	200	20	12	1	-	1,141 75				
1	Master, -	40	2	-	-	-	-	-	662 50				
1	Surgeon, -	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate, -	30	2	145	16	14	-	1	950 75				
1	Purser, -	40	2	200	20	12	1	-	1,141 75				
1	Chaplain, -	40	2	250	-	-	-	-	912 50				
3	Midshipmen, -	19	1	-	-	-	-	-	957 75				
1	Boatswain, -	20	2	90	12	9	-	1	741 75				
1	Gunner, -	20	2	90	12	9	-	1	741 75				
1	Steward, -	18	1	-	-	-	-	-	307 25				
1	Carpenter's mate, qualified as caulker, -	19	1	-	-	-	-	-	319 25				
10	Seamen, -	12	1	-	-	-	-	-	2,352 50				
10	Ordinary seamen, -	10	1	-	-	-	-	-	2,112 50				
HOSPITAL.													
1	Surgeon, -	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate, -	30	2	145	16	14	-	1	950 75				
1	Steward, -	18	1	-	-	-	-	-	307 25				
2	Nurses, -	10	1	-	-	-	-	-	422 50				
2	Washerwomen, -	8	1	-	-	-	-	-	374 50				
1	Cook, -	12	1	-	-	-	-	-	235 25				
CIVIL.													
1	Storekeeper, -	-	-	200	-	-	-	-	-	-	-	\$1,500 00	
1	Clerk to storekeeper, -	-	-	-	-	-	-	-	-	-	-	450 00	
1	Clerk of the yard, -	-	-	-	-	-	-	-	-	-	-	900 00	
1	Clerk to commandant, -	-	-	-	-	-	-	-	-	-	-	750 00	
1	Clerk to commandant, -	-	-	-	-	-	-	-	-	-	\$30	360 00	
1	Master builder, -	-	-	-	-	-	-	-	-	-	-	2,000 00	
1	Clerk to do. and clerk of the check, -	-	-	-	-	-	-	-	-	-	35	420 00	
1	Inspector and measurer of timber, -	-	-	-	-	-	-	-	-	-	-	900 00	
1	Porter, -	-	-	-	-	-	-	-	-	-	30	360 00	
1	Master boat-builder, -	-	-	-	-	-	-	-	-	\$2 50	-	782 50	
1	Master joiner, -	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	Master blacksmith, -	-	-	-	-	-	-	-	-	3 00	-	939 00	
1	Master caulker, -	-	-	-	-	-	-	-	-	2 25	-	704 25	
1	Master sparmaker, -	-	-	-	-	-	-	-	-	3 50	-	1,095 50	
1	Master cooper, -	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	Master armorer, -	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	Master sailmaker, -	-	-	-	-	-	-	-	-	2 50	-	782 50	
1	Keeper of magazine, -	-	-	-	-	-	-	-	-	-	40	480 00	
													\$39,735 25

## WASHINGTON.

1	Captain,	-	\$100	16	-	\$60	30	3	-	\$3,466 75				
1	Master commandant,	-	60	5	\$300	40	20	2	-	2,010 75				
1	Lieutenant,	-	40	3	200	35	20	1	-	1,281 00				
1	Master,	-	40	2	200	20	12	1	-	1,141 75				
1	Purser,	-	40	2	200	20	12	1	-	1,141 75				
1	Surgeon,	-	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate,	-	30	2	145	16	12	-	1	938 75				
1	Boatswain,	-	20	2	90	12	9	-	1	741 75				
1	Master in charge of ord-													
	nance,	-	40	2	104	-	-	-	-	766 50				
1	Gunner, as laboratory													
	officer,	-	20	2	-	12	9	-	-	651 75				
1	Master keeper of maga-													
	zine,	-	40	2	-	-	-	-	-	662 50				
1	Steward,	-	18	1	-	-	-	-	-	307 25				
1	Carpenter's mate, quali-													
	fied as caulker,	-	19	1	-	-	-	-	-	319 25				
5	Seamen,	-	12	1	-	-	-	-	-	1,176 25				
5	Ordinary seamen,	-	10	1	-	-	-	-	-	1,056 25				
HOSPITAL.														
1	Surgeon,	-	50	2	200	20	20	1	-	1,309 75				
1	Surgeon's mate,	-	30	2	145	16	12	-	1	938 75				
														\$16,972 00
														2,248 50

WASHINGTON—Continued.

[illegible]

## NEW ORLEANS.

[illegible]

SACKETT'S HARBOR.

1	Captain,	-	\$100	8	\$400	\$65	30	3	-	\$3,061 75
1	Lieutenant,	-	40	3	200	20	20	1	-	1,231 00
1	Surgeon,	-	50	2	200	20	12	1	-	1,231 75
1	Purser, to act as store-keeper,	-	40	2	200	20	12	1	-	1,111 75
1	Boatswain,	-	20	2	90	12	9	-	1	719 25
1	Gunner,	-	20	2	90	12	9	-	1	719 25
1	Carpenter,	-	20	2	90	12	9	-	1	719 25
2	Seamen,	-	12	1	-	-	-	-	-	470 50
4	Ordinary seamen,	-	10	1	-	-	-	-	-	845 00
										\$10,109 50



## ERIE.

Number.	RANK AND DESCRIPTION.	Pay per month.	Rations per day.	House-rent per ann.	Candles per annum.	Cords of wood per annum.	Servants at \$8 per month.	Servants at \$6 per month.	Amount of pay and rations, including servants, &c. per annum.	CIVIL DEPARTMENT.			TOTAL.
										Pay per day.	Pay per mo.	Pay per year.	
1	Master commandant, -	\$60	5	\$300	\$40	20	2	-	\$1,960 75				
1	Lieutenant, -	40	3	150	20	20	1	-	1,181 00				
1	Surgeon, -	50	2	145	20	12	1	-	1,176 75				
1	Gunner, -	20	2	50	12	9	-	-	516 00				
1	Carpenter, -	20	2	50	12	9	-	-	516 00				
2	Seamen, -	12	1	-	-	-	-	-	470 50				
2	Ordinary seamen, -	10	1	-	-	-	-	-	422 50				
										-	-	-	\$6,243 50

## WHITEHALL.

1	Captain, -	\$100	8	\$300	\$65	30	3	-	\$2,954 25				
1	Lieutenant, -	40	3	150	20	20	1	-	1,181 00				
1	Surgeon, -	50	2	145	20	12	1	-	1,176 75				
2	Seamen, -	12	1	-	-	-	-	-	470 50				
2	Ordinary seamen, -	10	1	-	-	-	-	-	422 50				
										-	-	-	\$6,205 00

## BALTIMORE.

1	Captain, -	\$100	8	\$300	\$65	30	3	-	\$3,036 75				
1	Surgeon, -	50	2	200	20	20	1	-	1,309 75				
1	Purser, -	40	2	-	-	-	-	-	662 50				
										-	-	-	\$5,009 00

## CHARLESTON, S. C.

1	Captain, -	\$100	8	\$300	\$65	30	3	-	\$3,036 75				
1	Lieutenant, -	40	3	200	20	20	1	-	1,281 00				
1	Surgeon's mate, -	30	2	200	16	12	-	1	993 75				
1	Purser, -	40	2	200	20	12	-	1	1,117 75				
										-	-	-	\$6,429 25

## For vessels in ordinary.

	Carpenter's mates.	Able seamen.	Ordinary seamen.	Whole number.	
For six ships of the line, -	6	36	78	120	\$15,912
For one frigate of the first class, -	1	4	11	16	2,124
For two frigates of the second class, -	2	8	18	28	3,768
	9	48	107	164	\$21,804

## EXPLANATION OF THE SECOND ITEM—Continued.

## Recapitulation.

	Naval.	Civil.	Hospital.	Vessels in ordinary.	Total.
Portsmouth, N. H. -	\$13,413 25	\$9,838 00	-	-	\$23,251 25
Boston, -	21,164 00	14,040 50	3,600 00	-	38,804 50
New York, -	21,164 00	13,474 00	3,600 00	-	38,238 00
Philadelphia, -	13,413 25	10,526 50	2,260 50	-	26,200 25
Norfolk, -	21,164 00	14,971 25	3,600 00	-	39,735 25
Washington, -	16,972 00	23,615 48	2,248 50	-	43,035 98
New Orleans, -	12,239 75	2,060 00	-	-	14,299 75
Sackett's Harbor, -	10,109 50	-	-	-	10,109 50
Erie, -	6,243 50	-	-	-	6,243 50
Whitehall, -	6,205 00	-	-	-	6,205 00
Baltimore, -	5,009 00	-	-	-	5,009 00
Charleston, S. C. -	6,429 25	-	-	-	6,429 25
Vessels in ordinary, -	-	-	-	\$21,804 00	21,804 00
	\$153,526 50	\$88,725 73	\$15,309 00	\$21,804 00	\$279,365 23

*Explanatory statement of the third item of the general estimate, being an estimate for provisions required for the year 1825.*

For 3,452 persons attached to vessels in commission.  
 116 persons attached to receiving vessels.  
 164 persons attached to vessels in ordinary.  
 168 persons awaiting orders.

3,900 persons, at one ration per day each, makes 1,423,500 rations, at 25 cents each, is \$355,875 00

*Explanatory statement of the fourth item of general estimate, being an estimate of the probable expense of repairing certain vessels, and for wear and tear of vessels in commission, during the year 1825, viz:*

For repairing the frigate Java, - - - - -	\$80,000 00	
Guerriere, - - - - -	65,000 00	
Congress, - - - - -	45,000 00	
Macedonian, - - - - -	40,000 00	
ships of the line Franklin, - - - - -	5,000 00	
Washington, - - - - -	3,000 00	
Independence, - - - - -	3,000 00	
Columbus, - - - - -	3,000 00	
Ohio, - - - - -	3,000 00	
Delaware, - - - - -	3,000 00	
		\$250,000 00
For the wear and tear of the North Carolina, - - - - -	20,000 00	
Constitution, - - - - -	15,000 00	
Cyane, - - - - -	8,000 00	
Erie, - - - - -	8,000 00	
Ontario, - - - - -	4,500 00	
Nonesuch, - - - - -	2,500 00	
Constellation, - - - - -	10,000 00	
John Adams, - - - - -	6,000 00	
Hornet, - - - - -	6,000 00	
Sea Gull, steam vessel, - - - - -	5,000 00	
Spark, - - - - -	3,000 00	
Shark, - - - - -	3,000 00	
Grampus, - - - - -	3,000 00	
Porpoise, - - - - -	3,000 00	
Five small schooners, - - - - -	6,000 00	
Decoy, store ship, - - - - -	2,000 00	
Building store-houses, hospital and other establishments at Thompson's Island, as rendezvous for the squadron cruising in the West Indies, - - - - -	15,000 00	
For the wear and tear of the United States, - - - - -	15,000 00	
Peacock, - - - - -	10,000 00	
Dolphin, - - - - -	5,000 00	
Purchase of timber and other materials for future use, - - - - -	50,000 00	
		200,000 00
Amount of fourth item of general estimate, - - - - -		\$450,000 00

*Explanatory statement of the fifth item of general estimate, being an estimate of the improvements and repairs required of the several navy yards during the year 1825.*

<i>At Portsmouth, N. H.</i>			
Ordinary repairs of wharves and buildings, - - - - -	- - - - -	-	\$3,000 00
<i>At Charlestown, Mass.</i>			
Building a wall, and purchasing land, - - - - -	- - - - -	\$10,000 00	
Levelling the yard, - - - - -	- - - - -	2,500 00	
Repairing wharves and buildings, - - - - -	- - - - -	2,500 00	
Building wharves, - - - - -	- - - - -	5,000 00	20,000 00
<i>At New York.</i>			
Wall on southwest side, - - - - -	- - - - -	4,000 00	
Wharf at northwest corner, - - - - -	- - - - -	10,000 00	
Building a store-house, - - - - -	- - - - -	5,000 00	
Levelling the yard, - - - - -	- - - - -	5,000 00	
Repairing buildings and wharves, - - - - -	- - - - -	3,000 00	
Dock gateway to mill pond, - - - - -	- - - - -	1,500 00	
Fence to define the boundary, - - - - -	- - - - -	1,500 00	
Ship house over the frigate, - - - - -	- - - - -	30,000 00	60,000 00
<i>At Philadelphia.</i>			
Building wharf, - - - - -	- - - - -	10,000 00	
Repairs of buildings and wharves, - - - - -	- - - - -	1,000 00	
Filling and levelling the yard, - - - - -	- - - - -	1,000 00	12,000 00
<i>At Washington.</i>			
Ship house, - - - - -	- - - - -	30,000 00	
Repairs of wharves, buildings, &c. - - - - -	- - - - -	10,000 00	40,000 00
<i>At Norfolk.</i>			
Store-houses, - - - - -	- - - - -	4,000 00	
Building and repairing wharves, - - - - -	- - - - -	10,000 00	
Repairing buildings, levelling yard, &c. - - - - -	- - - - -	6,000 00	20,000 00
Amount of fifth item of general estimate, - - - - -	- - - - -	-	\$155,000 00



H.

HEAD-QUARTERS OF THE MARINE CORPS,

WASHINGTON, November 23, 1824.

SIR:

I have the honor to transmit to the Department the estimate for the marine corps for 1825, with an explanatory letter from the quartermaster.

I remain, with great respect, your obedient servant,

ARCHIBALD HENDERSON, *Lieut. Col. Comd't.*

The Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

HEAD-QUARTERS OF THE MARINE CORPS, QUARTERMASTER'S OFFICE,

WASHINGTON CITY, November 22, 1824.

SIR:

Accompanying I have the honor to hand you an estimate for expenditures, in the quartermaster's department, for the year 1825; also, an estimate of five thousand dollars for arrearages of contingencies for the years 1823 and 1824, being the amount necessary to liquidate the debts of the corps, which are now and will become due in the present year.

This deficiency occurs in consequence of Congress having appropriated but nine thousand dollars for the year 1824, being five thousand dollars less than the amount estimated for. It may be proper for me to remark, sir, that the argument used by Congress for reducing the appropriation was, that the estimate exceeded, in proportion to our number, that of the army. I wish, sir, that the Committee of Ways and Means could be informed that, in the army transportation, one of the principal articles of expenditure is separately estimated for; and I believe there are many other items embraced in our estimate for contingencies, which in the army are classed under other heads.

In the last and present year I used every endeavor to curtail the contingent expenses of the corps, but find that, with the strictest economy, not less than the amount estimated for will meet the necessary demands of the service.

I have the honor to be, sir, very respectfully, your obedient servant,

E. I. WEED, *Q. M. Marine Corps.*

Lieutenant Colonel ARCH. HENDERSON,

*Commanding United States' Marine Corps, Washington, D. C.*

*Estimate for expenditures in the Quartermaster's Department of the United States' marine corps for the year 1825.*

SUBSISTENCE.			
For 424 non-commissioned officers, musicians, privates, and washerwomen, at one ration per day each, (being on shore,) 154,760 rations, at twelve cents, -	\$18,571 20		
For 538 non-commissioned officers, musicians, and privates, (being afloat,) at one ration per day each, 196,370 rations, at 25 cents, -	49,092 50		\$67,663 70
CLOTHING.			
For 938 non-commissioned officers, musicians, and privates, at \$30 each, -	28,140 00		
For 100 watch-coats, \$6 25 each, -	625 00		28,765 00
FUEL.			
For 424 non-commissioned officers, musicians, and privates, on shore, for the use of the hospitals at the different stations, for the public offices, and for the armory, -	-	-	6,000 00
CONTINGENCIES.			
For travelling expenses for officers, and transportation for men; freight of stores from one station to another; toll and ferrriage, wharfage, and cartage; packing boxes, for army accoutrements and clothing; expenses of recruiting; expenses and per diem allowance for attending courts-martial and courts of inquiry; compensation to Judge Advocates; house-rent and chamber money where there are no public quarters assigned; incidental labor in the quartermaster's department; expenses of burying deceased persons belonging to the marine corps; forage; printing blanks of every description, and for the purchase of blank books, and the different articles of stationery, used throughout the corps; coal for the armory; postage on public letters; per diem allowance to officers on extra duty; expenses for pursuing deserters; fuel for the commissioned officers; keeping in repair the barracks at the different stations; straw for the men, bedsacks, guard candles, and lamp oil; extra rations to officers commanding posts and marines of ships in squadron; barrack furniture; spades, axes, shovels, picks, and carpenters' tools; and for no other purpose whatever, -	13,500 00		
For sundry contingencies arising in the current year, not hereinbefore mentioned, -	500 00		
For arrearages of the years 1823 and 1824, -	5,000 00		19,000 00
For medicines and hospital stores, instruments, &c. for the officers and marines of the marine corps serving on shore, -	-	-	2,369 71
			\$123,798 41

HEAD-QUARTERS OF THE MARINE CORPS, QUARTERMASTER'S OFFICE,

WASHINGTON, November 22, 1824.

E. I. WEED, *Quartermaster General.*

[18th CONGRESS.]

No. 250.

[2d SESSION.]

## COMMODORE PORTER'S VISIT TO FAXARDO, IN PORTO RICO.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 29, 1824.

*To the Speaker of the House of Representatives:*

WASHINGTON, December 28, 1824.

In compliance with the resolution of the House of Representatives of the 27th instant, requesting information explanatory of the character and objects of the visit of the naval officer of the United States commanding in the West Indies, to the town of Faxardo, in the island of Porto Rico, on the — day of November last, I herewith transmit a report of the Secretary of the Navy, with a letter from Commodore Porter, which contains all the information in the possession of the Executive on the subject. Deeming the transaction adverted to of high importance, an order has been sent to Commodore Porter to repair hither without delay, that all the circumstances connected therewith may be fully investigated.

JAMES MONROE.

NAVY DEPARTMENT, December 28, 1824.

SIR:

In answer to a resolution of the House of Representatives of the 27th instant, that "the President of the United States be requested to communicate to the House any information in his possession, not improper to be communicated, explaining the character and objects of the visit of the naval officer of the United States commanding in the West Indies to the town of Faxardo, in the island of Porto Rico, on the — day of November last," I have the honor to enclose to you a copy of a letter from Captain David Porter to the Department, dated 15th November, which is the only information on the subject in possession of this Department.

An order has been given that Captain Porter should return to this place without unnecessary delay, and an officer will sail from the United States to relieve him, and take command of the squadron, in a very few days, as soon as a vessel can be prepared for the purpose.

I have the honor to be, very respectfully, your most obedient servant,

SAMUEL L. SOUTHARD.

The PRESIDENT of the United States.

UNITED STATES' SHIP JOHN ADAMS, PASSAGE ISLAND, November 15, 1824.

SIR:

I have the honor to inform you that, on my arrival at St. Thomas's, I was informed that Lieutenant Commandant Platt, of the United States' schooner Beagle, who had visited Faxardo, a town on the east coast of Porto Rico, about two miles from the sea, for the purpose of making inquiries respecting a quantity of dry goods supposed to have been deposited there by pirates, was, after being recognised as an American officer, by the proper authorities there, imprisoned and shamefully treated.

Indignant at the outrages which have so repeatedly been heaped upon us by the authorities of Porto Rico, I proceeded to this place, where I left the ship, and, taking with me the schooners Grampus and Beagle, and the boats of the John Adams, with Captain Dallas and part of his officers, seamen, and marines, proceeded to the port of Faxardo, where, finding preparations were making to fire on us from the battery on shore, I sent a party of seamen and marines to spike the guns, which was done in a few minutes, as the Spaniards fled on the landing of the party. I then landed with two hundred men, and marched to the town, spiking on the way the guns of a small battery, placed for the defence of a pass on the road, and reached the town in about thirty minutes after landing: I found them prepared for defence, as they had received information from St. Thomas's of my intentions of visiting the place. I halted about pistol shot from their forces, drawn up on the outskirts of the town, and sent in a flag, requiring the Alcaide, or Governor, with the captain of the port, the principal offenders, to come to me to make atonement for the outrage; giving them one hour to deliberate. They appeared accordingly, and, after begging pardon (in the presence of all the officers) of the officer who had been insulted, and expressing great penitence, I permitted them to return to town, on their promising to respect all American officers who may visit them hereafter. We then returned to the vessels, and left the harbor, after being at anchor three hours.

As we were getting under way, a number of persons appeared on the beach, bearing a white flag, and having with them some bullocks, and a number of horses, apparently laden, no doubt a present from the authorities of the place, which they informed me they should send me.

There is no doubt that our persons and our flag will be more respected hereafter than it has been by the authorities of Porto Rico.

Every officer and man, on this occasion, conducted themselves in a manner to meet my entire approbation.

I have the honor to be, very respectfully, your most obedient servant,

D. PORTER.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy, Washington.*

[18th CONGRESS.]

No. 251.

[2d SESSION.]

## CONTRACTS FOR THE YEAR 1824.

COMMUNICATED TO THE SENATE, JANUARY 5, 1825.

SIR:

NAVY DEPARTMENT, January 4, 1825.

I have the honor of transmitting herewith a statement of the contracts made by the Commissioners of the Navy during the year 1824, prepared in obedience to the fifth section of the act of the 3d of March, 1809, entitled "An act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments."

I have the honor to be, very respectfully, your obedient servant,

SAMUEL L. SOUTHARD.

The Hon. the PRESIDENT OF THE SENATE, *pro tempore.*



A.  
*Exhibit of contracts made for ship chandlery by the Commissioners of the Navy during the year 1824.*

ARTICLES.	NORFOLK.		WASHINGTON.		PHILADELPHIA.		NEW YORK.		BOSTON & FORTSMOUTH.		CHARLESTON, S. C.	
	E. Higgins.		Ingles, Lindsley, & Ingles.		J. Turner & Co.		Tucker & Carter.		Devens & Thompson.		J. R. Roques.	
Brushes, scrubbing, with handles,	\$3 75	per dozen,	\$1 50	per dozen,	\$4 50	per dozen,	\$4 00	per dozen,	\$3 25	per dozen,	\$5 00	per dozen.
Brushes, clamp,	3 25	per dozen,	3 25	per dozen,	2 50	per dozen,	2 75	per dozen,	3 25	per dozen,	4 00	per dozen.
Brushes, paint,	5 00	per dozen,	4 50	per dozen,	6 00	per dozen,	5 00	per dozen,	2 50	per dozen,	5 25	per dozen.
Brushes, whitewash,	3 50	per dozen,	6 75	per dozen,	3 50	per dozen,	3 75	per dozen,	3 50	per dozen,	6 00	per dozen.
Brooms, hickory,	1 00	per dozen,	1 25	per dozen,	1 25	per dozen,	1 00	per dozen,	1 12½	per dozen,	1 50	per dozen.
Brooms, birch,	25	per dozen,	75	per dozen,	75	per dozen,	18	per dozen,	28½	per dozen,	1 50	per dozen.
Bristles,	50	per pound,	60	per pound,	-	-	50	per pound,	68½	per pound,	1 75	per piece.
Bunting, broad \$10, narrow \$5,	7 50	per piece,	9 75	per piece,	-	-	6 25	per piece,	5 00	per piece,	8 75	per piece.
Calls, silver,	3 50	each,	3 50	each,	-	-	3 00	each,	2 00	each,	6 00	each.
Chips, log,	15	each,	20	each,	-	-	12½	each,	10	each,	19	each.
Chalk, white,	3	per pound,	3	per pound,	1½	per pound,	1	per pound,	1	per pound,	2	per pound.
Chalk, red,	15	per pound,	25	per pound,	12½	per pound,	3	per pound,	3	per pound,	50	per pound.
Fids, splicing,	3 00	per dozen,	3 00	per dozen,	-	-	2 00	per dozen,	2 00	per dozen,	9 00	per dozen.
Fids, cable, \$3, \$4, and \$6,	4 33½	per dozen,	7 00	per dozen,	-	-	4 50	per dozen,	3 00	per dozen,	18 00	per dozen.
Hatches,	5 00	per dozen,	4 50	per dozen,	9 00	per dozen,	3 50	per dozen,	3 00	per dozen,	9 00	per dozen.
Hooks, fish, assorted,	1 50	per gross,	1 50	per gross,	6 00	per gross,	1 00	per gross,	1 00	per gross,	-	-
Hooks and thimbles,	13	per pound,	-	-	10	per pound,	-	-	12	per pound,	19	per pound.
Hides, raw,	9	per pound,	13	per pound,	19	per pound,	10	per pound,	12½	per pound,	-	-
Hides, half-tanned,	20	per pound,	8	per square,	6 00	per hide,	25	per square,	20	per square,	2 50	per hide.
Horn for lanterns,	10	per square,	8	per square,	-	-	10	per square,	12½	per square,	10	per square.
Hinges, butt,	2 00	per dozen,	2 50	per dozen,	2 00	per dozen,	1 00	per dozen,	1 00	per dozen,	4 50	per dozen.
Hinges, brass,	4 00	per dozen,	3 00	per dozen,	-	-	2 00	per dozen,	1 25	per dozen,	4 50	per dozen.
Hinges, chest,	1 75	per dozen,	2 00	per dozen,	-	-	1 00	per dozen,	2 50	per dozen,	9 00	per dozen.
Handspikes,	3 00	per dozen,	4 00	per dozen,	5 00	per dozen,	2 50	per dozen,	2 00	per dozen,	-	-
Glasses, 2 hours,	8 00	per dozen,	18 00	per dozen,	-	-	7 00	per dozen,	5 00	per dozen,	-	-
Glasses, 1 hour,	8 00	per dozen,	12 00	per dozen,	-	-	6 00	per dozen,	5 00	per dozen,	9 00	per dozen.
Glasses, 1½ hour,	11 00	per dozen,	11 00	per dozen,	-	-	6 00	per dozen,	3 25	per dozen,	4 50	per dozen.
Glasses, 28 seconds,	5 50	per dozen,	7 00	per dozen,	-	-	4 00	per dozen,	2 75	per dozen,	4 50	per dozen.
Glasses, 14 seconds,	5 00	per dozen,	6 25	per dozen,	-	-	4 00	per dozen,	2 75	per dozen,	25 00	each.
Glasses, spyng, 1st quality,	8 00	each,	10 00	each,	-	-	7 00	each,	6 00	each,	20 00	each.
Glasses, spyng, 2d quality,	4 00	each,	4 00	each,	-	-	4 00	each,	9 00	each,	15 00	each.
Glasses, spyng, 3d quality,	2 00	each,	3 00	each,	-	-	3 00	each,	15 00	each,	18 00	each.
Glasses, night,	17 00	each,	18 00	each,	-	-	10 00	each,	-	-	-	-
Glass, window,	12½	per foot,	12	per foot,	-	-	15	per foot,	12½	per foot,	37	per foot.
6x8, per feet,	12 50	per dozen,	-	-	-	-	6 75	per dozen,	12 00	per dozen.	-	-
Glass, illuminators, polished, 3, 4, 5, 6 in. } at \$4, 8, 16, 22. }	9 00	per dozen,	-	-	-	-	6 75	per dozen,	7 50	per dozen,	-	-
Glass, illuminators, unpolished, 2, 6, 10, 16 in. }	25	per pound,	19	per pound,	15	per pound,	25	per pound,	20	per pound,	-	-
Lincs, deep sea, 100 fathoms,	-	-	-	-	23	per pound,	-	-	18	per pound,	30	per pound.

## SHIP CHANDLERY—Continued.

ARTICLES.	NORFOLK.		WASHINGTON.		PHILADELPHIA.		NEW YORK.		BOSTON AND PORTSMOUTH.		CHARLESTON, S. C.	
	E. Higgins.		Ingles, Lindsley, & Ingles.		J. Turner & Co.		Tucker & Carter.		Devens & Thompson.		J. R. Roques.	
Lines, hand.	25	per pound,	-	-	25	per pound,	25	per pound,	18	per pound,	30	per pound.
Lines, fishing, assorted.	35	per pound,	-	-	36	per pound,	36	per pound,	25	per pound,	7 50	per dozen.
Lines, log, one hundred fathoms,	30	per pound,	-	-	36	per pound,	36	per pound,	20	per pound,	30	per pound.
Line, marine.	28	per pound,	-	-	25	per pound,	20	per pound,	17	per pound,		
Line, house-line.	28	per pound,	-	-	25	per pound,	20	per pound,	17	per pound,		
Line, Hambro.	28	per pound,	-	-	25	per pound,	20	per pound,	16	per pound,		
Line, gunnomet.	22	per pound,	-	-	25	per pound,	14	per pound,	16	per pound,		
Line, bonnet.	22	per pound,	-	-	25	per pound,	14	per pound,	16	per pound,		
Lanterns, horn, \$10 to \$16,	13 00	per dozen,	\$15 00	per dozen,	12 00	per dozen,	12 00	per dozen,	10 00	per dozen,	30 00	per dozen.
Lanterns, tin.	5 00	per dozen,	6 00	per dozen,	8 00	per dozen,	5 00	per dozen,	5 00	per dozen,	9 00	per dozen.
Lanterns, glass.	2 50	each,	3 30	each,	-	-	1 50	each,	1 75	each,	1 50	each.
Lead, bar.	8	per pound,	8	per pound,	8½	per pound,	6	per pound,	6	per pound,	10	per pound.
Lead, sheet.	10	per pound,	8	per pound,	10	per pound,	9	per pound,	8	per pound,	9	per pound.
Lead, black.	12½	per pound,	20	per pound,	30	per pound,	10	per pound,	8	per pound,	25	per pound.
Leather, pump.	33	per pound,	25	per pound,	30	per pound,	30	per pound,	25	per pound,	25	per pound.
Leather, bellows.	60	per pound,	30	per pound,	8 00	per hide,	40	per pound,	99	per pound,	3 00	per side.
Leather, pad.	40	each,	1 25	each,	50	each,	70	each,	33	each,	75	each.
Locks, iron door.	75	each,	25	each,	-	-	-	-	-	-	-	-
Locks, chest.	33	each,	16	each,	-	-	31	each,	25	each,	17	each.
Limestone.	-	-	-	-	-	-	2 50	per barrel,	1 34	per barrel,	2 00	per barrel.
Lamps, patent, binnacle.	2 25	per barrel,	1 87	per barrel,	-	-	2 50	per barrel,	1 34	per barrel,	2 00	per barrel.
Mallets, serving.	1 25	per pair,	1 25	per pair,	-	-	1 00	per pair,	1 00	per pair,	3 00	per pair.
Mauls, top.	3 00	per dozen,	3 00	per dozen,	3 00	per dozen,	3 00	per dozen,	2 25	per dozen,	9 00	per dozen.
Mauls, commanders.	75	each,	80	each,	1 00	each,	1 00	each,	50	each,	1 50	each.
Marlinespikes.	50	each,	50	each,	-	-	50	each,	25	each,	-	-
Mortars and pestles, bell-metal.	4 50	per dozen,	4 00	per dozen,	-	-	4 50	per dozen,	2 25	per dozen,	9 00	per dozen.
Mortars and pestles, wood.	50	per pound,	3 50	each,	-	-	45	per pound,	2 00	each,	75	per pound.
Measures, tin, gallon.	75	each,	3 50	each,	-	-	50	each,	25	each,	-	-
Measures, tin, ½ gallon.	56	each,	50	each,	50	each,	40	each,	50	each,	88	each.
Measures, tin, ¼ gallon.	28	each,	31	each,	37½	each,	30	each,	33	each,	50	each.
Measures, tin, pint.	20	each,	25	each,	25	each,	16	each,	20	each,	25	each.
Measures, tin, half-pint.	10	each,	12½	each,	12½	each,	8	each,	17	each,	13	each.
Measures, tin, half-pint.	6	each,	10	each,	10	each,	6	each,	10	each,	7	each.
Needles, sewing, Hemming's.	1 25	per gross,	2 00	per gross,	-	-	75	per gross,	1 00	per gross,	3 50	per gross.
Needles, roping.	1 00	per gross,	3 00	per gross,	-	-	87	per gross,	1 33	per gross,	4 00	per gross.
Needles, marine.	50	per dozen,	30	per dozen,	-	-	50	per dozen,	25	per dozen,	50	per dozen.
Palm irons, mounted.	1 25	per dozen,	2 00	per dozen,	1 00	per dozen,	1 00	per dozen,	2 00	per dozen,	-	-
Pencil, slate.	1 25	per dozen,	20	per dozen,	1 00	per dozen,	37	per dozen,	75	per dozen,	37	per dozen.
Pencil, slate.	50	per dozen,	10	per dozen,	1 00	per dozen,	37	per dozen,	75	per dozen,	1 00	per dozen.
Putty.	7	per pound,	10	per pound,	6	per pound,	8	per pound,	5	per pound,	18	per pound.
Paper, cannon cartridge.	5 00	per ream,	8 00	per ream,	5 00	per ream,	4 00	per ream,	10	per ream,	9 00	per ream.
Paper, musket.	5 00	per ream,	7 50	per ream,	4 00	per ream,	3 00	per ream,	5 00	per ream,	9 00	per ream.
Paper, pistol.	2 50	per ream,	6 50	per ream,	4 00	per ream,	4 00	per ream,	2 00	per ream,	9 00	per ream.



## SHIP CHANDLERY—Continued.

ARTICLES.	NORFOLK.	WASHINGTON.	PHILADELPHIA.	NEW YORK.	BOSTON AND PORTSMOUTH.	CHARLESTON, S. C.
	E. Higgins.	Ingie, Lindsley, & Ingie.	J. Turner & Co.	Tucker & Carter.	Devens & Thompson.	J. R. Roques.
Paper, sheathing.	\$1 50 per ream,	\$3 25 per ream,	\$3 00 per ream,	\$1 00 per ream,	\$3 00 per ream,	\$3 00 per ream.
Paper, sand,	50 per quire,	37½ per quire,	30 per quire,	37 per quire,	38 per quire,	38 per quire.
Paper, emery,	300 per barrel,	37½ per barrel,	-	25 per barrel,	20 per barrel,	37 per quire,
Pitch,	3 00 per barrel,	3 75 per barrel,	2 50 per barrel,	2 50 per barrel,	2 00 per barrel,	3 00 per barrel.
Pumps, hand, copper,	3 75 per piece,	1 50 per piece,	-	3 75 per piece,	4 00 per piece,	4 50 per piece.
Pumps, hand, wood,	40 per piece,	50 per piece,	-	30 per piece,	25 per piece,	63 per piece.
Reels, log,	40 each,	50 each,	-	50 each,	37 each,	75 each.
Reels, deep sea,	75 each,	1 50 each,	-	50 each,	1 00 each,	-
Rosin,	2 00 per barrel,	3 00 per barrel,	2 00 per barrel,	2 00 per barrel,	1 87½ per barrel,	3 50 per barrel.
Rivets, assorted,	25 per pound,	15 per pound,	-	20 per pound,	15 per pound,	20 per pound.
Soap,	8 per pound,	10 per pound,	9 per pound,	8 per pound,	9 per pound,	10 per pound.
Scissors,	20 per pair,	30 per pair,	-	30 per pair,	25 per pair,	37 per pair.
Shears, sheep,	40 per pair,	30 per pair,	-	30 per pair,	43 per pair,	-
Saltpetre,	9 per pound,	10 per pound,	-	6 per pound,	10 per pound,	20 per pound.
Sulphur, crude,	3 per pound,	4 per pound,	-	2 per pound,	2 per pound,	13 per pound.
Sulphur, flour,	4 per pound,	7 per pound,	-	4 per pound,	4 per pound,	25 per pound.
Scales and weights,	4 50 per set,	5 00 per set,	-	5 00 per set,	3 25 per set,	-
Tallow,	12½ per pound,	12½ per pound,	11 per pound,	13 per pound,	10 per pound,	12½ per pound.
Tar,	2 25 per barrel,	2 50 per barrel,	2 00 per barrel,	2 12 per barrel,	2 12½ per barrel,	2 50 per barrel.
Thread, white, red, blue,	1 25 per pound,	1 00 per pound,	-	87 per pound,	1 00 per pound,	1 00 per pound.
Twine, whipping,	35 per pound,	-	37½ per pound,	30 per pound,	30 per pound,	45 per pound.
Twine, roping,	30 per pound,	-	40 per pound,	30 per pound,	30 per pound,	45 per pound.
Twine, seine,	40 per pound,	-	40 per pound,	30 per pound,	37½ per pound,	50 per pound.
Twine, sewing,	50 per pound,	-	40 per pound,	45 per pound,	42 per pound,	45 per pound.
Trumpets, hand,	50 each,	65 each,	62½ each,	50 each,	50 each,	1 50 each.
Trumpets, draw,	1 00 each,	2 00 each,	1 00 each,	1 00 each,	1 00 each,	-
Tin, sheets of, double,	14 00 per box,	16 00 per box,	-	13 00 per box,	13 00 per box,	18 00 per box.
Tin, sheets of, single,	13 00 per box,	13 00 per box,	-	12 00 per box,	13 00 per box,	15 00 per box.
Tin, sheets of, block,	25 per barrel,	25 per barrel,	-	22 per barrel,	23 per barrel,	-
Turpentine,	3 25 per barrel,	3 00 per barrel,	2 75 per barrel,	2 00 per barrel,	2 00 per barrel,	50 per pound.
Wax, bees,	40 per pound,	30 per pound,	30 per pound,	40 per pound,	45 per pound,	35 per pound.
Nails, iron, cut, 8 cents,	37½ per pound,	45 per pound,	40 per pound,	37 per pound,	37½ per pound,	50 per pound.
Nails, iron, cut, 14 cents,	8 per pound,	8 per pound,	8 per pound,	9 per pound,	7 per pound,	8 per pound.
Nails, copper, 50 cents,	14 per pound,	14 per pound,	14 per pound,	14 per pound,	14 per pound,	15 per pound.
Nails, composition, 25 cents,	50 per pound,	35 per pound,	-	45 per pound,	40 per pound,	35 per pound.
Nails, spike,	25 per pound,	10 per pound,	9 per pound,	26 per pound,	9 per pound,	13 per pound.
Nails, brad,	11 per pound,	7 per pound,	10 per pound,	11 per pound,	11 per pound,	8 per pound.
Nails, scupper,	35 per pound,	20 per pound,	90 per pound,	25 per pound,	18 per pound,	37½ per pound.
Tacks, pump,	25 per pound,	40 per pound,	75 per pound,	45 per pound,	37½ per pound,	50 per pound.
Oil, olive,	50 per pound,	-	-	1 25 per gallon,	-	1 50 per gallon.

Medicines, &amp;c.—Medicines and surgical instruments, at Washington, by William Gunton; medicines and surgical instruments, at Boston, by Samuel Kidder.

*Exhibit of contracts for paints and oil made by the Commissioners of the Navy during the year 1824.*

ARTICLES.	NORFOLK.		WASHINGTON.		PHILADELPHIA.		NEW YORK.		BOSTON AND PORTSMOUTH.		CHARLESTON, S. C.	
	Wm. Gist.		Wm. H. Gummel.		H. A. Beck & Son.		Tucker & Carter.		Devens & Thompson.		D. A. King.	
White lead, dry, American,	\$12 50	per cwt.	\$12 00	per cwt.	\$12 00	per cwt.	\$11 50	per cwt.	\$12 00	per cwt.	\$16 00	per cwt.
White lead, in oil,	13 50	per cwt.	14 00	per cwt.	12 50	per cwt.	13 00	per cwt.	12 50	per cwt.	15 00	per cwt.
White lead, dry, foreign,	13 00	per cwt.	13 00	per cwt.	12 50	per cwt.	9 00	per cwt.	12 50	per cwt.	17 00	per cwt.
White lead, in oil, foreign,	14 50	per cwt.	13 00	per cwt.	13 25	per cwt.	12 00	per cwt.	13 00	per cwt.	17 50	per cwt.
Red lead, foreign,	10 00	per cwt.	13 50	per cwt.	10 00	per cwt.	7 00	per cwt.	10 25	per cwt.	12 50	per cwt.
Red lead, American,	9 00	per cwt.	9 00	per cwt.	9 00	per cwt.	7 00	per cwt.	10 00	per cwt.		
Red lead, powdered, American,	9 00	per cwt.	9 00	per cwt.	9 00	per cwt.	5 00	per cwt.	8 12½	per cwt.	12 50	per cwt.
Litharge, foreign,	9 50	per cwt.	9 00	per cwt.	9 50	per cwt.	5 00	per cwt.	9 25	per cwt.		
Yellow ochre, in oil,	7 50	per cwt.	8 50	per cwt.	9 00	per cwt.	6 00	per cwt.	7 75	per cwt.	14 00	per cwt.
Yellow ochre, dry,	2 25	per cwt.	2 50	per cwt.	2 00	per cwt.	1 00	per cwt.	3 50	per cwt.	5 50	per cwt.
Stone ochre,	16	per pound,	10	per pound,	14	per pound,	6	per pound,	37½	per pound,	25	per pound.
Spanish brown, dry,	2 00	per cwt.	3 00	per cwt.	2 50	per cwt.	2 00	per cwt.	2 62½	per cwt.	4 00	per cwt.
Spanish brown, in oil,	6 50	per cwt.	6 00	per cwt.	8 00	per cwt.	6 00	per cwt.	7 00	per cwt.	10 00	per cwt.
Venetian red, dry,	6 00	per cwt.	4 00	per cwt.	6 00	per cwt.	4 00	per cwt.	5 50	per cwt.	10 00	per cwt.
Venetian red in oil,	9 00	per cwt.	6 00	per cwt.	9 00	per cwt.	7 00	per cwt.	8 00	per cwt.	15 50	per cwt.
Verdigris, dry,	35	per pound,	43	per pound,	40	per pound,	34	per pound,	35	per pound.	45	per pound.
Verdigris, in oil,	50	per pound,	1 00	per pound,	75	per pound,	50	per pound,	85	per pound.	1 75	per pound.
Vermilion,	87½	per pound,	10	per pound,	9	per pound,	62	per pound,	10	per pound,	15	per pound.
Lampblack,	7	per pound,	8	per pound,	14	per pound,	12	per pound,	12	per pound,	18	per pound.
Black paint, in oil,	1 00	per pound,	1 25	per pound,	90	per pound,	10	per pound,	85	per pound,	2 00	per pound.
Chrome yellow,	25	per pound,	13	per pound,	20	per pound,	3	per pound,	19	per pound,	50	per pound.
Patent yellow,	2 00	per pound,	9 00	per pound,	2 00	per pound,	1 08	per pound,	1 85	per pound,	4 50	per pound.
Prussian blue,	1 50	per cwt.	2 50	per cwt.	2 00	per cwt.	1 00	per cwt.	1 65	per cwt.	4 00	per cwt.
Whiting, Spanish,	1 25	per pound,	25	per pound,	90	per pound,	3	per pound,	34	per pound,	50	per pound.
Rose pink,	1 00	per ounce,	50	per ounce,	1 50	per ounce,	3 00	per ounce,	1 12½	per ounce,	2 00	per ounce.
Drop lake,	55	per gallon,	55	per gallon,	55	per gallon,	56	per gallon,	56	per gallon,	75	per gallon.
Spirits turpentine,	35	per gallon,	37½	per gallon,	30	per gallon,	25	per gallon,	31	per gallon,	44	per gallon.
Black varnish,	35	per gallon,	40	per gallon,	30	per gallon,	35	per gallon,	31	per gallon,	44	per gallon.
Bright varnish,	4 00	per gallon,			4 00	per gallon,	3 00	per gallon,	2 50	per gallon,	5 50	per gallon.
Copal varnish,	70	per gallon,	70	per gallon,	65	per gallon,	85	per gallon,	75	per gallon,	90	per gallon.
Paint oil, raw,	75	per gallon,	70	per gallon,	70	per gallon,	95	per gallon,	83	per gallon,	1 25	per gallon.
Paint oil, boiled,	45	per gallon,	45	per gallon,	45	per gallon,	45	per gallon,	45	per gallon,	25	per gallon.
Spermaceti oil, summer strained,	60	per gallon,	60	per gallon,	60	per gallon,	60	per gallon,	60	per gallon,	60	per gallon.
Spermaceti oil, winter strained,	25	per pound,	35	per pound,	25	per pound,	25	per pound,	25	per pound,	25	per pound.
Spermaceti candles,												

\* Contracted with Samuel Judd for all the stations.



*Exhibit of contracts for beef and pork, made by the Commissioners of the Navy during the year 1824.*

ARTICLES.		Norfolk.		New York.		Boston.	
Salted beef,	-	-	-	J. Moore, Jun.,	E. & A. Winchester,	E. & A. Winchester,	
Salted pork,	-	-	-	Peter Yarnel,	D. R. Dunham,	D. R. Dunham,	
					\$8 40 per barrel,	\$8 35 per barrel,	
					10 55 per barrel,	11 25 per barrel,	

*Exhibit of contracts for fresh meat and vegetables, made by the Commissioners of the Navy during the year 1824.*

ARTICLES.	PORTSMOUTH, N. H.		BOSTON.		NEW YORK.		PHILADELPHIA.		WASHINGTON.		ERIE.		WHITEHALL.		SACKETT'S HARBOR.	
	F. Currier.		E. & A. Winchester.		G. Thompson.		L. Shuster.		J. Moore, Jun.		G. Budd.		E. Wheeler.		J. Smith.	
Fresh beef,	-	54 cents per pound,	6 cents per pound,	33 cents per pound,	33 cents per pound,	33 cents per pound,	33 cents per pound,	43 cents per pound,	33 cents per pound,	33 cents per pound,	33 cents per pound,	54 cents per pound,	34 cents per pound,	34 cents per pound,	34 cents per pound,	34 cents per pound.
Vegetables,	-	25 cents per bushel,	14 cent per pound,	70 cents per 100,	70 cents per 100,	70 cents per 100,	13 cent per pound,	13 cent per pound,	13 cent per pound,	13 cent per pound,	13 cent per pound,	2 cents per pound,	2 cents per pound,	2 cents per pound,	2 cents per pound,	2 cents per pound.

*Exhibit of contracts for bread, flour, and groceries, made by the Commissioners of the Navy during the year 1824.*

ARTICLES.	WASHINGTON.		PHILADELPHIA.		BOSTON & NORFOLK.		NEW YORK.		BALTIMORE.		WHITEHALL.		ERIE.		SACKETT'S HARBOR.	
	Carey Selden.		Bridges & Chamberlain.		G. W. Brown.		G. W. Brown.		L. & J. Barney.		E. Wheeler.		John Dickson.		Amasa Stowell.	
Whiskey,	-	34 cts. per gallon,	29 cts. per gallon,	32 cts. per gallon,	32 cts. per gallon,	32 cts. per gallon,	30 cts. per gallon,	40 cts. per gallon,	40 cts. per gallon,	45 cts. per gallon,	45 cts. per gallon,	31 cts. per gallon,	25 cts. per gallon.	25 cts. per gallon.	25 cts. per gallon.	25 cts. per gallon.
Molasses,	-	31 cts. per gallon,	28 cts. per gallon,	29 cts. per gallon,	29 cts. per gallon,	29 cts. per gallon,	28 cts. per gallon,	36 cts. per gallon,	36 cts. per gallon,	45 cts. per gallon,	45 cts. per gallon,	80 cts. per gallon,	63 cts. per gallon.	63 cts. per gallon.	63 cts. per gallon.	63 cts. per gallon.
Vinegar,	-	124 cts. per gallon,	124 cts. per gallon,	124 cts. per gallon,	124 cts. per gallon,	124 cts. per gallon,	10 cts. per gallon,	20 cts. per gallon,	20 cts. per gallon,	20 cts. per gallon,	20 cts. per gallon,	12 cts. per gallon,	16 cts. per gallon.	16 cts. per gallon.	16 cts. per gallon.	16 cts. per gallon.
Rice,	-	34 cts. per pound,	4 cts. per pound,	34 cts. per pound,	34 cts. per pound,	34 cts. per pound,	34 cts. per pound,	4 cts. per pound,	4 cts. per pound,	44 cts. per pound,	44 cts. per pound,	12 cts. per pound,	12 cts. per pound.	12 cts. per pound.	12 cts. per pound.	12 cts. per pound.
Tobacco,	-	16 cts. per pound,	10 cts. per pound,	10 cts. per pound,	10 cts. per pound,	10 cts. per pound,	10 cts. per pound,	-	-	15 cts. per pound,	15 cts. per pound,	12 cts. per pound,	12 cts. per pound.	12 cts. per pound.	12 cts. per pound.	12 cts. per pound.
Butter,	-	15 cts. per pound,	10 cts. per pound,	13 cts. per pound,	13 cts. per pound,	13 cts. per pound,	12 cts. per pound,	10 cts. per pound,	10 cts. per pound,	16 cts. per pound,	16 cts. per pound,	12 cts. per pound,	12 cts. per pound.	12 cts. per pound.	12 cts. per pound.	12 cts. per pound.
Cheese,	-	8 cts. per pound,	9 cts. per pound,	7 cts. per pound,	7 cts. per pound,	7 cts. per pound,	6 cts. per pound,	12 cts. per pound,	12 cts. per pound,	8 cts. per pound,	8 cts. per pound,	10 cts. per pound,	10 cts. per pound.	10 cts. per pound.	10 cts. per pound.	10 cts. per pound.
Mould candles,	-	14 cts. per pound,	12 cts. per pound,	13 cts. per pound,	13 cts. per pound,	13 cts. per pound,	12 cts. per pound,	12 cts. per pound,	12 cts. per pound,	18 cts. per pound,	18 cts. per pound,	15 cts. per pound,	14 cts. per pound.	14 cts. per pound.	14 cts. per pound.	14 cts. per pound.
Bread,	-	34 cts. per lb. (f)	-	34 cts. per lb. (f)	34 cts. per lb. (f)	34 cts. per lb. (f)	34 cts. per lb. (e)	4 cts. per pound,	4 cts. per pound,	44 cts. per pound,	44 cts. per pound,	34 cts. per pound,	44 cts. per pound.	44 cts. per pound.	44 cts. per pound.	44 cts. per pound.
Flour, superfine,	-	6 50 per barrel,	6 50 per bbl. (a)	6 50 per bbl. (a)	6 50 per bbl. (a)	6 50 per bbl. (a)	6 25 cts. per barrel,	5 50 cts. per barrel,	5 50 cts. per barrel,	-	-	-	5 50 cts. per bbl. (g)	5 50 cts. per bbl. (g)	5 50 cts. per bbl. (g)	5 50 cts. per bbl. (g)
Flour, fine,	-	5 50 per barrel,	5 50 per bbl. (a)	5 50 per bbl. (a)	5 50 per bbl. (a)	5 50 per bbl. (a)	6 00 cts. per barrel,	5 25 cts. per barrel,	5 25 cts. per barrel,	-	-	-	5 00 per bbl. (g)	5 00 per bbl. (g)	5 00 per bbl. (g)	5 00 per bbl. (g)

(a) Furnished by Carey Selden.  
(e) Furnished by W. T. Hunter.

(b) Prices at Norfolk.  
(f) Furnished by Miller & Mills.

(c) Furnished by Stephen Harris, Boston price.  
(g) Furnished by Jesse Smith.

(d) Furnished by Stephen Harris, Norfolk price.  
(g) Furnished by Jesse Smith.

*Exhibit of contracts for slop clothing, made by the Commissioners of the Navy during the year 1824.*

ARTICLES.	ALEXANDER WATSON.	JOHN B. DYER.
	New York, Norfolk, and Washington.	Boston.
Blue cloth jackets, . . . .	\$4 50 each,	\$4 10 each.
Blue cloth trousers, . . . .	2 75 per pair,	2 56 per pair.
Pea jackets, . . . .	5 25 each,	4 64 each.
Duck frocks, . . . .	1 10 each,	80 each.
Duck trousers, . . . .	85 per pair,	65 per pair.
Duck banyans, . . . .	85 each,	94 each.
Red cloth vests, . . . .	1 75 each,	1 64 each.
White flannel drawers, . . . .	75 per pair,	58 per pair.
White flannel shirts, . . . .	1 40 each,	94 each.
Yarn stockings, . . . .	50 per pair,	38 per pair.
Black silk handkerchiefs, . . . .	50 each,	35 each.
Hats, felt, . . . .	65 each,	90 each.
Shoes, . . . .	1 10 per pair,	98 per pair.
Blankets, 3½ points, . . . .	1 10 each,	98 each.
Mattresses, hair, . . . .	4 00 each,	3 05 each.

*Exhibit of a contract for lines and twine, made by the Commissioners of the Navy during the year 1824.*

ARTICLES.	CHARLES DEAN.
	Washington.
Deep sea lines, 100 fathoms, . . . .	30 cents per pound.
Hand lines, . . . .	30 cents per pound.
Fishing lines, . . . .	30 cents per pound.
Log lines, 100 fathoms, . . . .	35 cents per pound.
Marline, . . . .	30 cents per pound.
House line, . . . .	30 cents per pound.
Hamburg line, . . . .	30 cents per pound.
Grummet line, . . . .	30 cents per pound.
Bonnet line, . . . .	30 cents per pound.
Whipping twine, . . . .	45 cents per pound.
Roping twine, . . . .	45 cents per pound.
Seine twine, . . . .	45 cents per pound.
Sewing twine, . . . .	50 cents per pound.

*Exhibit of contracts for timber, made by the Commissioners of the Navy during the year 1824.*

DESCRIPTION.	Per cubic foot.	Contractors' names.	Places of delivery.
Yellow pine plank stocks, - -	At 38 cents,	C. & P. Mallet, -	Boston.
Yellow pine plank stocks, - -	At 33 cents,	J. Turner & Co. -	Philadelphia and New York.
Yellow pine plank stocks, - -	At 20 cents,	Charles Jones, -	Washington.
Yellow pine plank stocks, - -	At 24 cents,	N. Foreman, -	Norfolk.
Yellow pine beam pieces, - -	At 40 cents,	C. & P. Mallet, -	Philadelphia.
Yellow pine beam pieces, - -	At 40 cents,	C. & P. Mallet, -	Philadelphia.
Yellow pine beam pieces, - -	At 24 cents,	N. Foreman, -	Norfolk.
White oak gun-carriage stuff, - -	At 48 cents,	Enos Bunnel, -	New York.
White oak plank stocks, - -	At 37½ cents,	Virgil Maxcy, -	Philadelphia.
White oak plank stocks, - -	At 37½ cents,	J. Ross, -	Philadelphia.
White oak plank stocks, - -	At 37 cents,	R. B. Mason, -	New York.
White oak plank stocks, - -	At 24 cents,	N. Foreman, -	Norfolk.
Masts and spar timber, - -	At 34 cents,	James Stewart, -	Washington and Norfolk.
Yellow pine carlings and ledges, - -	At 30 cents,	C. & P. Mallet, -	Philadelphia.
White oak logs, - -	At 19 cents,	B. Van Ness, -	Washington.
Ash timber, - -	At 33 cents,	John D. Watkins,	Washington.
Hickory timber, - -	At 25 cents,		



*Exhibit of contracts for cordage, made by the Commissioners of the Navy during the year 1824.*

ARTICLES.	Portsmouth, H. H. and Boston.	Norfolk.	Philadelphia.	Washington.	New York.
	J. P. Davis and H. Chapman & Co.			T. H. Howland.	Tucker & Carter.
Tarred cordage of every description, except standing rigging, if common make, -	10 cents per lb.	10 $\frac{3}{4}$ cents per lb.	10 $\frac{1}{2}$ cents per lb.*	11 cents per lb.	10.20 cents per lb.
Tarred cordage of every description, except standing rigging, if patent make, -	10 $\frac{1}{2}$ cents per lb.	10 $\frac{3}{4}$ cents per lb.	10 $\frac{3}{4}$ cents per lb.	11 $\frac{1}{2}$ cents per lb.	11.20 cents per lb.
Standing rigging, patent make, -	11 cents per lb.	11 cents per lb.	11 $\frac{1}{4}$ cents per lb.	11 cents per lb.	12 cents per lb.
White rope, if common make, -	17 cents per lb.	17 cents per lb.	16 cents per lb.*	22 cents per lb.	16 cents per lb.
White rope, if patent make, -	17 cents per lb.	17 cents per lb.	17 cents per lb.	22 cents per lb.	17 cents per lb.

\* Furnished by Tiers &amp; Myerle.

*Exhibit of contracts for pig lead, copper, &c., made by the Commissioners of the Navy during the year 1824.*

ARTICLES.	Saltus, Son, & Co. at New York and Philadelphia.	S. I. Isaac and Soho Copper Co. at Portsmouth, N. H., Washington, and Gosport, Va.	Tucker & Carter, at the navy yard, New York.	B. Newcomb, B. Bowditch, and B. Pratt, at Charlestown, Mass.	Henry Allen, from the river Tehi-fonte to Norfolk.
Pig lead, - -	\$7 70 per cwt.	23 $\frac{7}{8}$ cents per lb.	3 cts. per 9 cub. ft.	On south line of navy yard.	56 $\frac{1}{2}$ cts. per cub. ft.
Copper, - -	-	-	-		
Sand, - -	-	-	-		
Stone wall, - -	-	-	-	-	-
Freight of timber, -	-	-	-	-	-

*Exhibit of contracts for cannon, carronades, round and grape shot, stools for grape shot, and for iron, made by the Commissioners of the Navy during the year 1824.*

West Point Foundry Association,	-	{ 42 pound 32 do. 24 do.	} Cannon at \$125 per ton, and \$8 per ton for turning the guns.			
John Mason,	-	{ 42 do. 32 do. 24 do.	} Round shot, at 5 cents per lb.			
John Mason,	-	{ 42 do. 32 do. 24 do.	} Grape shot, at 8 cents per lb.			
John Mason,	-	{ 42 do. 32 do. 24 do.	} Stools, at 5½ cents per lb.			
West Point Foundry Association,	-	{ 42 do. 42 do. 42 do.	} Carronades, at \$185 each.			
			} Round shot, at 5 cents per lb.			
			} Carronades, at \$185 each.			
SQUARE IRON.						
		Portsmouth.	Boston.	Philadelphia.	Gosport.	Washington.
Michael Williamson,	-	\$91 60 per ton.	\$91 60 p. ton.	\$89 60 p. ton.	\$92 10 p. ton.	
ROUND IRON.						
Charles Ridgely, of Hampton,	-	Cents. ½ in. 5½ per lb. ¾ in. 5½ do. ¾ in. 4½ do.	Cents. 5½ per lb. 5½ do. 4½ do.	Cents. 5½ per lb. 5½ do. 4½ do.	Cents. 5½ per lb. 5½ do. 4½ do.	Cents. 5½ per lb. 5½ do. 4½ do.
FLAT IRON.						
Charles Ridgely, of Hampton,	-	4 per lb.	4 per lb.	4 per lb.	4 per lb.	4 per lb.
IRON FOR CHAIN CABLES,						\$110 00 p. ton

18th Congress.]

No. 252.

[2d Session.]

## DRY DOCKS.

COMMUNICATED TO THE SENATE, JANUARY 5, 1825.

*To the Senate of the United States:*

NAVY DEPARTMENT, January 3, 1825.

I have the honor to present the following answer to a resolution of the 25th May last, "that the Secretary of the Navy be directed to report to the Senate, at an early period of the ensuing session of Congress, such information as may be in the possession of the Department, or he may think proper to communicate, relative to the expediency of constructing, at one of the navy yards of the United States, a dry dock, of sufficient capacity for receiving, examining, and repairing ships of the line; and to report on the usefulness, economy, and necessity of a dry dock; the best location therefor; and the probable expense of constructing such dock, of the size aforesaid, in a solid and durable manner, and with the needful appendages for an advantageous use of the same."

This resolution calls for information on three points:

1st. The expediency, usefulness, economy, and necessity of a dry dock, of sufficient capacity for receiving, examining, and repairing ships of the line.

2d. The best location for a dry dock.

3d. The probable expense of constructing one of the size mentioned, in a solid and durable manner, with the needful appendages for an advantageous use of it.

Upon the first point there are no new views to be presented. The arguments by which the propriety of building docks for the examination and repairs of large vessels is proved, have been frequently offered to the consideration of Congress, from the first establishment of the Navy Department to the present time. The extracts accompanying this report will exhibit the uniform current of opinion upon the question, with all those who have devoted the most attention to it; and I respectfully refer to the report of the Board of Navy Commissioners, hereto annexed, and marked A, as showing that the views of those best able to judge remain unchanged.

The Navy Department was created in April, 1798. In December of that year the Secretary expressed his strong conviction of the necessity of docks, (see paper marked B,) and every succeeding administration, either by the sanction of laws, or by official recommendation, has confirmed this opinion. On the 25th February, 1799, a law was passed, authorizing the erection of two docks for the convenience of repairing public ships and vessels, and appropriating \$50,000 for the purpose—(3 vol. 130.) On the 15th December, 1802, the then President (Jefferson) recommended to Congress the erection of docks for this and other purposes, (see paper marked C.) On the 3d March, 1813, \$100,000 were appropriated for the purpose of establishing a dock yard for repairing vessels of war—(4 vol. 425.) Neither of the laws mentioned were executed; the probable reason, in both instances, being the total inadequacy of the appropriation to accomplish the object. And it has happened that, notwithstanding the concurrence of professional, legislative, and executive opinion, we still remain without this indispensable part of an efficient naval establishment. The evil resulting from the want of it is always proportioned to the number and size of the vessels to be repaired; and, however it might heretofore be regarded, the time seems now to have arrived when attention to it is called for by irresistible considerations, and when neglect must induce an extravagant waste of public money. It is a remarkable circumstance, that, holding the rank which we do among the naval Powers, we should not have one dock for the repairs of the vessels in which we take so much pride; and that we are, in this respect, behind every other nation, however inferior in naval strength.

There are now in our navy, either built or upon the stocks, twelve ships of the line and thirteen frigates, besides smaller vessels. All of these require frequent repairs, and still more frequent examinations, because defects which are neglected increase with great rapidity. When much below the water line, they can be examined and repaired only in one of two modes—by heaving them down, or placing them in a dry dock. The former operation is greatly objectionable for many reasons. It occasions loss of time and labor. It is necessary entirely to dismantle the vessel, and, after the repairs are completed, to refit it; in which operations from three weeks to a month must always be consumed. Additional time and labor are necessary to heave her down first upon the one side and then upon the other.

It is a very expensive operation. The value of the time and labor consumed in dismantling, heaving down, and refitting, is very great; and the inconvenience of the position in which the workmen are obliged to do the repairs renders the operation slow, and, of course, expensive. It is insufficient thoroughly to accomplish the object. The repairs cannot be strongly and well executed, especially in the bottom, and, of course, will not be permanent. It injures the vessel. The power necessarily applied on the principle of the lever to turn it upon its side, strains it and renders it less firm and able to bear pressure, either in actions or storms, and decay ensues more rapidly. This injury is often unknown until it is too late to apply the remedy. The risk is also very great, as an injury to the purchases by which it is hove down might, when repairing the bottom, occasion the sinking and entire loss of the ship. And in removing the planks, beams, &c. the frames are not sufficiently bound together, and, being unsupportable by the water at the ends, it loses its shape, and is greatly damaged.

All these inconveniences are avoided by docks. The vessel may be placed in them in a few hours without entirely dismantling, and retained there without risk. The workmen can labor on each side at the same time, and in convenient positions. The work is thoroughly done, because there is no obstacle in the way; the ship unstrained, uninjured, and left in its perfect shape.

The difference of the two modes, therefore, in expense, in time, and in the effect upon the vessel, can admit of no dispute as to the expediency, usefulness, and economy of adopting the latter. It costs much less, requires much less time, and leaves the vessel in a much more permanent and lasting condition.

It is therefore confidently believed that it is "expedient, useful, economical, and necessary," even in time of peace, to have docks, by which our vessels, costing us so much, may be more cheaply repaired and longer preserved; but, in a period of war, when time is often victory, they will be doubly necessary as well as doubly economical. And it is to be recollected that they require so long a time to complete them, that if we would have them in war we must build them in peace.

2d. *Their location.* Various and conflicting opinions on this point have at different periods been entertained and expressed by intelligent and scientific men, all of them demanding respect and consideration; but it is believed that this contradiction has arisen rather from a comparison of advantages among good locations than a denial of fitness in any of the most prominent ones. Each person who has made a selection has been led to his choice by some one or more favorite quality or circumstance, which has created the preference in his mind; but, had he been deprived of the one he thought best, he would have found it easy to admit the fitness and excellence of some other. The difficulty has not been to find a suitable place for a dry dock, but to select the best among several, all of which are good. Many useful opinions have been given, and reports made on this subject; and I respectfully refer, among others, to that of the Commissioners of the Navy, and to the message of the President of the United States of the 6th February, 1818, in answer to a resolution of the Senate, and transmitting copies of reports in relation to the surveys and examinations made by naval officers, in co-operation with officers of the corps of engineers. Other surveys and examinations have been taken, of a more minute character, which are in possession of the War and Navy Departments; but it is believed that their publication is not necessary to a decision of this question, and would be rather profitable to our enemies, should we have any, than to ourselves.



The opinion expressed by the Commissioners of the Navy, of the necessity of having two docks, (one in the eastern section of the Union, and the other in the waters of the Chesapeake,) is believed to be perfectly sound, and the conviction is respectfully but earnestly expressed, that this is a moment in which the best interests of the public demand that two should be commenced. They will be found indispensable in war with a powerful enemy upon our coast, and should be so located as to be most readily approached in the time of necessity.

With this view, their location is recommended at Charlestown, Massachusetts, and Gosport, Virginia. Neither of them possesses some of the qualities for which the right bank of the Hudson, above the Highlands, was formerly recommended for a dock yard, "to be a nucleus, around which a great naval establishment might be formed," particularly its security from the possibility of approach by a powerful naval enemy.—(See paper marked D.). But it is believed that the time may be now fairly anticipated, when arguments, founded on our acknowledged inferiority on our own shores, will be felt less forcibly than at former periods; and, whatever may be the eventual decision in locating and forming a great naval depot for the Union, the places mentioned are well suited to the object now contemplated—the examination and repairs of our vessels; and will be necessary in every future state of the naval establishment, whether fortunate or adverse, peaceable or warlike; and no selection of a naval depot can be made which will render them useless.

At Charlestown there are already a valuable navy yard and improvements, to which a dock may advantageously be added, without the purchase of any more ground, or other expense save that of the work itself. That place also possesses most of the properties essential to such an establishment, whether designed eventually as an extensive depot, or merely as a repairing and refitting station—such as depth of water, and accessibility at all times and seasons; security from injury by winds, tides, and ice; dense surrounding population; commercial capital; numerous mechanics; and great facilities in obtaining provisions, seamen, and timber; and difficulty of blockade. There cannot well be error in placing a dock where these advantages exist.

At Gosport there is also a valuable yard, with improvements, but there is not within its limits so good a position for a dock as upon the adjoining land, which may be bought for a small sum, and add much to the convenience and utility of the establishment already there.

The Chesapeake and its waters form a first object in every plan relating to the national defence, and somewhere upon them must be placed an important portion of our naval means. Whether our principal depot ought to be there the resolution does not direct us to inquire. But, let that question be decided as it may, Gosport must be retained as a repairing and refitting station, to which resort can be had in cases of need. Lying behind the strong defences at Old Point Comfort and the Rip Raps, it can never be unimportant as a naval position. It has numerous surrounding population, deep water, susceptibility of defence, accessibility at all times, freedom from frost, great facilities in obtaining supplies of materials, and stands at one of the most important and connecting points in that great line of internal intercourse and navigation to which the public attention has at all times been so strongly directed.

It is then considered expedient to build a dry dock at Charlestown and another at Gosport. But if the considerations which lead to this opinion have been incorrectly valued by me, and Congress determine that one dock only shall be built, I am of opinion that that one should be placed at Charlestown, as possessing some advantages over Gosport as to ground, tide, workmen, and supplies.

3. In answer to the third inquiry, the probable expense of constructing a dock, I refer to paper marked E, and the report of the commissioners marked A, as the best guides which can be furnished. This is a point on which minute precision and accuracy are not pretended. However perfect we may be in theory, we have little practical experience in forming such estimates, and are therefore liable to error. Since the passage of the resolution, the best information has been sought and obtained within the reach of the Department. Paper marked E estimates the expense at \$280,000, and is prepared by L. Baldwin, who has had an opportunity of inspecting some of the most important docks in Europe, and possesses probably as large a share of science, skill, and experience, in works of a similar character, as any of our fellow-citizens. His paper recommends itself to our confidence by the clearness, simplicity, and candor of its statements. The remarks of the commissioners, however, justify a belief that the estimate of Mr. Baldwin may be found less than a substantial and permanent construction of the dock may require. And as it is always best, before we commence any work, to "count the cost," the sum of \$350,000, estimated by the commissioners, should be taken as the amount which will probably be drawn from the Treasury by building a dry dock for our largest ships at Charlestown.

There are no particular surveys, examinations, or estimates, by which to measure the cost of a dock of like dimensions at Gosport; but there is no reason why it should cost less. The expense of the two may therefore be estimated at \$700,000. The whole of this sum need not be appropriated at one time. The work would probably not be completed in less than three years; and if \$250,000 were appropriated for the purchase of the land, materials, &c., it would be sufficient for the present year; or \$150,000, if one only be ordered to be built.

I am, very respectfully, your obedient servant,

SAMUEL L. SOUTHARD.

A.

SIR:

NAVY COMMISSIONERS' OFFICE, November 25, 1834.

The Navy Commissioners have had the honor of receiving your letter of the 2d instant, with a copy of a resolution passed by the Senate of the United States on the 25th of May last, calling upon the Secretary of the Navy "to report to the Senate, at an early period of the ensuing session of Congress, such information as may be in the possession of the Department, or he may think proper to communicate, relative to the expediency of constructing, at one of the navy yards of the United States, a dry dock, of sufficient capacity for receiving, examining, and repairing ships of the line; and to report on the usefulness, economy, and necessity of a dry dock; the best location therefor; and the probable expense of constructing such dock, of the size aforesaid, in a solid and durable manner, and with the needful appendages for an advantageous use of the same;" and they now respectfully submit the following report:

The expediency of constructing dry docks for the use of the navy will not, it is believed, be doubted, when some of the inconveniences resulting from the present want of them are made known. Whenever repairs, or an examination, of that part of vessels which is much below their water line becomes necessary, we are now compelled to divest them entirely of their armament and equipment, and subject them to the process of heaving out—operations attended with considerable risk, great expense and loss of time, and unavoidable injury to the vessels. These evils increase in proportion to the increased size of the vessels upon which the operations are performed, while all of them would be much diminished, or entirely obviated, by dry docks calculated for their reception.

As regards the probable cost of a dock of proper dimensions, the commissioners have not been able to obtain any information more satisfactory than the estimates accompanying the plan furnished by Mr. L. Baldwin, and which you were pleased to refer to them for examination. These estimates, from the short time in which they were necessarily made, do not enter sufficiently into detail to enable the commissioners to test their correctness by analysis or comparison; but, from the known intelligence and experience of Mr. Baldwin, it is believed they may be safely relied upon, so far as they extend.

From the report made of the nature of the soil, upon the site proposed at Charlestown, Massachusetts, the commissioners are of opinion that it would be unsafe and improper to hazard a work of such importance and expense upon the natural foundation, and that it ought to be rendered perfectly secure by piles, which would probably add from fifteen to twenty thousand dollars to the estimated expense. Mr. Baldwin has also stated that his estimate is confined exclusively to the dock itself, and does not embrace wharves and other objects, that may be necessary for the

most advantageous use of it. Provision ought, undoubtedly, to be made for these objects, as they can be most economically constructed at the same time with the dock, and in connexion with it. Their cost must vary materially, according to the particular location of the dock, and cannot, therefore, at present, be estimated with any minute accuracy; but it is believed that at least fifty thousand dollars will be requisite to construct them of the proper extent, and with the necessary stability. These sums, added to the estimate of Mr. Baldwin, swell the estimate to \$350,000; but, large as it appears, the commissioners have no doubt that it will be an eventual saving of both money and time to the public, to expend it for the object proposed.

Referring only to a period of peace, during which the movements of our naval force are subject to the will of the Department, a single dock, as appears to be contemplated by the resolution of the Senate, might be made to answer the wants of our present force; but, under other circumstances, when the disposition of our vessels may be controlled by a variety of events, it will be found essentially necessary to have at least two of our yards provided with this accommodation—one upon the waters of the Chesapeake, another upon our eastern coast. The commissioners would, therefore, respectfully suggest the propriety of endeavoring to procure the necessary authority from Congress to commence two docks, at such places as, in the opinion of the Department, may be most conducive to the public interests, after more particular information shall have been obtained upon the subject. If authority can be obtained for one only, the commissioners feel incompetent to determine upon the best location for it, until they shall have obtained more precise and detailed information of the advantages and disadvantages which the different yards possess.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

To the Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

*Extract of a report from W. Jones to the honorable President of the Senate, dated*

NAVY DEPARTMENT, November 15, 1814.

Dock-yards, foundries, smitheries, and armories, in safe and eligible situations, are indispensable appendages of so important and growing an establishment. These always collect the best workmen; and, as private interest cannot interfere with the execution, the materials and workmanship are better, and the work is performed with more certainty and regularity, than by contract with private individuals, whose works, in some cases, may be so remote from the seat of demand that the transportation may cost more than the article.

#### B.

*Extract of a report from the honorable Secretary of the Navy, dated December, 1798, to the House of Representatives.*

Docks will be highly necessary in repairing our ships to avoid the tedious, expensive, and sometimes dangerous operation of heaving down. They can undoubtedly be made in the Eastern States, where the tides rise very considerably—probably in New Hampshire, Massachusetts, or Rhode Island. Whether they can be made with equal advantage, or to answer valuable purposes, to the southward of Rhode Island or New York, I cannot form any accurate judgment from any information I possess; though it would, unquestionably, be a great public advantage to have a dock near the entrance into the Chesapeake Bay, and another still further south, if circumstances will admit.

#### C.

*Extract from President Jefferson's message, dated 15th December, 1802.*

Presuming it will be deemed expedient to expend, annually, a convenient sum towards providing the naval defence which our situation may require, I cannot but recommend that the first appropriations for that purpose may go to the saving what we already possess. No cares, no attentions, can preserve vessels from rapid decay which lie in water and exposed to the sun. These decays require great and constant repairs, and will consume, if continued, a great portion of the moneys destined to naval purposes. To avoid this waste of our resources, it is proposed to add to our navy yard here a dock, within which our present vessels may be laid up dry, and under cover from the sun. Under these circumstances, experience proves that works of wood will remain scarcely at all affected by time. The great abundance of running water which this situation possesses, at heights far above the level of the tide, if employed as is practised for lock navigation, furnishes the means for raising and laying up our vessels on a dry and sheltered bed. And should the measure be found useful here, similar depositories for laying up, as well as for building and repairing vessels, may hereafter be undertaken at other navy yards offering the same means.

#### D.

*Extract from a report of B. W. Crowninshield, relative to the establishment of a dock-yard.*

DECEMBER 7, 1815.

The act of March 3d, 1813, appropriating "one hundred thousand dollars for the purpose of establishing a dock yard for repairing vessels of war," &c. could not be carried into effect during the late war, from the multiplicity of imperious duties which devolved upon the Secretary of the Navy in the active operations of the general service.

This subject, however, received all the attention which the Secretary could bestow upon it; surveys of particular sites, and the opinions of scientific men, were collected, preparatory to decision, which was suspended by the events of the year 1814; and no further measures were taken until after the peace. During the summer past inquiries and surveys have been made, the result of which will be laid early before Congress. The importance of this appendage to the naval establishment, the necessary arrangements connected with it, and the amount necessary to carry the system into complete effect, require a more detailed statement and estimate than can be embraced in the present report, without anticipating the result of a survey in the southern section of the United States, which is not yet completed.

I cannot omit this occasion of repeating the opinion of the absolute necessity and urgency of having docks constructed as soon as possible for the repairs of our vessels of war.

*Extract of a letter from W. Jones to the Honorable William Lounides, Chairman of the Naval Committee, dated*

NAVY DEPARTMENT, March 8, 1814.

No further steps have been taken, in relation to the dock yard, than general inquiry and proper deliberation, in order to determine upon the best site in a central situation.



The result has decided in favor of the right bank of the Hudson, above the Highlands. The motives to this decision were, from considering the contemplated dock-yard as the nucleus around which a great naval establishment may be formed, comprising wet and dry docks, forges, foundries, boring, rolling, saw and block mills, blast and smelting furnaces, an armory, hydraulic engines, rope works, manufactories of sail duck, and workshops of all kinds, which will require a copious head of water, readily commanded in this vicinity. Here, also, will be the main arsenal and depot of timber and materials of all kinds, and the principal dock-yard for constructing and repairing ships of war.

Such an establishment in any of our seaports accessible to ships of the line would form so great a temptation to a powerful enemy, as to render destruction certain, unless protected by forts and garrisons of the most formidable and expensive nature.

The natural defences at the pass of the Highlands are such as to remove all doubt on this subject, and supersede the necessity of a large protecting force. The Hudson is a deep, bold, noble stream, of easy and safe navigation. The surrounding country produces abundance of iron and large quantities of hemp, and the banks of the Hudson furnish a variety of timber fit for naval purposes.

The communication with the northern and western lakes is more direct and favorable to the distribution of naval and military stores than any other situation that can be selected.

The only objection of importance that I have heard suggested is, that the Hudson, at this point, is closed by the ice a fortnight sooner, and opens a fortnight later, than at New York; but this objection is greatly overbalanced by the extraordinary advantages of the situation.

In order to select the most suitable situation, a careful examination and survey, under the direction of some of our most experienced officers, aided by a skillful engineer, appears to be indispensable; an opportunity for which has been prevented by the active operations of the war, and consequent occupation of the officers best qualified for this service.

*Extract of a letter from Commodore Charles Stewart to the Hon. P. Hamilton, dated*

UNITED STATES' FRIGATE CONSTELLATION, November 12, 1812.

Question 5. Would not the erection of docks for the repairs of our vessels produce a great saving in expense, labor, and risk? and would not docks greatly expedite the refitting of our ships?

Answer. A dry dock, agreeably to a plan I furnished the Department some time since, to be freed from water by pumps or drains, will be indispensable for the repair of ships of war, and will be the least expensive way of repairing the bottoms of our ships, and will expedite the outfits, in point of time, one to ten.

Argument. A ship of war, wanting repairs done to her bottom or coppering, must be turned down, one side at a time, to undergo that repair; therefore, to prepare a ship for that process, requires that all her upper masts should be taken down, and all her guns, stores, water casks, ballast, ammunition, &c. should be taken out, which leads to great loss, waste, and labor; and the time occupied in the process will be from two to three weeks, and as much more time will be required to rereg, re-equip, and replace her guns, stores, and other materials. The preparation to dock a ship of war can be done in twelve hours. All that is necessary to be done is, to take out the guns, and pump the water out of the water casks; and, when in dock, the repairs of her bottom can progress on both sides at the same time. Should a ship of war require a thorough repair throughout, it never can be effectually done but in a dock; for instance, in repairing ships of war in the water, they are liable to have the fine form of their bottom spoiled by hogging, spreading, or warping, which will materially affect their sailing. Ships wanting thorough repairs require all the plank stripped off inside and outside, their beams, knees, and clamps taken out; these are all they have to bind their frames together, and thereby preserve their shape; but when stripped of them to make way for the new, they are liable to hog, from the greatest weight and body of timber being in the fore and after end, at which places there is no pressure upwards caused by the water; as those ends are sharp, the two extremes of the ship are liable to sink in the water, while the body, or middle of the ship, rises with the upward pressure of water.

The next consideration, in repairing the bottoms in the water, though not of such vital importance, is not unworthy of serious attention. The bolting in the bottom ought to be driven from the outside; but, when repaired aloft, they are under the necessity of driving them from the inside; hence, the bottom will not be so strong nor so well secured.

We agree with Captain Stewart in the within statement, in all its parts.

ISAAC HULL,  
C. MORRIS.

E.

DEAR SIR:

Boston, November 6, 1824.

Pursuant to the request you made, when I had the pleasure of meeting you here in September, I have the honor of communicating the result of my examination and inquiries relative to a dry dock at the navy yard in Charlestown. It has been impossible to close the investigation earlier, by the unexpected difficulties which attended the soundings and borings, and the time required to complete the drawings. I have been wholly occupied on this subject since I began; and although you will not receive the communication as soon as you expected, I hope the delay will not have been attended with any inconvenience.

I have prepared three drawings to accompany this, which, with the following remarks and estimates, will furnish all the information I have been able to procure, in the short time afforded me for this purpose. The drawing No. 1 shows the ground plan of part of the navy yard, with the ship-house, wharf, and other works, near the proposed site of the dock. I laid off three lines, forty feet apart, and parallel with the northeast line of the ship-house, the nearest at a distance of 170 feet. On these lines, beginning behind the battery, were laid off cross lines, at equal distances of 50 feet each, extending to the lower corner of the wharf, and, at the intersection of these lines, which were contemplated to be within the space to be occupied by the dock, most of the borings and soundings were made. The points of intersection on each of these principal lines are marked A, B, C, and to K 2; 1, 2, 3, &c. to 13; and I, M, N, &c. to X. On the profiles are noted the strata and kinds of earth reached by the auger, but, as the strata of gravel, sand, clay, &c. were too irregular to allow of their being marked by boundary lines, with distinctness, on the profiles, I have written the names of the substances pierced or reached by the soundings, and the depth of each is marked in feet. The red lines on the plan and profiles represent the proposed position of the dock, by which, and a reference to the corresponding letters and numbers on each, the site will be understood. The position and general plan of a coffer dam are also marked on this drawing.

The drawing No. 2 shows a plan of the proposed dock, with a longitudinal section through the axis.

No. 3 contains cross sections of the dock and entrance, showing the manner of forming and laying the stone work on the front of the masonry, and the form of the steps or altars of the dock. The plan and elevation of the gates, with a scale of the day-tides for October, at the navy yard, are also shown on this drawing. The lines representing the outside of the timber frame of a ship are those of the ship (No. 2) now building at Charlestown.

POSITION.

The situation I have indicated is the one pointed out by Commodore Bainbridge, as probably the best calculated for building and using a dry dock, and that which I understood had been thought most eligible by yourself and the Commissioners of the Navy Board; and I have no doubt that a single dock may be built here with as much advan-

tage as at any other point in the yard, on account of the depth of water, where the entrance will be formed. Should the Government determine to build one, it may be advisable to examine other parts of the yard, for the purpose of selecting the most advantageous ground; and should the proposed location be adopted, its exact position may be varied from the one I have given, as circumstances shall require. I have not had sufficient time to examine the yard in other places.

#### EXCAVATION.

The soil indicated by boring and digging is mainly gravel, sand, and clay. Some rocks were reached by the auger, which stopped it. They are probably isolated, and will be no injury to the work, as they show the firm nature of the earth, on which it is advisable to found all such buildings. Sand is found at six feet depth in a trial pit, dug near the battery, as represented on No. 1. Gravel was dug through six feet, and the auger descended four feet further through sand, which fell in and choked it so as to stop all further progress. The two old wells in the yard, shown on the plan, are thirteen feet deep; three or four feet towards the bottom being sand, and all above gravel. Water stands in the east well at about five and a half feet depth; and in the west well three and a half feet. The bottom of the wells is twenty-one feet above the floor of the dock, or about twenty-seven above the bottom of the necessary excavation. From the result of the other trials, there is no doubt this stratum of sand descends to low-water mark, or a little lower, and would be passed in digging for the foundation, in the place proposed, and a firm solid bed of gravel or clay be reached for founding the work.

#### FOUNDATION.

When the excavation is sunk to near the proper depth, complete and satisfactory soundings may be had, so as to determine whether piling shall be necessary. I have not represented any timber pilings for the foundation, on the drawings, as the nature of the soil, as far as it could be ascertained, did not seem to require it. Neither have I included it in the estimates, presuming the firmness of the ground would be sufficient, without the necessity of resorting to piling. But it may probably be found necessary or advisable to pile under the gates, and under the wings, as in all ground not extremely firm and homogeneous piling is the best means of laying a solid foundation, and ought not to be omitted in cases that are doubtful. An allowance for this expense may be made in the estimates. On the drawing No. 2 will be seen the section, the ends of the sleepers and floor timbers, and the planking. I propose to lay down a course of sleepers, thirteen inches square across the dock, and at three feet distance from centre to centre. Under and between these the space to be filled even with the upper surface with dry stones or rubble work, rammed closely, and over the timbers a floor of three inch plank, spiked to the sleepers. Upon this is to be another course of floor timbers, sixteen by thirteen inches, laid directly over the former, to be well bolted or trenailed through the planking, into the sleepers. The spaces between the upper timbers to be filled in with masonry, and the whole covered with a second floor of three inch plank, on which will immediately rest the stone work of the dock. It is necessary to give to the floor all the strength and solidity possible, both to resist the downward pressure of a ship when docked, and also to resist the upward hydraulic pressure when water stands below and is acted upon by the height of the tide on the outside. The force of this pressure upwards it is difficult to estimate; but its greatest influence should be guarded against. I have therefore represented in the drawings a course of five inch sheet piling, running round the whole area of the foundation, to prevent, as far as possible, the passage of water under the floor. This becomes particularly necessary under the face of the wing walls, and under the gates. By this means the water must ascend perpendicularly through the ground under the foundation. Should this accumulation of water be great, the hydraulic pressure upwards may be neutralized by vent pipes or plugs through the floor, opening into the interior of the dock; and this expedient I should adopt, as it would be attended with no inconvenience. This force I cannot suppose sufficient to lift the floor with such a mass of masonry upon it, if the floor is skilfully and firmly laid; but it might be such as to spring it considerably, and thereby loosen and destroy the compactness of the stone bottom of the dock, if the floor is not rendered very stiff.

#### COFFER-DAM.

On the drawing No. 1 are lines showing the position, length, and breadth of the coffer-dam. The wide part is in the deep water, and will have a pressure of twenty-five or twenty-eight feet at high water. It is four hundred and fifty feet long, and twenty feet wide, to be formed of square timber piles. On the outside of each row of piles are to be three belts or ribbons; one at the top, one at the lowest line, at which it can be placed at low water of spring tides, and the third at an intermediate line between the other two. The top of the dam to be held together by timber ties or caps, locked on at every five feet, and an iron tiebolt of one and a half inch bar, going through the dam; and each set of belts below the cap having a head at one end, and a key, or screw and nut, at the other, to keep the piles from spreading. The dam to be twenty feet wide, including the piles, which will be one foot thick. The narrow part of the dam running parallel with the dock, and at one hundred feet from it, terminates at the up-land, near the battery, and is three hundred and fifty feet long. Two rows of piles, six feet apart, to be driven to form the outside and inside of the dam. On the inner side of each row are to be fixed four belts or ribbons, of ten inches thick, to support the sheet piling three inches in thickness. Cap timbers to be locked on to the top of each pair of piles, with a tiebolt of iron running through the dam at the third ribbon from the top, under each cap. The whole of each part of the dam to be filled up with earth, rammed, to prevent the percolation of water. Over the whole, stringers and planking to form an accommodation bridge during the execution of the work. The thick part of the dam will be terminated at the corner of the earth wharfing, near the east angle of the ship house. The narrow part may be so placed as to remain and make part of the filling necessary on the northeast side of the dock, and thus the expense of its removal avoided; but the best and most economical arrangement of this, and many other parts of the work, can be made after it has been determined to build the dock, and with reference to ulterior labors.

#### DRAINING.

As most of the borings were made under tide water, from three to twenty or thirty feet deep, no satisfactory experiment could be made, showing in what quantity the water will penetrate within the enclosure of the dam. The two wells marked on the plan, one about one hundred and fifty and the other two hundred feet from the enclosure, have both an abundance of water; and the copious supply furnished to them for ordinary purposes, through the stratum of sand, would, without doubt, be continued to the excavation. At the trial pit, dug below the battery, where the ground was overflowed two or three feet at every tide, the water percolated through the clay gravel composing the upper stratum, six feet thick; so that while the men worked, after the tide retired and left the surrounding shore bare, they were impeded in digging, and were often obliged to stop and bail out the water. On boring in the sand below, the water continued to come in more copiously, and probably much rose from the sand stratum, which might have been fresh. That which came in through the gravel was salt, though not so strong as the tide water. At the lower end of the dock, where the distance is small from the sand, &c. outside the dam, to the excavation within, it may naturally be expected that much water will find an entrance, unless the piling of the dam should be made to reach a firm thick bed of clay, which seems to underlay all this section of shore. Upon examining the profiles at the place where the dam is to be erected, the clay appears within a few feet of the surface of the ground at two profiles; and at the other, the northeast profile, mud and sand are found twelve feet deep; but the piling in the last place would be easily effected through this stratum. From these circumstances, it will be necessary to provide sufficient means for pumping or otherwise keeping the basin of the dock dry. A steam engine of forty horse power, to work chain pumps, &c. should be provided, and other pumps, to be worked occasionally by men or horses, should also be in readiness. I have therefore included in the estimate a steam engine, with pumps, &c., with the expense of supporting it for three years. The engine may usefully be retained in the navy yard for sawing, &c. when the docks are completed; and, as it will be necessary to pump out the water when a ship is to be docked, it can at all other times be employed for other work.



## PLAN OF THE DOCK.

The drawing No. 2, with the sections on No. 3, exhibit the form and dimensions of the dock sufficiently clear, I presume, to render a particular description unnecessary. The entrance is sixty feet wide, and will admit the great ship building at Philadelphia, giving a water way on each side of about nine inches. Between the face line of the wing walls and the recesses for the gates, the entrance is formed by side walls and bottom, in curved lines, with radii of curvature marked on the sections on No. 3. The form is similar for that part of the entrance between the gates and dock. This mode of building is much stronger, and will require less masonry, than perpendicular walls, or those made with the usual talus. The floor of the gates must be preserved horizontal, to allow them to open freely. At the entrance before the gates are two rabbets or grooves, for placing a floating gate or temporary dam, to guard the main gates, or serve to leave them dry for repairs, &c. On the plan and sections at AA, BB, are shown the wells for capstans for opening and shutting the gates by means of chains hooked to the rings seen on the elevations in No. 3. The length of the bottom of the dock, from the foot, on a line with the first stairs, to the centre of the curved head, is two hundred and one feet. The breadth of bottom between the first steps on each side is thirty feet, and the interior breadth at top, between the coping, is eighty-six. The broad platform or gangway, four feet wide, as exhibited on the plan, is at about half of the depth of the dock, being sixteen feet below the top of the coping. It is so placed as to be outside the scaffolding and shores required for docking or repairing ships. To preserve this gangway uninterrupted round the interior of the dock, all the stairs and slips are made to land upon it.

At the dotted circles GG, on the plan, are wells for pumps to drain the dock; and a gutter two feet wide is seen at C, and the dotted lines communicating with the wells. To give a descent for water to the gutter, the bottom of the dock has a slope of eighteen inches from the centre of the semi-circular head. On the sections No. 3 the form of the face stones to the entrance walls is given, and the steps of the dock have the form of inverted arch stones, or voussures, to resist more effectually the rising of the floor by hydraulic pressure.

## GATES.

From the position chosen for the dock, it is advisable to give ample means of protection against the agitation and violence of storms. I have provided for this purpose by making the rabbets or grooves as shown on the plan; but instead of a floating gate, in ordinary cases, to make use of turning gates, constructed in the usual form. At the new docks at Cherbourg, and at those at Rochefort, in France, floating gates are used. They are seen also at Chatham, in England. At Cherbourg, the entrance to the dock is from a large receiving basin, where no violence from the sea can be felt; and the two latter are on the rivers Cherone and Medway, where no great agitation from tide or waves takes place. The superb new docks at Sheerness have turning gates made of cast iron, except the planking, and afford an opening of fifty-six feet; but the entrance is from a wet dock, having another pair of gates opening to the Medway. Although floating gates are used in many places, turning gates are most generally adopted.

To give additional strength to these gates, which afford an opening four or five feet wider than any I have seen in Europe, braces may easily be put in when they are closed, after docking a ship. To guard them on the outside from injury, a fender or floating gate may be fitted to the rabbets. In works of such magnitude and importance, provision should be made to prevent, even for a short time, any obstruction in the use of the dock: and therefore this double mode of forming gates seems important.

The wooden turning gates represented on drawing No. 3 are 21 inches thick, having a curvature of 18 inches. The planking to be three inches, and interrupted at one of the intermediate ribs, so that the part above ordinary low water, which is most exposed to injury or decay, may be taken off and renewed whenever required. This mode of fitting the planks is seen on the elevation, but should have been represented on the next rib above. All the gudgeons, caps, and metal fastenings, below low-water mark, should be made of composition metal; all above may be iron, and I have so estimated them. The roller, and circular cast iron rail to support it while the gate is turning, are shown on the drawing.

Cast iron capstans are to be fitted into the wells shown at AA, BB, on the plan, and at AA in the sections, drawing No. 3. Upon the top of the gates may be constructed a light foot-bridge, as represented on No. 3, with wooden or iron rails. I have shown but one wicket to each leaf of the great gate, which is to be drawn by a screw, as seen on the elevation, and the screw head in the foot-bridge. But there may be two, should it be thought expedient.

## ACCOMMODATION WHARVES.

In no part of the expense of erecting extensive works is so little attention paid to economy as in providing accommodations for facilitating the delivery, preparing, and moving the heavy and cumbersome materials to be used. The loss of time and labor for want of convenient arrangements, in these respects, is very great; and as it is generally imperceptible and incapable of being estimated on a large scale, it is too often overlooked by builders. To provide for these advantages, I propose covering the coffer-dam with a bridge, and it makes part of the estimate under this head. In addition to this, a temporary wharf should be built on the outside, and connected with the coffer-dam. Perhaps a permanent wharf may be expedient on the east side of the entrance of the dock, opposite the present ship wharf, seen in drawing No. 3. The new wharf would afterwards be joined and made level with the filling or banking on the east side the dock.

## SHOPS, SHEDS, MACHINERY, &amp;c.

Although the nature of the contemplated work does not require much work within shops, still a blacksmith's and a carpenter's shop, lime sheds, &c. will be wanted, and they should be erected as near the works as possible. They will, of course, be of a temporary kind, and are calculated accordingly. The expenditure for machinery, such as cranes, trucks, wagons, with other mechanical apparatus, and the scaffolds, troughs, and facilities for draining, cannot be precisely calculated. Under this item, I have endeavored to fix a sum nearly correct.

## CEMENT.

I have added Roman cement to the estimate, because there is, perhaps, no substance so perfect in its kind, or so certain and durable. Other cements are employed, but this is preferable to any I have seen used in this country. It would be worth the experiment, should the dock be undertaken, to try a new hydraulic cement, lately invented by Mr. Casius, of Utrecht. The great double locks, &c. on the North Holland canal, between the Helder and Amsterdam, have been built about four years, and the bricks are laid in this cement. It appeared almost as hard as the bricks themselves when I saw them last year. The patentee gave me some specimens, and informed me that it was made cheaper than any hitherto in use. It is made from the peculiar kind of earth or clay taken up from under the water of the Wye at Amsterdam. It is made into balls, burned in a furnace like lime, and then pulverized.

## REMOVING COFFER DAM AND DEEPENING THE CHANNEL TO THE DOCK.

From the position of the dock, it will be perceived, by inspecting the profiles, that an additional depth, under and outside the coffer-dam, must be obtained by dredging, &c. so as to admit vessels to enter. The entrance being 60 feet wide, only about 70 or 80 feet of the dam need be removed; or perhaps the removal may extend the length of the wing walls. The northeast side of the present wharf may be extended to the line of the entrance, and the angle between the wing wall of the dock and the wharf occupied by a new part, so as to leave the whole surface, or terre-plein, between the dock and the ship house, level, extending to the lower end of the wharf. On the opposite or northeast side of the entrance, a permanent wharf, like the one already built, may be erected on a line with the entrance, covering the angle of the dam, and connected and made level with the filling on the north side of the

dock. Some considerable extension of wharf seems indispensable for a convenient use of the dock, and for other purposes connected with the navy yard. Instead of confining the distance between these wharves to the breadth of the entrance, viz: 60 feet, where one large vessel might lie, it may be made 100 or 120 feet wide, so that two vessels may lie there, one to each wharf. But I will not presume to recommend, at present, any particular plan for this purpose. I make the suggestion only to show that little expense need be incurred in removing the coffer-dam. As the filling and banking, level with the coping of the dock, will in great part be effected by the excavation of the dock, at least so far as will be required for its use, I do not include any estimate for additional filling; that may be done to an extent suited to the ulterior improvements in the yard.

## ESTIMATE OF EXPENSE.

1. Coffe-dam covered for an accommodation bridge	-	-	-	\$18,200 00
2. Excavation of basin for dock, &c.	-	-	-	12,648 00
3. Foundation floor	-	-	-	25,000 00
4. One pair of turning gates, with capstan and chains, foot bridge, &c.	-	-	-	9,000 00
5. Masonry of dock	-	-	-	79,159 00
6. Masonry of entrance	-	-	-	34,000 00
7. Stone stairs and slips	-	-	-	2,031 00
8. Roman cement	-	-	-	8,000 00
9. Accommodation wharves, &c.	-	-	-	3,000 00
10. Shops, sheds, and machinery	-	-	-	3,500 00
11. Steam engine of forty horse power, and support for three years, with chain pumps, &c. for draining,	-	-	-	20,000 00
12. Removing coffer-dam and deepening the entrance,	-	-	-	6,000 00
13. Engineer, superintendents, overseers, &c.	-	-	-	15,000 00
Contingencies	-	-	-	44,462 00
Total expense of dock	-	-	-	\$ 280,000 00

In the above estimates, and observations, together with the drawings which accompany them, I have endeavored to place before you all the information I could communicate in the short time which circumstances would allow me. I have no doubt you will find them defective and unsatisfactory in many respects; but I hope they will afford you some aid in coming to the desired result, which is an estimate of the expense of a dry dock capable of receiving our largest ships. For this purpose I have confined my examination and estimates to the simple expense of the dock, without taking into view any extensive plan for improving the navy yard at Charlestown. To have gone further would have required much time, and would seem to have exceeded your directions. Should Government order a work of this kind, it will then be advisable to repeat and extend the examination, so as to place the dock in an advantageous situation, relative to future and more extensive improvements in the yard.

I have assumed as a safe height for the coping of the dock and quay walls against the highest tides, a level line from the cap sill of the wharf towards the corner below the ship house; which level meets the sill of the house at the north corner, at the ground. The depth of the dock is taken from this level, and is thirty-one feet three inches to the surface of the floor at the lowest part. The floor rises one foot six inches to the centre of the semicircular head, which affords a slope for water to descend to the draining wells, and accords nearly with the usual slope of the keel of a ship as she generally floats. To dock a ship, an ordinary tide at high water will afford ample room to block her to any convenient height. To give, by inspection, a convenient mode of estimating this circumstance, I have added, near the gates, on drawing 3, a scale of the day tides, made from a register kept at the yard for the month of October. By this scale, it will be seen that high water on the 2d was lower than any other similar tide during the month, except the 31st, which was two inches lower still. I assumed the tide of the 2d for fixing the depth of the dock. It rose to within 5.90 feet of the top of the dock. Deducting this from 31.25 feet, leaves, even for that unfavorable tide, 25.35 feet. Deducting, also, the height of the blocking represented on the plan as 2.33 feet high, gives 23.03 feet draught for a ship to enter the dock. Most of the other tides were a foot higher, and those of the spring, about the 22d, two feet higher than on the 2d.

The ship, No. 2, building at Charlestown, is taken as the scale to graduate the interior dimensions of the dock, and a transverse section amidship is seen at the sections on drawing 3. The ship will draw, when light, and with her armament, &c. out, ready for docking, about 19 feet; and that at Philadelphia, in a similar state, not more than 20 feet. Should, therefore, the space represented in the drawings not appear sufficiently large for convenient working under and around the ship, the blocking, for such a tide as October 2d, may be raised three or four feet for the former ship, and two or three for the latter; which will evidently enlarge the space to a commodious extent for repairs. At other tides still more room is attainable.

Upon the section on drawing 2 are given the lines at the bow and stern of the Charlestown ship, with the fore and after perpendiculars dotted in red, and the distance, 196 feet 3 inches, marked between them. The after perpendicular is represented no further advanced in the dock than is necessary for docking, so as to show the whole distance, 23 feet, from the fore perpendicular to the head of the dock; by which ample length is given for docking the Philadelphia ship.

Upon the whole, I can perceive no difficulty in constructing a dock in the place proposed. The ground is not so favorable as I had anticipated from what had been reported; but it is as good as perhaps any other spot in the yard; and the difficulties no greater, perhaps much less, than will be met with in all similar situations near the borders of deep tide water. The opening immediately into water deep enough for our largest ships to float at all tides is a fortunate circumstance, and probably not to be found any where else. The plan I submit to your consideration has been made in haste, without having had time to make it wholly satisfactory and complete in all its parts. Many details and minute circumstances have been omitted; and, without doubt, upon further reflection, I should find several improvements and alterations desirable.

I am indebted to Commodore Bainbridge for the facilities he has furnished in all my examinations in the yard, and for the plans he has submitted to my inspection. I have also the pleasure of acknowledging the valuable advice and information I have received from him in our frequent conversations upon the subject.

I have the honor to be, with great respect and esteem, your obedient servant,

L. BALDWIN.



18th CONGRESS.]

No. 253.

[2d Session.]

## CANVASS, CABLES, AND CORDAGE, MADE FROM AMERICAN AND FOREIGN FLAX AND HEMP, CONTRASTED.

COMMUNICATED TO THE SENATE, JANUARY 5, 1825.

WASHINGTON, January 5, 1825.

*To the Senate of the United States:*

In compliance with the resolution of the Senate of the 17th May last, I transmit a report from the Secretary of the Navy, which contains the information requested.

JAMES MONROE.

NAVY DEPARTMENT, January 5, 1825.

SIR:

In answer to the resolution of the Senate of the United States of the 17th May last, "that the President of the United States be requested to cause a report from the Secretary of the Navy to be laid before the Senate at the commencement of the next session of Congress, showing the reason, if any, why canvass, cables, and cordage, made of hemp the growth of the United States, may not be used in the equipment of national vessels with equal advantage as if of foreign fabric or materials," I have the honor to present to you the following report:

The resolution was communicated to the Board of Navy Commissioners, who have furnished the answer marked A.

A variety of questions were proposed to growers and manufacturers of hemp, and answers received, from which the extracts marked No. 1 to 5 are taken.

From these and other sources of information, the following conclusions are drawn:

- 1st. That hemp may be cultivated in the United States to any extent which our necessities may require.
- 2d. That in the present mode of cultivation there are some errors, which may readily be corrected when more attention is paid to it.
- 3d. That in its natural state it is, in all important qualities, equal to that which we are in the habit of importing.
- 4th. That it is injured in the mode of rotting and preparing it for manufacture.
- 5th. That, if sown thicker on the ground, water-rotted, and prepared with care, it will be, for all purposes, equal to any other.

6th. That canvass, cables, and cordage, manufactured out of it as now cultivated, are inferior in color, strength, and durability, to those manufactured from imported hemp, and consequently are not as safe or proper for use in the navy; and that this is the reason, and the only reason, "why canvass, cables, and cordage, made of hemp the growth of the United States, may not be used in the equipment of national vessels, with equal advantage as if of foreign fabric or materials."

I have the honor to be, with sentiments of high respect, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

*To the President of the United States.*

A.

SIR:

NAVY COMMISSIONERS' OFFICE, November 17, 1824.

The Commissioners of the Navy have received a copy of a resolution of the honorable the Senate of the United States, of 17th May last, calling for a report "at the commencement of the next session of Congress, showing the reason, if any, why canvass, cables, and cordage, made of hemp the growth of the United States, may not be used in the equipment of national vessels with equal advantage as if of foreign fabric or materials."

Early after the passage of this resolution, the commissioners opened an extensive correspondence with persons engaged in the manufacture of canvass and cordage, and they have consulted all the authorities within their reach, with the view to gain such information upon the interesting question embraced by the resolution as would assist in forming satisfactory conclusions; and they now respectfully submit the following report:

The commissioners beg leave to premise, that the canvass manufactured in the United States is made generally of flax. They believe that hemp has not been used for that purpose in any of the large factories: though it has been suggested that, if hemp were sown unusually thick, and pulled at a period to produce a fibre or hurl, on a medium between the ordinary hemp and flax—that is, stouter and stronger than the latter, yet not so coarse and rough as the former—it might be found to be an advantageous substitute in the manufacture of canvass.

With regard to flax for the manufacture of canvass, there can be no doubt that the American plant, if water-rotted and properly dressed, will make a cloth which may be used in the equipment of our national vessels with equal advantage as if of foreign fabric or materials. We have purchased a considerable quantity of canvass, made in the United States, of flax grown at Fairfield, Connecticut, where they "are in the habit of water-rotting it;" and its quality is not only considered sufficiently good for the service, but equal to that of the best imported canvass. We have also purchased canvass made from foreign and dew-rotted American flax mixed, and it has passed inspection, though not equal to that made from the Fairfield flax.

The manufacturers of canvass object to dew-rotted flax on various grounds. They prefer Dutch at fifteen, or Irish at fourteen cents per pound, to this kind of flax at nine cents per pound; because, while one hundred pounds of Dutch will yield seventy-two pounds, and one hundred pounds of Irish will yield sixty-five pounds, the like quantity of American dew-rotted will yield only forty pounds of clean flax. No reason can be discerned why the American flax should yield so much less than the Dutch, unless it is to be found in the defective process of rotting, dressing, and preparing it for market. The American plant, in its natural state, contains, it is believed, as great a portion of fibre or lint as either of the others. A respectable manufacturer has stated that he has long used the Fairfield flax, and that he considers it "more flexible, less woody, and stronger than that grown at the South, and preferable to Russia flax."

Other and apparently well-founded objections are urged by the manufacturers of canvass against common American flax. They say that, in bleaching, the Irish flax has an advantage over every other description; that the coloring matter is extracted from it with less trouble and expense than the Dutch; that the American flax requires at least two-thirds more expense, and twice the trouble of any other flax. The reason assigned for this by the American manufacturers is, that the American flax is not pulled until the seed is ripe; whereas, in Ireland, it is pulled green; but, in opposition to this conclusion, it is said that, "in the Netherlands, where flax is supposed to be the best prepared, generally speaking, of any in Europe, and in France, flax is always allowed to arrive at maturity, and is never pulled, particularly in Holland and Zealand, until the seed is perfectly formed and the capsule brown and hard, so as to be easily disengaged from the stalk;" and if, as is alleged, Irish flax is found to be more easily bleached than the Dutch, this advantage appears to be more than counterbalanced by the fact that one hundred pounds of the latter will yield seven pounds more of clean flax than an equal quantity of the former.

The practice of pulling the plant in a green state is defended on the grounds that the younger the plant the finer the tissue; yet it is stated as an unquestionable fact, that the flax intended for the *finest purposes* is not pulled in the

Netherlands until the seed is ripe. An intelligent French gentleman, in a letter to Mr. Besnard, (an extract of which will be found among the papers accompanying this report,) assigns reasons which appear conclusive in favor of the practice which prevails in Holland, both as to the period when flax is pulled, and their peculiar method of steeping it.

The "high price of American flax, its unequal quality, and the uncertainty of supply," are urged as among the reasons which have induced some of the manufacturers of canvasses, after repeated trials, to recommence the importation of Irish flax; while others observe that they have imported none since the fall of 1821, being able to obtain a sufficient supply of American flax.

It appears to be the universal opinion of experienced men that the process of dew-rotting flax diminishes its value and its weight, injures its color, and impairs its quality and strength. The experiments stated in the paper C, annexed, tend to confirm this opinion.

With regard to "cables and cordage made of hemp the growth of the United States," many of the observations, previously made with respect to flax, are, in a great degree, applicable to hemp. In its natural state, American is believed to be equal to the best Russia; but the almost universal custom of dew-rotting it is so deleterious in its effects upon the fibre, as to present insuperable objections to its use in the navy. This process not only weakens the fibre, but prevents the tar from incorporating with the yarns; thus rendering it seriously objectionable, particularly for cables. The manufacturers of cordage further object to it, because "its staple is rough, and occupies more time in the manufacture," and "generally comes to market in a slovenly manner, with various qualities mixed together and badly cleaned." They say that cordage made of Russia hemp is preferred by the consumer, at an advance of fifty to one hundred per cent.; that dew-rotted cordage, "by exposure to the atmosphere, becomes rotten, and, after being used a short time, cannot be depended on." A gentleman of experience says: "Before the late war we used some cordage made from Kentucky yarns; many persons did it for the purpose of encouraging American productions; some of them had strong prejudices in its favor, but, after a fair trial, those persons confessed to me that they must give up the use of it; that it would not wear well, and they could not depend on it." The same gentleman further observes, "I would not use cordage made of Kentucky yarns or hemp, even if I could procure it at half the price of cordage made from Russia."

Manufacturers and consumers of cordage appear universally to concur in these opinions. Equally decided is their opinion as to the quality of the American plant in its natural state. They all say, that American hemp, pulled in the right season, water-rotted, and properly handled, would make as good cordage as the best Russia. Indeed, it has been forcibly contended that it would be preferable, because Russia hemp is injured from being heated on ship-board; an injury to which American hemp, used in the United States, would not be liable.

While these opinions appear well founded, there is another consideration, which addresses itself immediately and forcibly to the growers of hemp in the United States. The difference between the *product* of given portions of plant, water-rotted and dew-rotted, is confidently believed to be greatly in favor of the former mode.

Experiments have been made by boiling and steaming, to avoid either process of rotting; but the result proved unsatisfactory.

Pushing their experiments with a perseverance which deserves, and must ultimately secure, success, our countrymen have lately introduced a machine, called "the flax and hemp dresser," with a view to avoid altogether the process of rotting. The power of this machine, to disengage effectually the woody part of the plant from the lint, is spoken of confidently by those who have seen it in operation; but whether the hemp, thus prepared, will be as serviceable as the water-rotted; whether it will not be more liable, in bulk, to injury, from the gum and mucilage which are wholly left in it; or whether other objections may not exist, are points upon which the commissioners are uninformed. They have, however, engaged a small supply of yarns from hemp thus prepared, and intend making experiments to test their strength and durability.

About twelve months since, a gentleman produced a sample of cordage, made, it is believed, of American dew-rotted hemp, with the yarns dipped in pyroligneous acid, and tarred about one-eighth as much as yarns usually are prior to being laid; calculating that the antiseptic properties of this acid would obviate the injuries sustained in the process of dew-rotting, and impart to the cordage a durability equal to that made of water-rotted hemp. With a view to an experiment, the commissioners have engaged enough of these yarns to make a nine inch cable. Although the gentleman speaks very confidently as to the durability of cordage made from these yarns, yet we are unable to discern how the pyroligneous acid can remedy the defects occasioned by dew-rotting, and impart to the cordage the property of retaining a sufficient portion of tar for its preservation, particularly when used as cables.

The proceedings of Congress, during their last session, and the opinions then expressed, that American hemp, in its natural state, is equal to Russia, and that the preference given to the latter has arisen essentially from the manner in which it is rotted, have induced some of our most respectable farmers to engage in the cultivation and preparation of hemp upon the Russian system. The commissioners have contracted for three tons of American hemp of this description, and directed it to be made into cordage of various kinds, in order to test its comparative strength and durability with the best Russia, on board the ship the North Carolina. The result of this experiment, if the American hemp shall have been carefully gathered, at the right season, and properly prepared, will enable the commissioners to express a satisfactory opinion upon the subject; and they cannot entertain a doubt that, in such case, it will be in their power to say that the American water-rotted hemp is, in all respects, fully equal to the best Russia.

With regard to "the places where, and the extent to which, hemp may be cultivated" in the United States, it may be unreservedly said, that the climate, throughout the whole country, is no where unfriendly, and that hemp may be cultivated advantageously wherever the soil is adapted to it. It is grown in great perfection in the eastern, western, and southern States, as far south as, and including, Virginia. We have not heard of any growth south of Virginia; though, as it is known to succeed well in warm latitudes, there is no doubt it can be cultivated in our most southern States.

The papers herewith, A, B, C, and D, will, it is hoped, afford satisfactory information upon the "manner of raising hemp, and preparing it for market," and upon the other points to which you have been pleased to call the attention of the Board.

Having given to this important subject that attention to which its intrinsic merits entitle it, and which a strong solicitude to contribute to the improvement of every source of national independence could not fail to excite, the commissioners, with great deference, submit the result.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Hon. S. L. SOUTHARD, *Secretary of the Navy.*

A.

*On the culture and preparing the hemp in Russia, transmitted by the Honorable J. Q. Adams, minister at St. Petersburg, March, 1810.*

In Russia, when the season is mild, the hemp seed is sown about the 1st June, old style. The richer the soil of the land employed for it the better. A chetwirt of seed, (100 chetwirts are equal to 73 quarters, Winchester measure,) is sown on a piece of land of 80 fathoms (English feet) long, and 60 fathoms broad.

The land is first ploughed and harrowed, and about two hundred single horse loads of dung being spread upon it, it is left for six days, when it is again ploughed, and the seed sown and harrowed the same day. In about four months the seed becomes ripe, and the hemp is then pulled up with the roots; if it be allowed to remain too long in the ground, it is apt to become harsh. It is bound into heads or bunches of four handfuls each; these are hung upon



sticks placed horizontally, thus: X-O-O-O-O-O-X, and allowed to remain so for two days. It is then made into cut or thrashed hemp, as may be agreeable. The cut hemp is made by chopping off the heads containing the seed. These are put into the kiln, and, after remaining there for eighteen hours, the seed is beaten out.

If thrashed hemp is to be made, the heads or tops must not be cut off, but the bunches of hemp placed entire in the kiln; and, if the weather be warm, it will be sufficiently dry in three days, when the seed must be thrashed out of the heads. In either case, three days after the seed is separated from it, the hemp must be put to steep or rot, either in a stream or a pond; and, that the hemp may be entirely immersed, it is put under wooden frames upon which stones are placed; or, where they are not to be had, earth is substituted, after the frames are covered with planks.

The clearer and purer the water, the better will be the color of the hemp. Where the water is warm, three weeks' steeping will be sufficient; but, if cold, as in rivers, springs, &c., five weeks or longer may be necessary. At the expiration of this period, a head of the hemp is taken out and dried; if, on beating and clearing it, the husk comes off, the hemp may then be taken out of the water; but, if the husk still adheres to it, it must be allowed to remain some time longer. This trial must be repeated, from time to time, till the husk separates, when the hemp must be taken out of the water, and suspended to dry, as directed before, on its being taken off the ground.

The hemp is now made into the two sorts distinguished by the names of *spring* and *winter* hemp: the former being dry and rather of a withered appearance; the latter more moist, and of a fine brownish green color, containing more of the vegetable oil, and, therefore, the most apt to heat; though, if not shipped at St. Petersburg or Riga, before September, there is not much risk of its heating any more on board the ships, especially on short voyages, as to England, and are the best fit for cables. If it be intended that the hemp should be early ready for the market, it is made into winter hemp by the following process: On being taken out of the water, it is left suspended in the open air for about a fortnight, when it is put into the kiln for twenty-four hours; after which it is broken by means of a hand-mill, and the husk is then beaten off by striking the heads obliquely with iron and wooden instruments, of the shape of a large two-edged knife; lastly, to unravel it, it is drawn through a wooden comb, or card, with one row of wide wooden teeth, fixed perpendicularly.

The hemp is then laid up, or suspended in sheds, and is fit to be sorted, bound into bundles, and loaded into the barks.

The hemp, to be prepared as spring hemp, is allowed to remain suspended and exposed to the weather the whole winter, until it be dried by the sun in the spring, when it is broken and cleaned in the same manner as the winter hemp.

As the greater part of the summer elapses before it can be made fit for the market, none of this hemp reaches St. Petersburg until the following spring; that is, two years after it was sown.

The hemp is sown in the same manner as linseed, rye, or wheat. Land of a sandy soil may also be employed for it, but it must be strongly manured, otherwise it will be too short, and a flat country should always be preferred.

One chetwrt of seed commonly yields 25 loads (upwards of 36 pounds English) of hemp, and twelve chetwirts of hemp seed.

## B.

*The following observations, relative to hemp, are taken from the American Farmer, vol. 5, p. 99, and are said to be approved by the experience of practical men in our own country, particularly Mr. Henry Kip, of Buffalo.*

Taken from the American Farmer, vol. v.

Hemp is a very hardy plant, resists drought and severe frost, is easier cultivated, less exhausting, and more profitable, than many other crops, with which this does not interfere in its cultivation, except the tobacco crop; it is sown before, and gathered after, corn, and requires no attention when wheat is sown, harvested, or thrashed. It will grow year after year on the same ground, on which, if sufficiently rich, it is the surest crop. It is liable to no diseases, and injured by no insects.

### THE SOIL.

The soil should be deep, clean, dry, rich, and mellow. The plant has a tap root, which descends to a considerable depth, and, therefore, the soil should be deep, and be thoroughly mellowed by deep and frequent ploughings. Fall ploughing, and two or three ploughings in the spring, together with harrowing, so as to smooth the surface, (and thereby enable the seed to be sown even, and the hemp to spring up equally, and be cut close to the roots,) are preparatory steps to the putting in of the seed.

### THE SEED WHEN SOWN.

The seed, to the amount of two bushels per acre on middling soil, and three on rich ground, should be sown as early as possible in the spring after the ground becomes dry and well prepared. Early sowing renders the coat heavier and stronger, enables the hemp to cover the ground early, so as to smother weeds, and, before the sun becomes powerful, to shade the soil and preserve its moisture. The seed, after being cast as even as possible, should be harrowed in to as equal a depth as may be, that it may all start together; and a heavy roller should then be passed over, or a brush drawn across, to smooth the surface, in order that the hemp may be cut close to the roots.

### RIPENING AND HARVESTING.

When the hemp becomes fit to be cut, the stalks of the blossom, or male hemp, turn yellow, become a good deal speckled, and drop most of their leaves, and, if the air is still, a cloud of dust arises from the blossom stalks, and hangs over the field. When sown early, it will be fit to cut about the 1st of August. The above appearance will become indicative of the proper time, and then it should be cut without delay; for, if suffered to stand longer, (as about one-half of the stalks blossom, and the other half bear seed,) the stalks of the male will wither and blacken, and the coat be of but little value; and the female hemp, which has stood to ripen the seed, requires a longer time to rot than the male; and, consequently, both would be thereby injured. The best way to get seed would be to sow some thinly in a separate patch. The mode of cutting is preferable to that of pulling. A man will cut half an acre per day, and a quarter pulled is said to be a day's work. By the former practice, the inconvenience of dust, and the dirt attached to the roots, will be avoided. Cut hemp will be worth ten dollars a ton more than the pulled. Knives, or hooks, for that purpose, may be obtained for about one dollar and twenty-five cents each. When cut, spread the hemp a day or two, to dry it; then bind it, and put it up in shocks.

### WRETTING, OR ROTTING.

As soon as harvested, in order to prevent the rains from discoloring it, proceed, as early as convenient, to wret it, by placing it in clean pure water, formed by a stream, spring, or clear pond. If rotted shortly after cutting, about five days are generally required for the purpose. You will be able to judge, by taking out a handful and drying it; and if the stalk of sheaves will shake out and separate easily from the bark, leaving it clean and entire, the process of wretting is completed. The bark, or lint of hemp, is connected with a stalk by a substance which must be either wretted or dissolved before they will separate; produce the separation, and the work is accomplished. Experience will be the best criterion. The water in which it is rotted should not run rapidly, as it would, in that case, wash away the coat. You may have three or four wagon-loads of hemp, to the depth of three or four feet, sunk at a time,

but it should be completely submerged, though not suffered to touch the bottom. If separate quantities are put in on several successive days, the days and quantities should be noted, for the purpose of ascertaining which becomes first rotted, and which should, therefore, be first taken up; for, if left in the water a day or two too long, the hemp will be materially injured.

#### DRESSING AND SECURING.

When rotted, open and spread it, that it may dry soon. The process for breaking and swinging is the same as that for flax. When it grows too long for dressing, (say from eight to ten feet,) it may be cut into two equal parts without any injury. Be very particular in keeping the long and short hemp separate, and not have the seed and butt ends put together; be also careful to dress it clean. When dressing it, put twelve handfuls in one head, laying them straight, the length of the hemp. The handfuls must not be tied, but bind the heads tight with a small band, about one foot from the butt end; it will then be ready to be put into such sized bales as may be suitable. Some bale it into a box, across the bottom of which four ropes are laid to tie the hemp when pressed into it. When packed, it should be perfectly dry, otherwise it will rot.

The following remarks from the "Ploughboy," on the subject of water-rotting in preference to dew-rotting, coincide with the opinion of experienced cultivators: "If the crop is to be dew-rotted, and got out by hand, its profits must be comparatively small, because it cannot be thus prepared to command the highest price in market, and compete in quality with the Russia hemp, much less drive it from our markets; but, if the American hemp planter be prepared with proper machinery to dress and prepare it, we ought not to doubt, much less to despair, of his ultimately arriving at a perfection in the production and dress of the article, to equal, if not excel, the best samples of Russia hemp."

#### C.

*Extract of a letter from Mr. Naaman Goodsell to Mr. Samuel Swartwout, April, 1823.*

Taken from the American Farmer, vol. v.

I am prepared to show that *water-rotting*, in all cases where it can be done, is, most unquestionably, to be preferred. 1st. It is more durable for all the purposes to which it is applied—a fact perfectly well known to those who manufacture sack and cordage; 2dly. It is more easily bleached; and, 3dly. It will yield a greater quantity of fibre from a given quantity of the plant. My own experiments, with respect to the superior durability of water-prepared flax, were very satisfactory. I placed on the ground a quantity of flax that had been sufficiently water-rotted for dressing, by the side of an equal quantity of *unrotted* flax, and turned them once in three days, until the new flax was sufficiently rotted for dressing also; and, upon examination, I found that that which had been previously *water-rotted* had lost none of its strength, and that it had not altered in any respect, except in its color, which was a little brighter than when laid out; both parcels were now suffered to remain upon the ground, until the dew-rotted became *worthless*, when the water-rotted was found to be still strong and good.

I repeated these experiments with dressed flax, and with the plant, and found the result the same. This, in my mind, fully established the very important fact, that *water-rotted flax or hemp* is infinitely superior to that which is dew-rotted.

I made an attempt next to ascertain the proportionate loss in weight in each process of rotting, and found them both nearly equal, viz: about 25 per cent.; but I found, at the same time, that the produce of this equal quantity of plant differed materially in weight. When it came to be dressed, the dew or land-rotted averaged from 12 to 16 pounds of fibre only, while the water-prepared gave from 16 to 25 per cent.

This difference in weight I consider to be quite sufficient to defray the extra expense of water-rotting, whilst the value of the article would be enhanced one-third more. My strong desire to investigate this subject fully induced me to make other trials, by boiling and steaming, in order to avoid the rotting process altogether; but I did not succeed in any of them sufficiently to warrant their recommendation to the public. On the contrary, I became convinced that neither would answer.

My next investigation was an attempt to ascertain the nature of the substance in which the fibre lies imbedded, and found it to consist of gum, mucilaginous matter, and a peculiar kind of vegetable extract, containing a small quantity of tar. These substances were precipitated from their solutions by means of re-agents; when, after drying, the gum bore a greater resemblance to gum lac than to any other substance, and was perfectly soluble in solutions of potash, whether caustic or carbonated, and also capable of being dissolved in alcohol. The other parts, as mucilage and extractive matter, were soluble in water; hence, I conclude, that potash is the cheapest solvent for cleansing flax; and that this can be best applied when it has been cleansed from the woody part, and manufactured into cloth.

In the management of hemp and flax I would recommend the following method, because it saves labor, and is more convenient to dress: When the plants are pulled, care should be taken to sort them, by putting the longest lengths by themselves; and, for the purpose of facilitating the handling of it at the machine, it is well to put about one pound of the plant into a bundle, as soon as the seed is thrashed, which is done with exceeding expedition by the machine. Let it be put to rot in water; the surface, after the plant is immersed, to be covered with boards or straw, or any thing else, to exclude the sun's rays, which will cause the whole to have the same color. If troughs or vats are made use of, (I would certainly recommend them where the farmer can possibly procure them,) after the plant has been forty-eight hours in water, it should be drawn off, when the water will be found to be exceedingly discolored; and this should be repeated; after which, let the plant remain immersed until it be sufficiently rotted, which must, of course, be determined by experience and judgment.

The disagreeable smell, so much dreaded and deprecated, will, by this process, be greatly diminished. When the weather and the water were both warm in summer, I have known them rot in seven days; in other instances, in cold weather, I have known them to lie buried for ninety days without injury.

#### D.

*Extracts of a report made by Peter Besnard, Esq., Inspector General for Leinster, Munster, and Connaught, to the Trustees of the Linen Board, London, by whom Mr. Besnard was appointed to proceed to Holland and the Netherlands, for the purpose of ascertaining the probable reasons why those countries are able to produce a flax of a softer and more silky quality than the flax of Ireland, &c. &c. 1822.*

Taken from the American Farmer, vol. v.

The process of flax-dressing is performed here, [Lokeran] and in France, on a hackle somewhat different from ours; it is nearly square, and the teeth not more than two inches and a half long; and, although the work is well performed on it, it is not considered by some English flax-dressers as equal to an English hackle. Of Mr. ——— I particularly inquired if all the flax purchased by him gave seed, who informed me it did, even if intended for the finest purposes.

Proceeded from Brussels to Tournay, by Halle, Enghien, Ath, and Leuse; in all of which towns the linen manufacture is carried on. On the whole line, from Brussels to Tournay, excellent flax is grown in considerable quantities; the greater part of it was pulled and set up to dry, in a manner differing from the practice in Holland. In this country, and in France, flax, when put to dry, is not tied in bundles, but is placed loose, in a sloping direction, in



long rows or ridges, the heads or boles to meet, and the root ends spread out so as to form a V reversed. At each end of the double rows of flax, and at certain intervals, stakes are driven into the ground to support them. This mode is decidedly preferable to bundles, because every part of the plant is equally presented to the influence of the air; but it should be observed, that it is suitable to a country where mild, calm weather prevails in the flax season.

In Cambray, I made inquiries relative to the article of cambric, peculiar to that town, or, as it is here called, *Batiste*, from the name of the man who first introduced it; which, it is said, he was induced to do, in consequence of the extreme softness of the water in that neighborhood. Here I was so fortunate as to see every process of this manufacture, from the preparation of the flax from the hackle, to its finish for the consumer; and I was assured by many persons conversant with the business, that, except for some very superior kind of cambric, and a very limited and inconsiderable scale, all flax used in the manufacture gives seed: for it is on the after management of the flax plant, the people of Cambray say, that every thing depends to render it fit for fine works. So tenacious is the Government of France of this seed, as well as of flax, that the export of both is prohibited. The process of steeping and cleaning flax, in this part of France, and in Flanders, from whence they get some supply, differs little from the plan followed in Holland—every thing being done by hand; but the greatest care is observed in every stage of preparation for the hackle.

Here I feel it my duty to state, that, for regularity and method, in every operation, the plan pursued by the Dutch boers is to be preferred to any other. In all cases, their mode of saving seed has decidedly the preference, in my estimation; and it may be necessary to add, and to impress on the minds of the flax cultivators in Ireland, who sow that plant, as an article of general commerce, that, without the seed, the Dutch boers would consider the business a very unprofitable one. It is generally computed, that, after all expenses of rippling, &c., the seed leaves at least from £8 to £9 the English acre; and one of the most convincing proofs that can be adduced in favor of the Dutch mode of cultivation of flax is, that all the growers are independent, and many of them have, within a few years, risen from very humble beginnings to considerable wealth.

In the progress of my several tours through the countries that I have visited, I made it a particular point to examine, with care and attention, the soil in which flax is grown, and to ascertain, if possible, whether these places possessed any local advantages for the cultivation of that plant which were not also possessed by the growers in Ireland. As far as my humble judgment serves, I could not observe, on this mission, nor call to mind, from the experience of many years, that the south of Ireland does not possess every requisite to admit of her growing flax of the same quality, and to the same profit, as is experienced in Holland, which, however, cannot be done without obtaining the seed, and presenting the article to market in that merchantable shape, which must always ensure a demand and a remunerating price.

Why so general an opinion as has prevailed in Ireland, for a series of years, that flax which gives seed is not adapted for her fine linens, should have taken place, I cannot conjecture, nor is it here necessary for me to dwell on; but I can undertake to assert, without fear of contradiction, that I have seen on this tour, flax, the growth of Holland, Zealand, Brabant, Flanders, and France, that has given seed fully equal in quality to what is grown in other countries, and applied to the manufacture of articles of as fine a texture as any made in Ireland. In a word, the growers of flax, in any of the countries I have named, would be considered as persons void of common understanding, did they not partake of every advantage and benefit which nature gives to the flax crop; or, in other terms, if they did not save the seed with the same care as is usually bestowed on every description of grain.

#### SOIL.

The soil preferred by the cultivators of flax in the Netherlands is a deep loamy clay, or what they term *fat land*, free from weeds, and capable of giving wheat, which is, in almost every case, the previous crops, except when land after producing madder is to be had, which is esteemed the best of all; but the cultivation of that plant being rather limited, it is rarely to be met in quantity compared with wheat stubble; it is, however, a general practice in that country never to sow flax but in rich, good ground.

#### PREPARATION OF THE SOIL.

The mode usually followed in the Netherlands of preparing ground for flax, if from wheat stubble, (the general previous crop,) is, after reaping, to have it immediately lightly ploughed, and let to lie in fallow until the ensuing spring, when it is again lightly ploughed, preparatively to the sowing of the seed; but if grown after a madder crop, the custom is to give a light ploughing in spring, a little before sowing.

#### SOWING.

With respect to the seed sown in Holland and Zealand, it is invariably either *Riga* or home-saved, none other being used; the latter is sown for two, sometimes three, seasons in succession—never longer; and, at the end of that time, *Riga* seed is again sown; but some of the rich and judicious flax-boers every year sow a small parcel of *Riga* seed, so as to keep up a constant succession of fresh. When selecting seed for sowing, either of *Riga* or home-saved, the most scrupulous attention is paid to procure it of the best and cleanest kind.

As to the quantity sown in any given portion of ground, much depends on the quality of the soil, and the age of the seed, which experience alone can determine; but, as well as I could collect information from the boers on this subject, comparing their measurement with the English and Irish acre, the quantity sown bears a due proportion to that of *Riga* seed usually sown in England and Ireland. The time of sowing is generally between the end of March and middle of April.

#### PULLING.

In the Netherlands and France, flax is always allowed to arrive at maturity, and is never pulled, particularly in Holland and Zealand, until the seed is perfectly formed, and the capsule brown and hard, so as to be easily disengaged from the stalk; when in that state it is pulled, and at once made into small sheaves, which are placed in shocks of eight sheaves to the shock, the root ends on the ground, projecting, and the heads meeting at the top in such a manner as to present the entire of them to the influence of the air; in this way it remains eight, ten, and sometimes fourteen days, according to the state of the weather. Should occasional rain fall at this time, it is considered of great service, to wash off the impurities and withered leaves which attach to the plant when ripening.

#### RIPPLING.

When the flax is sufficiently dried, it is taken to the barn, and the process of taking off the seed immediately commences. This operation, in the Netherlands, is chiefly done by ripples, or iron pins, about sixteen inches long, and one inch square at the bottom, gradually narrowing at the top, and forming into squares; the pins are fastened in a block of timber, about four inches thick, eighteen inches wide, and made in the form of an octagon, the upper part sloped off so as to let the boles run down to the floor; those pins are set at about a quarter of an inch asunder, thirty of them in each block, which is fastened, by means of two staples and wedges, to a two-inch plank, that rests on triple trees of a sufficient height for grown persons to sit on whilst rippling; two usually work at the same ripple, sitting opposite each other, and drawing the flax alternately through the teeth. During this process, great care is taken not to let it slip through the hands so as to entangle the root ends, which, in every process, are kept as even as possible. When the seed is discharged, the flax is again made into small sheaves, and in every instance bound together by plaited cords, three and a half feet long, made of strong rushes, that usually last for years, and are carefully put up from one season to another. When the entire quantity of flax prepared for rippling has undergone that operation, the boles are immediately run through a very coarse screen, sufficiently open to admit every particle of waste or dirt to pass through, so that they remain free of all impurities. The waste discharged in this manner is

used by bakers in heating ovens; and the bole, by being thus cleaned, remains safe, and the seed can be kept for any time required. The mode most approved of for taking the seed from the bole is to thrash it, which is done by a flail, the handle of which is similar to a common one, but the working part is not more than half the usual length—about four inches diameter.

The hulls, after the seed is discharged, are sold at the rate of two pence the sack, for feeding cattle in the winter. They are chiefly bought by Brabant farmers, who mix them with various other vegetables and carrots, which they grow with their flax, in ground suitable; and I have seen, in Brabant particularly, numerous fields, with flax standing to dry, and the peasantry weeding carrots that had grown with it, and which appeared in a prosperous state.

#### STEEPING.

This process being the most important one which flax undergoes, and on which its value, in a great measure, depends, claimed my most serious attention, and occupied me for a considerable time in observing it in detail, as performed by various steepers, and with flax the growth of different places.

In general, the steeping pools in Holland are similar to what are known in Ireland, as trenches of water to drain and divide low grounds, such as abound in various parts of the south and west provinces, particularly where the soil is best suited to the growth of flax, and most like that of Holland and Zealand. Those trenches, in the summer months, are grown over with light grass and weeds, which are cut a little before steeping time, from the edges of the bank only, leaving the middle and the trench undisturbed. Previous to steeping, a sod or mud bank is thrown across each end of that portion of the trench required, which is seldom more than sixty to eighty yards.

In making those banks, the mud, for the distance of eleven or twelve feet from each, is drawn with iron scrapers from the middle and bottom of the trench, and sloped against each of them, leaving a space of water, free from weeds and mud, sufficient to put in a set of sheaves, and admit of a pool, eight or ten feet, between the cross bank and the last layer of flax. The steeping pool being thus prepared, a bundle of sheaves is opened, and eight of them laid in with small light forks, with which they are as regularly placed as if laid with a line, each sheaf being put down with the root-end towards the cross bank, and the top end towards the bottom of the pool: when the first layer is down, a second and a third layer of eight sheaves is put in, the root end of every layer meeting the bands of the former one, and all placed in an oblique direction. When three layers, or twenty-four sheaves, (which is always the number that is put in at a time) are laid, the steepers, who are provided with scrapers and forks, draw from the bottom of the trench, mud, slime, weeds, &c. &c., just as it comes to hand, and which they place, to the thickness of six or eight inches, on the flax, leaving only as much of the last layer uncovered as may be sufficient to receive the first layer of the next, and for which room is made by the removal of the mud, slime, &c., used as a covering for the former layer.

In laying on the mud, great care is taken to plaster it together, and so combine it as to exclude the air and light completely from the flax.\* The entire quantity being thus placed in the pool, nothing appears but a surface of mud. The next operation is to throw, from that part of the trench not wanted, a sufficient quantity of water to cover the entire mass, to the depth of six or eight inches. Although the mode of throwing the water into the steeping pool is done by a simple contrivance, it is nevertheless worthy of observation, as it abridges labor, and saves time—points duly appreciated by the working classes in Holland. This business is performed by means of a triangle, made of slight poles, placed across the trench, near one of the banks: from the centre of the triangle is suspended, by a slight cord, a shute, or oblong box, capable of containing about five or six gallons, and which lies at a small depth in the water: to the shute is attached a long handle, with which the steeper works it, and so throws the water into a cut, made in one corner of the cross bank, by which it is conveyed over the mud. When this is done, the flax remains from six to thirteen days, according to its quality and the temperature of the weather, and, in some cases, the properties of the water and mud: and I witnessed myself the taking out of flax, grown in Holland and Zealand, some of which had been steeped in seven days, whilst others required fourteen to prepare it. It is here necessary to observe, that the flax-growers in the Netherlands carefully watch the flax during the steeping process, particularly after the fifth day, when they, once in every twenty-four hours, take out a sheaf with a fork, and examine it; if not sufficiently steeped, it is carefully replaced and covered. When the flax is found sufficiently steeped, it is drawn out with great care by forks, beginning with the sheaves last laid in, one sheaf only being taken out at a time, which is turned over into the water, to disengage the mud from it, when it is gently washed in the pool, and left at the end of the cross bank for that purpose; after washing it is laid in rows by the side of the pool to drain, from which it is spread on the grass, where it remains until the cultivator finds it ready for breaking. For this process there is no defined time, every farmer judging for himself when his flax should be raised; but it is the uniform practice, in those parts of France and the Netherlands where I have been, to grass all flax after steeping. No regard whatever is paid to the situation of the steeping pools as to aspect; those which I saw, in various places, lay in every direction; nor did it appear to me to be of any moment, in consequence of the total exclusion of the light and air, by the covering of mud, &c. When removing the flax from the field to the barn or store, it is again made into small sheaves, nearly of an equal size, twelve of which are bound together, similarly to what they were when going to be steeped.

#### DRYING.

Should the flax which has been raised from the ground be found partially damp, which often happens in Holland, it is dried, or rather aired, on what is called a kiln, but which is merely a brick building, in an open space about twelve feet long, with a slight brick wall in the centre, and projecting walls at each end, about three and a half feet deep. The fire-pit, which runs the whole length of the building, is from two to three feet under ground; the fuel used is always the shoves and other waste that drop in scutching, which is kept continually stirring, so as to throw a regular and gentle heat to every part of the plant, which lies across strong rods, that rest on each end of the projecting walls. When the flax can be cleaned without this process, it is so done; but, when necessary, it is performed with the greatest care. Immediately after the flax is sufficiently aired, it is put into a small building, air-tight, where it remains until it cools.

Putting the flax into this building, after airing, is, I believe, what gave rise to the idea of its being stoved, in Holland, previous to cleaning; as I could not learn, in the course of my inquiries on that subject, that such a practice had ever existed.

#### BREAKING AND SCUTCHING.

In the Netherlands, flax is always broken and scutched by hand machines—for the most part with breakers and scutchers, similar to those known in many parts of England, where flax is much grown, and known also in some parts of Ireland. In one part of Flanders, a hand-machine, similar to that described in page 1043, is used; and it appears to be very applicable to those districts where flax is grown in small quantities, and does not arrive to that length and strength of staple produced in the rich grounds of many parts of Munster. In no instance, however, could I discover that any kind of machinery, worked by moving power, was ever used in Holland; but it is worthy of remark, that, throughout the Netherlands, the flax plant is so carefully attended to, in every operation, that it breaks and dresses with great facility and comparative ease, and presents a more finished and better article than is to be found in most other countries.

Whilst viewing the treatment of flax in the Netherlands, I was not a little surprised at seeing cattle of every kind grazing in the field where it was steeping, and with free access to the steeping pools, the water of which in Ireland is considered to be highly injurious to every animal. Having questioned a boer on this matter, he told me he never knew an instance of cattle being injured by flax water, nor is any precaution whatever used to keep them from it. On examining the water in which the flax was steeped, I found the color of it to differ much from that of

\* Only one set of layers of sheaves in depth is put in each steeping pool at a time, it being found injurious to the flax to let the discharge of mucilage from one parcel blend with another. About one foot of water is in the pool when the flax is laid in.



the flax pools in Ireland; and I am led to think, on further consideration of the subject, that the vegetable matters which are blended with the mud, when spread over the flax, being decomposed into the fermentative process that takes place, mingle with the mucilage of the plant, and act as agents to neutralize its injurious qualities. How far this may be the case, or whether the plant, being ripe before watering, and totally excluded from light and air in this process, may produce effects different from those in Ireland, I shall not pretend to say; but the fact is as I have described it.

That the mode practised in Holland, Zealand, Flanders, and France, of excluding light and air in the steeping of flax, has a powerful effect on the color of the plant, cannot be doubted; and that the properties of the water and mud employed have considerable influence in that point, as well as on the texture of it, is equally certain, and is fully exemplified in each of those countries, as will be seen by the following statement:

In that part of Holland where flax, the growth of that country and of Zealand, is steeped, and where the soil is dark, and of a slimy nature, the water soft and clear, and perfectly suited for culinary and other domestic uses, it is found that it comes from the steeping pool of a dark clay color, varying only in shades, according to the quality of the soil, or mud, with which it is covered; but every parcel is uniformly of one color from each pool; it is likewise of a soft and silky nature.

In Zealand, when flax is steeped, as in Holland, with respect to the exclusion of the air and light, it is always of a uniform color; but, from the quality of the water and soil, comes from the pool of a light straw color, and is harder in its nature than that steeped in Holland. This is attributed to the brackishness of the water and soil, which purges the plant in the steeping pools, and deprives it of its extractive matter; so much so, that it is calculated to lose, in steeping, in Zealand, from twenty to twenty-five per cent. more than when steeped in Holland. For this reason, the Dutch flax boers bring the flax that they grow in Zealand from the field, dried with the boles on it, to be steeped, &c., at home, often fifty and sixty miles distant. When flax in Zealand is not steeped with the same care as in Holland, by excluding it from the air and light, with mud and slime, it comes from the pool precisely as it does in many parts of the south and west of Ireland, of various colors and qualities, even in one strick, or bunch; in consequence of which it sells, at all times, in the Rotterdam market, at an under price, for inferior work. This is a strong proof of the effects produced by the exclusion of light and air in the steeping process.

In Flanders, where the soil is lighter in quality and color, and the water clearer and fresher than in Holland, the flax is some shades brighter than that steeped in Holland, but not of the straw color or harsh description of that steeped in Zealand; it is, however, uniformly of one shade from every steeping pool, doubtless in consequence of the exclusion of light and air.

In France, where the soil is still lighter than in Flanders, the flax is of a lighter color than in that country or Holland, and is between a straw and clay color, neither so hard as the Zealand flax, nor so soft as that steeped in Holland; it is, however, like all the others, when excluded from the light and air, of one color from every pool; nor did I see, in the course of my examination of flax, in the several countries I visited, any of that article striped in color, or of different qualities, in one head, or strick, but that grown in a part of Zealand—where the cultivation may be said to be in its infancy, as compared to other places.\*

On the whole, it appears to me, from every information I have received, and from the best consideration I have given the subject, according to my humble judgment, that the exclusion of the light and air from the flax, in the steeping process, as practised in the Netherlands and France, form the most important points in the treatment of that plant; and I am of opinion that a due attention to the mode practised in these countries would eventually lead to the cultivation of flax in Ireland on a scale that would be of the utmost importance to the landlords, tenantry, and peasantry of the country.

With respect to the regulations in those countries for dividing the flax into different sorts, or numbers, according to its fineness or coarseness, there is no law or public examination, as in Petersburg and Riga; nor does there seem to be the smallest necessity for such a measure. The flax growers themselves, being sensible of the advantages derived from a regular system, carefully assort each quality before they offer it for sale, and set a price on it accordingly. On this point the merchants are equally particular; as they separate, with great care, every quality they purchase. In making up for a foreign market, there is no rule as to the size of the bundle or pack, the merchant being governed by the orders of his correspondents, who, for the most part, differ in respect to the size of them; some directing them to be made up in bales of 1 cwt., while others order them in bales of 4 and 6 cwt.

On a recent examination, by Mr. Bander, of Kew, of the material which covers the Egyptian mummies, it was found to be made from flax, some of it plain linen, and some of it from twisted yarn, similar to sewing thread, varying in the quality of the texture, according (as it is supposed) to the rank of the deceased. In making this discovery, Mr. Bander ascertained that the fibres of the flax plant are cylindrical tubes, the surface presenting a spiral appearance.

The fact of the fibre of the flax being a tube, appears to me to elucidate most clearly the cause of the slowness in the fermentative process of the finer plants compared with the coarser;† being an equal portion in circumference, the fine, contain a greater number of fibres or cylinders, of more minute dimensions than the 'coarse, and do not, therefore, discharge the air and mucilage so rapidly as the latter, which is composed of considerable quantities of wood, and less fibre than the fine; it likewise demonstrates the necessity for depriving the plant, before steeping, of the bole or capsule, which may be said to act as a stopper to the fibres, or cylinders, and actually seals them at the tops; thereby preventing the necessary discharge until the bole separates from the plant, which it always does with great uncertainty; thus occasioning portions of it to be over-steeped, and other parts not sufficiently done, which causes the variety of colors, and inequality of texture, so often found in Irish flax.

In Russia, and in every other part of the continent, flax is deprived of the bole before steeping; and it is a fact well known, that flax grown in Ireland, generally speaking, is the most irregularly prepared for market of any in Europe, though the soil of the country is at least equally fertile, and the climate as congenial as that of Holland, or the provinces on the shores of the Baltic.

The mellowness and evenness of every description of continental linen, so well known and admired by those acquainted with that manufacture, is considered to arise from the superior quality of the flax of which it is composed; in the preparation of which the greatest pains are taken. Viewing, therefore, the treatment of this valuable plant in the Netherlands, in all its bearings, it seems to me that the greater art (if such it may be called) of producing it of a better quality, and in a more merchantable form, than it is done in Ireland, rests solely on a well-regulated system, from which no person deviates, from the sower of the seed to the export merchant.

*Extract of a letter from Mr. ———, of France, to Peter Besnard, Esq., dated*

*LONDON, August 23, 1822.*

In answer to your question respecting the causes of the different appearances of Irish and Dutch flax, I have endeavored to give you, as follows, the best solution in my power:

The Irish mode of steeping flax, compared with that used in Holland, is defective in principle, and injurious in the result, to those qualities essential to constitute a good article.

\* In speaking of the qualities of the soil in Holland, Flanders, and France, I allude to those places only where I have seen flax cultivated.

† It is well known to those conversant with the treatment of flax in Ireland, that the fine plant requires more time to steep than the coarse. It is also known, that the top ends are not so well steeped as the other parts. Allowing the capsule to remain on the plant in the steeping process, seems to account for the latter defect.

‡ The mucilage, or, more properly speaking, the resin of the flax, is a permanent dye, from which a variety of shades of color has been obtained.

When flax is steeped in a green state, whilst the plant has not yet attained maturity, it is plain that all the fibre of which it was susceptible is not formed; and its constituent principles, being but imperfectly combined, are the easier separated. This occasions substantial loss. The carbon, which should go to form the fibre, is, by the process of fermentation, sent off in the shape of carbonic acid gas, which, rising to the surface of the water, escapes, and forms that deleterious atmosphere so fatal to animal existence. Again: the flax being exposed to the influence of the light, becomes variegated; and the decomposition is so rapid and tumultuous, that not only much of the tender plant is destroyed, but the volatile products fly off, and, meeting no resistance, mix with the air, forming a mixture of sulphurated and ammoniated hydrogen, which is but too evident to the olfactory senses of those who come within the sphere of the nauseous and noxious effluvia. The defence set up in favor of this mode, namely, that the younger the plant the finer the tissue, even if true, I doubt would compensate for the actual waste occasioned.

In Holland the flax is not put to steep until at perfect maturity, and even then it is covered over in the steep with a thick layer of earth and mud, which, while it defends the flax from the action of light, furnishes certain affinities, which do not fail to take up and form, with the substance thrown off by the fermentation, insoluble compounds, such as earthy carbonates, sulphates, &c.; and thus it is that the tissue suffers less, and maintains its uniform quality and color.

## No. 1.

*Extract of a letter from manufacturers in New York, dated*

JULY 29, 1824.

We have the honor to acknowledge the receipt of your letter of the 20th, desiring information respecting the cultivation and manufacture of hemp in the United States; and it affords us much pleasure to comply with your request, as far as our own experience and knowledge of the subjects, together with the hints derived from other respectable sources, may enable us.

A considerable portion of the lands in the States of Kentucky, Ohio, Illinois, and Indiana, is well adapted to the profitable culture of hemp. It may also be grown to advantage in several of the counties of the State of New York, and on the borders of the Connecticut river; or, indeed, in any of the Middle and Eastern States, where the soil is composed of a rich loam, or on alluvial bottoms.

Kentucky is the only State where it is at present raised in any considerable quantity; and the crop of last year, in that last State alone, was probably from 500 to 1,000 tons, which is manufactured chiefly into cotton bagging and the coarser kind of ropes, such as bale rope, &c.

With respect to the extent to which it may be cultivated, we have no hesitation in expressing our belief that Kentucky alone can furnish a sufficient supply for the consumption of the United States.

Hemp being an exhausting crop, it is said that the best of land will not advantageously bear a succession of more than three crops; but, in Kentucky, it has been ascertained, by experience, that the land, by being afterwards put into grass, especially clover, will, in three years, be restored to its ability to produce a further succession of three crops of hemp.

The quantity obtained from an acre, by the ordinary process of rotting and preparing the hemp, is from 500 to 800 pounds; but when cleaned in an unrotted state, it is supposed that the yield will be from one-half to two-thirds more. The perfection to which machinery for cleaning hemp, both in a rotted and unrotted state, is now brought, warrants the conclusion that, in a short time, it will be in general use.

The ordinary mode of sowing the seed is considered to be defective, from the small quantity put into the ground. At present a bushel and a quarter is the usual quantity, which produces too rank a growth, and, of course, the fibre is coarse and harsh. It is said by judicious farmers, that, upon rich soil, two bushels of seed, at least, ought to be used to the acre.

The hemp of this country, before rotting, is fully equal to any hemp of foreign growth; the texture of the fibre generally resembling that of the St. Petersburg and Archangel; and the finest kinds being fully equal to the best Riga.

The price of St. Petersburg clean hemp here, at the present, is \$170 per ton. [The average price for this kind may be taken at \$180 to \$200 per ton.] Riga is worth \$10 to \$20 more; while American (solely from the imperfect manner of rotting it) sells now for about \$110 per ton.

Our hemp is almost invariably what is termed *dew-rotted*; and experience has satisfactorily shown, that cordage made of hemp of this description is by no means so durable as that made of *water-rotted* hemp; and the foreign hems above mentioned are all water-rotted. *Dew-rotted* hemp does not retain the tar necessary to the protection of the cordage from the effects of the wet, and, without tar, it is injuriously affected by the water, in a much greater degree than water-rotted hemp.

In order to make our hemp equal to any of foreign growth, and to supply its place altogether, as far as quality is concerned, nothing further is necessary than that it be water-rotted, or prepared without rotting, if, upon proper investigation, it be found that the machines which have been constructed for the purpose will make the hemp suitable for all kinds of cordage.

We have long and anxiously looked forward to an improvement in the culture and preparation of the hemp of our own country; and inquiries, which we have diligently made, have resulted in the conviction that the expense and difficulties of water-rotting hemp have been much over-rated with us. It was tried upon a small scale, in Orange county in this State, the last year, in wooden tanks, and the experiment resulted very satisfactorily.

The usual mode of water-rotting hemp is, to steep the plants in pools of standing water, or in clear and running water. The length of time required for steeping is various, and a complete knowledge of it can only be attained by practice; much will, of course, depend upon the temperature of the water. In some cases, ten to eleven days may be necessary; whereas, in others, four, five, or six, will be found sufficient. The slenderest hemp is said to require the most soaking, and the operation is known to be finished by the heart separating easily from the reed or woody part. The bundles should be laid in the water crosswise upon each other, taking particular notice of the manner in which they lie when put in, in order that they may be taken out without difficulty.

Fine and soft fibred hemp is the best; ours is too frequently the reverse, owing to the seed being too sparingly sown. The strongest and richest land will, of course, yield the most abundant crop; but that which is poorer will produce the finest and softest hemp. Hemp which has stood for seed is not considered equal to that which is pulled before it is ripe; consequently, it would seem proper to set apart a piece of ground upon which to ripen seed for a subsequent season, and the seed thus raised will be better than that raised in the common way.

The foreign hemp received here is not generally of as good quality as is produced in the places where it is grown. It is frequently old hemp, having in part lost its strength. It is, moreover, all more or less injured on the voyage, by being heated in the hold of the vessel, and, in many instances, very materially so, even in cargoes which are here deemed merchantable. If we would require any additional inducement to encourage the cultivation and proper management of the hemp of our own soil, so as to avoid a dependence upon foreign countries for this indispensable requisite in the equipment of our ships, both national and of private character, it may be found in the fact that the supply of foreign hemp, at all times precarious, has, on some occasions, been sadly deficient.

We have been furnished, lately, through the instrumentality of the Commissioners of the Navy, with a small quantity of water-rotted hemp, grown on Connecticut river; we have also obtained a similar quantity of hemp raised in Kentucky, prepared and dressed by machinery, without watering, or exposure to dew. Both these hems look extremely well, and we have no doubt will make strong cordage. It is our intention to have some of each parcel spun and prepared for cordage, in precisely the same manner, to be made into ropes of the same size and weight, as near as may be, and then to test their comparative and respective strength with a rope of the best Russia hemp, of



similar size and similarly made in every respect. The result, with any remarks which may be deemed pertinent, shall be communicated to you as soon as the experiment shall have been made, which, we trust, will be in about a fortnight.

We consider that the foregoing remarks upon the quality of hemp, are equally applicable, whether it be converted into cloth, twine, or cordage. Hitherto, cordage has constituted the almost entire consumption of hemp. A considerable quantity, we conceive, will now be wrought into cotton bagging.

## No. 2.

*Extract of a letter from a manufacturer of canvass, at Patterson, New Jersey, dated*

AUGUST 9, 1824.

I should have before replied to the letter which you did me the honor to address to me, under date of the 31st ultimo, but, being in a great measure unacquainted with the subject on which you required information, I have been since engaged in procuring as much as opportunity afforded me, and I have now the honor to communicate the result of my inquiries. I would here, however, observe that, previous to the receipt of your letter, I had the honor to receive one from the President of the Board of Navy Commissioners, on the subject of the growth and manufacture of flax, which, having answered, if it were necessary to your purpose, I could, and would, with pleasure, furnish a copy.

It appears, from all I can learn, that hemp may be produced in any soil; in Russia it is indigenous, found in all the south and middle parts, and even on the Uralian mountains, though the general opinion seems to be that the greater crops are produced from that which is a deep black mould, formed from the decomposition of vegetable matter. Until the texture is apparent, its situation should be low, with some small degree of moisture. This description of soil will produce hemp in greater abundance than any other, and every State in the Union possesses more or less thereof: this State in particular has a full share, together with the convenience of market for the sale, and a plentifulness of that description of manure which would best answer to restore the land to its former state.

The land is prepared by some with three, by others with four, ploughings, after it is manured; immediately after one crop is removed, it is usual in England to plough and harrow; the same thing is again gone through with early in the spring, and afterwards, just before the seed is sown: this makes its condition perfectly mellow, and renders it free from all kinds of weeds; in our country, if the ground be broken twice with the plough, and once harrowed, it seems to be considered sufficient; and, in Russia, less pains still are taken, beside being more imperfectly done.

The seed for hemp, as for flax, should be weighty, and of a bright color; good soils will admit of three bushels to the acre; not less than two should be used where one and a half bushels are now put in, as the hemp, the thicker it is sown, provided it is not overdone, will be finer in its fibre, and, consequently, spins a finer yarn, and lays much the closer, besides that the twist will be more easily accomplished by the working hand or the machine, and it will be a much stronger yarn made from fine hemp than coarse, both being of the same diameter. The seed is sown in the broad-cast manner, as early as the climate will admit, and covered in with the harrow. Drilling is sometimes resorted to in England, under the impression that the early growth of the plant is promoted, but the broad-cast is preferred. The seed may be put in in April, the frosts being over even earlier, as the plants are more vigorous, and less affected by the different subsequent operations they have to undergo.

There are few soils in this country that could not produce, or be made to produce, hemp; and repeated crops may be obtained, as advantageously to the ground, from the same piece of land, with proper attention, and as little exhaustion, as almost any other vegetable production. It is asserted that, in Suffolk, in England, it has been grown for seventy years in succession on the same spot of ground, and, by continually manuring, the ground would be restored, and it might be grown forever.

After it is sown, the management of the crop is attended with very little trouble; when it is properly ripe, it is pulled up by the roots, the mould well shaken off, and laid up in what are called *bais*. If the hemp be intended for a seed crop, it should be perfectly ripe; but, if for manufacturers' use, it should be pulled earlier, as the coloring matter is then more easily extracted, and the hemp has less tow; besides that, it is generally believed the fibre is stronger. The next process which the plants undergo is termed rotting: one method is denominated dew, the other water-rotting; and it is admitted, on all sides, that the latter is to be greatly preferred; it affords much the finest, strongest, and longest staple hemp. The former process, however, is practised in our country almost universally: in fact, except on Connecticut river, I have heard of no other place where the other method is pursued; and there water-rotting is but imperfectly managed, both as to economy and usefulness. To dew-rot the hemp, the stalks, immediately after they are pulled, are spread on the ground as thinly as possible, where they are left three or four weeks, occasionally turned; and, in this situation, they are subject to all the variableness of our climate, which is so fluctuating and uncertain, that hemp is materially injured before the farmer is aware of it, or could conveniently prevent it; the fibre is then generally weakened by being burnt up with the sun, or from too long exposure and excessive wet. Even in England, where the climate is much more favorable for this process, the greatest care and attention will scarcely prevent injury, and it is never resorted to when the hemp is the object, as it is not uncommon to find, on examination, that the hemp is deteriorated in quality from too long exposure; in addition, also, the risk of damage. This is the most troublesome and longest process: for, in water-rotting, the hemp is more handled, after it is put into the water, until the process is completed; it is then taken out, tied into rather small bundles, placed upright between two ropes, extended parallel to each other, across a lot; and from this position it is protected from the effects of the rain, as also it is exposed to dry much sooner. The hemp, after it is pulled, is carried to a deep pond, or wooden tank of standing water; it is placed thereon, bundle upon bundle, crosswise, and when the pond is filled the whole should be completely immersed in the water by loading it with heavy pieces of timber; in four or five days, the process being finished, it is taken out and dried as soon as possible, in the manner explained before. Another method of rotting has been suggested in France, and practised successfully: the water is heated to a temperature of 72 to 75 degrees of Reaumur, dissolving in it a quantity of green soap, in the proportion of one to forty-eight of hemp; the quantity of water composed with the hemp should be as one to forty: the hemp is thrown in, and the vessel covered over, and, in two or three hours, it appears, the hemp is fully steeped. If this process should be found to answer, it is by far the most convenient of any yet known, unless the application of steam prove as effectual, or more so, without the addition of soap.

After the hemp is rotted, it is to be broken. A coarse and fine break is sometimes used in England, but the rollers of the lint mill are preferred, because of its being more expeditiously performed. In our country they use what is called a hemp mill, which is a large heavy stone, formed like a sugar loaf, with the small end cut off—such a form as is generally used for grinding white lead; a shaft is run through it, and it is made to revolve in a circle; when passing on a plane the hemp becomes crushed, and broken by the stone, and is subsequently swinged: the rollers of the lint mill are, however, thought to be better; and my own opinion is, that Mr. S. Swartwout's machine for breaking flax would answer better than any other mode which is now practised.

The average crop, per acre, in America, England, and Russia, has been estimated as follows: America, 400 lbs.; England, 650 lbs.; Russia, 600 lbs. The present price of American dew-rotted, is \$115 per ton, that of Russia \$170 per ton.

The cultivation of this plant would, no doubt, be of great national benefit, not, perhaps, arising immediately from the production of hemp, but the absolute necessity, almost, of being independent of this article from foreign countries in time of war, and the great value it is susceptible of attaining from the manufacture in our country. There is, perhaps, except in England, a greater quantity of hemp consumed in this country than in any other, in the manufacture of cordage, sail-cloth, cotton-bagging, and in numerous qualities of ordinary cloths. The certainty of a market would, no doubt, very much tend to increase the cultivation; and a demand might be created by protecting the manufacturer

to such an extent as to admit of his paying the farmer such a price for the raw material as would bring the gain and demand for the article to a par with any advantage he might obtain from any other article of vegetable production. The hemp manufactured into cordage is generally brought from abroad. I have written to a manufacturer on the subject, and when I obtain the information I have solicited and expect, it will be transmitted to you. In my mill I have spun, for cloth, only about two tons. Not having been properly prepared, I discontinued the use of it; however, the machinery I possess will spin hemp as well as flax, and hereafter I may be induced to turn my attention to it again. As far as I can learn, I am the only person in the United States that will attempt to spin by machinery—I mean fine threads, capable of making duck.

To prepare the hemp for spinning, it is hackled on three tools, to reduce it to the same fineness with flax, which is reduced on two tools; and in the process, we make use of oil to supply that elasticity which naturally it does not possess. All subsequent processes are the same as flax, the machinery being only altered in the draught from roller to roller, to conform to the length of the staple; it is also susceptible of being altered, that it may be made to spin the shortest tow and longest hemp.

I would, as it regards my own interest, prefer to make use of the American hemp, were it as good as the foreign, or could I substitute it for the same purpose; but, as the reputation of a manufacturer depends on the quality of his goods, it is absolutely necessary the raw material should be of the best quality; and it is a fact, that neither the flax nor hemp of this country is of such a quality as to justify their general use for manufacturing purposes.

To the HON. SECRETARY OF THE NAVY.

No. 3.

*Extract of a letter from a manufacturer, dated*

SEPTEMBER 25, 1824.

The cultivation of hemp I am not acquainted with; one important defect in the American hemp is, in the preparation for dressing it in the dew-rotted instead of water-rotted state, as in Russia. There is in hemp an oily substance, which the dew-rot destroys, and the water-rot preserves; this oil may be considered as the life of the hemp. Water-rotted hemp has a bright, silky, appearance; dew-rotted has a dark, husky, appearance; dew-rotted will not stand the water when manufactured, and will not answer for cables or standing rigging. I have manufactured, in the last six years, nearly three thousand tons of cordage, and, during that time, there have not been twenty tons of American hemp in this market; the quality, when compared with that from Russia, is so inferior, that our ship owners will not purchase the cordage; and I must again repeat, that the principal cause of this defect is in the manner of rotting it; and why the mode of dew-rotting is practised, I cannot say. There have been two lots of American hemp sold recently in New York, of twenty tons each; one parcel brought one hundred dollars per ton, and the other one hundred and thirty dollars per ton; the reason why this difference, one lot was not properly dressed, which is the case of much of the Kentucky hemp. Russia hemp, at the same time, sold at from one hundred and sixty-five to one hundred and seventy dollars per ton.

No. 4.

*Extract of a letter from a manufacturer of hemp, at Norfolk, Va., dated*

OCTOBER 30, 1824.

I have given to the inquiries you have done me the honor to make on the subject of the cultivation and manufacture of hemp, all the consideration my desire to comply with your wishes would suggest; and now beg leave, with diffidence, to submit the result. Being engaged in the manufacture of cordage for twenty-five years, the article of hemp has been of primary importance. For several years we used Virginia hemp chiefly. Believing it to be of good staple, and only requiring pains in preparing it, we took a good deal of trouble in urging the growers of it to be particular in curing and cleaning it. In the years 1809 and 1810, Russia hemp being scarce and very high, we urged on Messrs. Caruthers, of Lexington, Virginia, large dealers in the article, and living in the neighborhood of the best hemp country, the advantage and necessity of improving it, and contracted to give them \$290 per ton, for seventy to eighty tons, to be clear and well prepared. Mr. W. Caruthers paid particular and personal attention to it, and it proved (with some exception) of excellent quality. This was all grown in Rockbridge, Botetourt, and Montgomery counties, on the James, Jackson, and Cowpasture rivers, and this has hitherto been the part of the State where it was grown to any extent; the three counties then producing fifty to one hundred tons each, annually. Knowing that the practice of preparing it was by dew, or air-rotting, which is very tedious, it lying out for months, exposed to all the vicissitudes of weather, and is often thereby injured in strength, always in color, in the year 1810, Mr. Theodore Armistead, who was navy agent here, and also had a rope-walk, and who was very zealous in the improvement of country hemp, with our establishment, held out strong inducements to have the hemp water-rotted, in place of the usual mode; but so difficult is it to change old habits, that only in one instance did we succeed.—Col. Wilson C. Nicholas, of Albemarle county, and formerly Governor of Virginia, water-rotted his crop, and, to encourage and extend this mode, we gave, for the part of it we got, (a few tons) \$360 per ton; the quality was excellent; color much improved, and we believe, the fibre, also, in strength and fineness, though it was not so well cleaned or prepared as it might have been. The experiment seemed satisfactory that it was capable of improvement by proper management.

The practice in all hemp countries, (Russia the principal,) is uniformly to water-rot, which operation is performed in the short space of four to ten days, according to the weather, and whether in standing or running water; this process, we have reason to believe, requires very particular attention, as it regards both quality and quantity of the article. In 1809 and 1810 we had hemp and yarns again from Winchester, Kentucky, the staple and quality very good, and well handled; we then thought it only required to be water instead of dew-rotted, to be equal to any we had seen. We have since had occasional supplies of Virginia and Kentucky; and though it has deteriorated, from neglect and mismanagement, we still think the staple good, and, if carefully water-rotted and cleaned, by bating, scutching and hackling, I cannot see any reason why it would not be as well suited for cordage and sail-cloth as any imported; it is at least of so much importance as to be worth a fair experiment. Much will depend on the cultivation of it; it will be their province to make experiments in the soil best adapted to its growth, cutting at a proper time, curing, and cleaning. If they do their duty, I am of opinion that many of the existing objections to American hemp may be removed. Many parts of the western country, I am told, are well adapted to its growth; and I believe a great part of the lands in North Carolina and Virginia, watered by the Roanoke, would yield it to great advantage. It may be proper here to remark, the cause of hemp having been so high in 1809 and 1810 was, that very little was imported; that from Russia sold at \$400 to \$450 per ton; but, in the year following, the importation was so large, that it fell to \$200; since then, the cultivation of American hemp has annually lessened. For the last eight or nine years, we have used Russia hemp almost exclusively—proportion, about seven-eighths and one-eighth. It is preferred by the manufacturer, because it is clean, easily worked, with but little loss, and is of good color. Seafaring people give Russia hemp a decided preference; they say it looks much better, wears better, and some are of opinion that American hemp is not well suited for water rope, as cables, &c.; and also say, that the constant friction of the water washes the tar from it, and that it soon decays. I believe, however, that most of these objections are more matters of received opinion than from well-tested experiments. I find that Russia hemp is much better some seasons than others; this, I judge, is owing to the seasons, as all vegetable growth is subject to them. The mode in Russia of classing the hemp into three or four qualities gives it character; when you buy of each, you know what you have. I have manufactured some parcels of Italian hemp, (Ancona,) and found it to be of excellent quality, strong staple,



and good color—indeed, the longest and strongest I had ever seen, though by no means so well prepared as the Russian, and, consequently, not so easily worked; it is doubted by some whether it is as well suited for tarred rope; and though we have and are making some experiments on it, they are not yet satisfactorily proved. It makes excellent white rope. Manilla hemp, or grass, (I have used some parcels of it) is very strong and wiry, and said to be well suited for some smaller purposes, untarred; costs about fifty per cent. higher than the Russian. American hemp is generally about three-fourths the price of Russian and Ancona. Deeming the cultivation of hemp of great national importance, both for cordage and sail-cloth, too much pains cannot be taken to have its quality well ascertained: tending to which, if the Legislatures of the States where it is cultivated would establish inspections, and have persons appointed competent to its duties, I am of opinion it would greatly advance its character, and, as another, and perhaps more immediate mode of ascertaining its qualities, I would beg leave, with great deference, to suggest, that the Navy Department should offer a premium for a quantity, not less than fifty tons, to be water-rotted, carefully culled, and well cleaned, by batling, scutching and hackling, to be sent to a given place, and from thence distributed in suitable proportions to the principal naval stations, to be there manufactured and judged of by the mechanic and the commandant and officers of the station.

## No. 5.

*Memorandum of an experiment made by a manufacturer of hemp.*

Two ropes, each  $2\frac{1}{4}$  inches in circumference, one made of hemp, grown on Connecticut river, and water-rotted, broke with 3,209 pounds. The other, made of clean St. Petersburg hemp, broke with 3,118 pounds. Another rope, made of Kentucky unrotted hemp, broke with 2,968 pounds.

This last was  $2\frac{1}{4}$  inches also; but it must be observed, that a considerable part of the hemp was damaged very materially in the transportation, and it is highly probable that the whole of it had suffered some loss of strength.

Thirty yarns in each rope.

18th Congress.]

No. 254.

[2d Session.]

## ADDITIONAL NAVAL FORCE FOR THE SUPPRESSION OF PIRACY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 11, 1825.

Mr. CROWNSHIELD made the following report:

The Committee on Naval Affairs, to whom was referred a resolution of the House of Representatives of the 9th of December, instructing them to inquire into the expediency of providing an additional naval force, and other additional means for the suppression of piracy, respectfully report:

That they have had the subjects proposed in the said resolution under their consideration, and have made diligent inquiry into the operations of our naval force which, for the last two years, has been employed in the Gulf of Mexico, for the protection of our commerce, and the suppression of piracy. In this investigation, they feel a satisfaction in stating that the means employed have displayed the vigilance of the Government, and the activity, zeal, and devotion of the officers and seamen who have been assigned to that perilous service—perilous, not from the numbers or courage of the enemy, but from the deleterious effects of a tropical climate upon natives of a more temperate region. The vessels procured for this service were better adapted to a short expedition than to long and tedious cruises. They were too small to afford the room necessary to preserve the discipline and the health of the officers and seamen assigned to them; yet they enabled the commander to scour the coast, to penetrate into the shoal waters of the creeks and inlets, to the very margin of the land; and, in effect, the pirates have literally been driven from the ocean, and confined to their fastnesses and haunts upon the land. Accordingly, their principal depredations, for the last twelve or fifteen months, have been confined to occasional sallies in boats and small craft, within one or two leagues of the shore. While these depredations, however, have been more limited in extent and in number, they have more frequently been attended with the most desperate and sanguinary destruction of the lives of the unfortunate victims.

It becomes necessary for the Government to adapt the force to the existing character of the evil; and the committee are of opinion that the best species of force which can be employed, in future, while the piracies are confined to small craft, are the boats and launches which are attached to larger vessels. Sloops of war of the largest class may be well provided with launches and boats, of which several might be constantly employed in ferreting out these marauders, and bringing them to condign punishment.

But the committee are of opinion that, though the addition of three or four sloops to our West India squadron might, by constant vigilance, afford great additional security to our commerce, and those engaged in it, yet they have reflected that these plunderers easily transfer themselves from one island to another; and, when effectually hunted from one of their haunts, they are speedily found in parts where the unarmed trader, having no protection or means of defence, becomes an easy prey. They have also recurred to several instances where a resolute resistance, by a small crew of intrepid seamen, has repelled the assailants, even when the disparity of force might have been expected to produce a different issue. From which it is manifest, that those wretches, who assume the vocation of pirates, are as dastardly as they are cruel, and may be generally repelled by a well-armed crew, though not much exceeding the usual complement of the vessel.

The opinion has been expressed in some of the memorials of our principal cities, that the permission to the merchants to prepare a suitable armament for their defence would be embraced at least to a sufficient extent to deter, in many instances, the attacks of boats from the shore, or to repel the foe in case he should attempt to carry by boarding. The committee believe that if a considerable number of trading vessels should provide themselves for resistance, and a few instances of successful resistance should be the consequence, the effect would be highly salutary, and would greatly discourage these banditti, by rendering their vocation dangerous and fruitless. They are aware that the commerce of the West Indies is attended with too small profit to warrant any considerable increase of expense to the merchants and owners of vessels; and as the protection of trade is the duty of the Government, as well as required for the prosperity of our revenue and general resources, they therefore deem it sound policy to rely upon this measure merely as auxiliary to the most energetic efforts, and to the ample means placed at the disposal of the Executive.

The committee have not overlooked the notorious fact, that the local authorities of the West India islands, particularly those of Cuba and Porto Rico, have afforded shelter and protection to the pirates, and have given a character of boldness to their enterprises, which it may be impossible wholly to repress without resorting to measures

which may induce those authorities to unite their means in earnest in the extirpation of these foes of the human race. Whatever may be the personal feelings of some of the local Governors, they may, perhaps, find it difficult to restrain the cupidity by which a great portion of the community are so completely demoralized. In the island of Porto Rico, a species of legalized plunder has been for several years tolerated, if not encouraged, by the chiefs of the island, which, if not so sanguinary as in other cases, has, in other respects, differed but little from ordinary piracy. It belongs rather to the duty of another committee to devise means suitable to meet an exigency so singular, and, at the same time, demanding the most prompt and vigorous measures.

While the utmost circumspection should be employed in maintaining the rights and dignity of our country, not to violate those of other nations, it cannot be denied that a scrupulous adherence to the letter of national law, in regard to the territories under the nominal jurisdiction of a nation remote from the scene of action, distracted and feeble at home, and scarcely felt or feared in her remote islands and colonies, must amount to an indefinite denial of redress to our own citizens; must embolden injustice and violence, and impede or frustrate the most vigorous efforts of our naval force in the protection of our commerce against such an unhallowed combination of local jurisdiction and desperate outlaws.

The committee forbear to indicate the course which alone remains to remedy these outrages upon our rights and our dignity, not doubting that, from another source, we may soon see submitted a plan which comports with our justice and moderation, as well as with our interest and security.

They respectfully submit a bill, in conformity with these views, for the consideration of the House.

18th CONGRESS.]

No. 255.

[2d Session.]

### PROVISION FOR THE PROPER APPLICATION OF THE MONEYS APPROPRIATED FOR THE CONTINGENT EXPENSES OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 28, 1825.

Mr. EDWARDS, of Pennsylvania, from the committee on so much of the public accounts and expenditures as relate to the Department of the Navy, who were instructed, by a resolution of the House, passed on the 23d of March, 1824, "to inquire, and report, whether the sum of \$220,000, appropriated at the last session of Congress, for the contingent expenses of the naval service, has been expended according to the existing acts of Congress; the description of travelling expenses; and the nature of individual claims, in payment of which any part of the said sum has been applied; the nature of extra allowances, which have been paid out of the said fund; and whether the same are specified or authorized by any act of Congress; whether any claims or accounts, which may have arisen prior to the year 1822, have been paid out of the said fund, and, if so, the nature and circumstances of such claims and accounts, respectively; and that the said committee be instructed, further, to inquire and report, whether any, and what, provisions are necessary to be adopted, to provide more perfectly for the proper application of the moneys appropriated for the contingent expenses of the naval service, and to secure the Government from demands unjust in their character or extravagant in their amount," reported:

That, at the close of last session, they devoted as much time to the investigation of the subjects embraced by the resolution as was practicable, consistently with their attention to other duties. The late period of the session when the inquiry was directed, and the time and labor required to investigate such a mass of accounts, embracing an expenditure of \$220,000, rendered it impracticable for them to make the examination to the extent required by the resolution; nor do they believe that an investigation, such as would be entirely satisfactory, could be made by a committee, during the session of Congress, without a total abandonment of their legislative duties. Such an investigation could only be made by a committee authorized to sit during the recess of Congress; and it is even questionable whether the labors of such a committee would be productive of much good. The best security against the misapplication of the public money will be found in the integrity and vigilance of the officer who has the examination and settlement of the accounts.

The funds appropriated for the contingent expenses of the Navy Department have, at all times, been liable to abuses. This arises not only from the large amount of the sums usually appropriated for that purpose, but also from the difficulty of specifying the objects to which such appropriations are to be applied. To specify every object to which it is to be applied, seems to be impossible. A proper confidence must be reposed in the officer who has the disbursement of the money; this is implied from the character of the fund, which provides, in some respects, for cases that are unknown, and not for specified objects. Accidents may occur, and unforeseen cases arise in the service, for which allowances must be made; and it would be unwise, in every case, to restrain the officer to the letter of the law. A discretionary power must necessarily reside in the head of the Department, and much must depend upon the vigilance of the officer whose immediate duty it is to superintend the disbursement of the money, and the settlement of the accounts. As little latitude, however, should be allowed to the discretion of the officer as is consistent with the good of the service, and every precaution used to render the objects of expenditure as specific and determinate as possible.

In regard to the appropriation referred to in the resolution, the committee have discovered a number of instances of the misapplication of this fund. They do not think it necessary to go into an enumeration of all the cases in which it has been misapplied, but deem it sufficient to state a few instances, that the House may be able to decide whether some provision ought not to be made to provide more perfectly for the proper application of the moneys appropriated for the contingent expenses of the naval service. Their attention has been directed to such accounts as were of the most doubtful character, and that embraced every description of claims upon the Department, with a view to ascertain whether this fund had not been applied to objects not designed to be provided for by the appropriation laws.

Labor, in the different navy yards, constitutes a charge of considerable amount, which has been paid out of this fund. Payment for the ordinary description of laborers employed in the navy yards is provided for in other appropriations. For the year 1822, the sum of \$82,000 was appropriated for the improvement of navy yards, docks, &c., and \$30,000, for laborers, teams, &c. Upon this object, they think the contingent fund has been misapplied.

A considerable amount has been paid for candles, for the supply of the public ships, which, in the opinion of the committee, was not properly chargeable to the contingent fund, but was, more properly, applicable to other appropriations.

The description of travelling expenses, and the extra allowances, which have been paid out of the fund, are not authorized by any existing law, but depend for their justification upon the usage of the Department. An allowance of mileage to officers, when ordered on duty from one part of the Union to another, seems to be required for the good of the service; it places those who reside in the interior of the country upon an equality with those whose residence is on the sea-board. By a regulation of the Department, officers, when ordered on duty from one station to another, receive an allowance of fifteen cents per mile for each mile travelled; the distance to be estimated by the most usual road from the place of the officer's residence to the place to which he is ordered. The nature of the extra allowances



paid out of this fund will, in part, be found by a reference to the paper marked A. There is, also, an allowance of one dollar and fifty cents per diem made to officers ordered to serve on courts-martial and courts of inquiry, &c. This allowance is intended to defray their expenses, whilst engaged in the performance of this extra service, and does not appear to be unjust in its character, or extravagant in its amount. This allowance, however, does not appear to have been uniform in all cases: in some instances, officers have been paid double this sum per day for such services. The committee are, therefore, of opinion, that the amount of compensation, in such cases, should be fixed by law, and not left in the discretion of the officer. There are many other cases where the disbursements are not made in conformity with the provisions of any existing law, but are made in pursuance of the established regulations of the Department. Such are the cases referred to in the paper marked A, where the allowances made to officers vary in their amount, according to circumstances, and the station to which the officer is attached. For these cases, it would be difficult to prescribe any uniform rule; they had better, therefore, be left to depend upon the usage of the Department.

The attention of the committee, in the course of their investigation, has been directed to one case, about which much has been said in the House. They refer to the claim of Captain Isaac Chauncey. The payment of this claim was not authorized by any law of which the committee are apprized; nor did it fall within that description of claims which, in their view of the subject, were designed to be paid out of the contingent fund. The whole amount of this claim is \$7,078 08. The account commences in June, 1799; was settled and passed in February, 1823; and contains, among many other items, some of which are of an exceptionable character, a charge of \$4,425 for the purchase of three lots of ground and two stone houses, purchased at Sackett's Harbor, in the years 1814 and 1815. Whatever may be said about the want of power in the officer to make this purchase, and of the dangerous consequences to be apprehended from the sanction of such transactions, the committee cannot but regard it as a case in which the power was, in some measure, incidental to the command which he held: it seemed to result, as a necessary consequence of the trust reposed in him; and, if there is any case in which the exercise of a discretionary power is to be justified or excused, this seems to be one. The occupation of these lots was necessary for the service in which he was employed, to give effect to his operations. The purchase was made for a fair price, and, although not authorized by any law, yet great allowances are to be made for the time and circumstances under which it was made; and this may be said in relation to other expenditures not provided for by law, but which may be justified by the particular circumstances under which they were made. It was a time of war, when the country was in great difficulty, and the Government much embarrassed. The purchase was made by a meritorious officer, whose command conferred upon him authority to do whatever was essential to the success of the military and naval operations of the station to which he was attached. Much depended upon his prudence and discretion. The ground was necessary for the benefit of the service in which he was employed; and there is no suggestion that the price was exorbitant. Under such circumstances, the Government were bound to indemnify him; and it seems not of so much consequence out of what fund the payment was made. The committee, however, would be better satisfied, if the transaction had been disclosed to Congress, and a special appropriation made for the purpose. Such a course would have comported better with the character of the service, and the principles of the Government. A very considerable charge upon the contingent fund has arisen from the frequent occurrence of courts-martial and courts of inquiry. The committee entertain a hope that their number will be diminished by a recent order of the Navy Department, which requires the person who prefers the charges to submit them, in the first instance, to the examination of the Secretary of the Navy, who decides, from their character, and the circumstances under which they are preferred, whether it is proper and expedient to subject the Government to the expense of convening a court-martial. Such a regulation seemed to be essential for the benefit of the service; and it is believed much good may result from the judicious exercise of this power, the occurrence of these courts rendered less frequent, and, thereby, much expense saved to the Government. They should not be instituted upon the application of every officer who may choose to make complaints against another, especially where the charges appear to be frivolous or vexatious, but only in cases, where it is apparent, from the nature and character of the charges, the good of the service may demand them. Their too frequent occurrence is calculated to do essential injury to the character of the service. The committee are of opinion that the compensation allowed to Judge Advocates has, in many instances, been extravagant in amount. In the case of Captain Evans, the Judge Advocate was allowed \$1,000; and there was paid to H. Wheaton, on the court of inquiry ordered upon the same officer, the sum of 500 dollars. In the case of Captain Hull, the Judge Advocate was allowed 1,500 dollars. In all these cases, the charge was made in gross, without stating the number of days he was employed in the business of the court. In the latter case, it would appear, from the number of days the court was in session, that the allowance was equal to fifty dollars per day. The committee cannot but regard these charges as extravagant in their amount; and they are not aware of any law that justified the allowance of such compensation. No evidence appears to have been required, in any of the cases, of the number of days the Judge Advocate was employed in the duties of the court. The committee, therefore, think it advisable, that, in future cases, the compensation should be established by law, and that the accountant officer, in the settlement of such accounts, should require a certificate from the president of the court, or other satisfactory evidence, of the number of days the Judge Advocate was employed in the duties of the court.

To that part of the resolution which requires of the committee to inquire and report whether any claims or accounts which may have arisen prior to the year 1822 have been paid out of the fund, and, if so, the nature and circumstances of such claims or accounts, respectively, the committee beg leave to state, that the time allowed them to make this inquiry would not permit them to go into an examination of every account and item of expenditure, to ascertain in what year it arose. Such an examination would require months of laborious research. The committee will, however, observe, that, in the investigation they have made, they have discovered many claims besides that of Captain Chauncey, to which they have previously adverted, which rose prior to the year 1822. These cases will probably be less frequent in future; many of them arose during the war, when there was a difficulty in compelling officers to settle their accounts at regular periods. Under an existing regulation of the Department, all officers and agents intrusted with the disbursement of public money are required to settle their accounts quarterly, whenever it is practicable for them to do so. It necessarily must happen that accounts of more than a year's standing will, from time to time, be presented for settlement. When the officer or agent is upon distant service, it is not practicable for him to settle his accounts at regular periods; and the most the Department can do in such cases is, to require of him a prompt settlement of his accounts on his return; consequently, it is found to be impossible, in every case, to pay the claim out of the appropriation for the year in which the demand arose. The committee proceeded as far with the investigation of the accounts as they believed it would be useful to extend it. To examine particularly into the expenditures of all the appropriation, and to ascertain at what period the several claims arose, and whether the disbursement in every instance was made in strict conformity with existing laws, for the reasons before assigned was found to be impossible. They have made such remarks upon the accounts that passed under their view, as they believe to be necessary to give the House a knowledge of the description of claims which have been paid out of this fund, and which, in the opinion of the committee, do not come within the objects of the appropriation. To guard against future misapplications of this fund seems to be desirable; and the committee know of no better way to effect this object, than to limit the objects of expenditure as far as it is practicable to do so. They have, therefore, prepared a bill, which they beg leave to report to the House.

A.

NAVY DEPARTMENT, *January 17, 1821.*

SIR:

From and after the 1st day of January, 1821, the officers attached to the United States' navy yards and stations are, in addition to their pay and rations, respectively, to receive no other allowances than those specified in this communication, which is transmitted for your information and government, in auditing the public accounts.

To the officers attached to the United States' navy yards at Portsmouth, New Hampshire, Charlestown, Massachusetts, Brooklyn, New York, Philadelphia, Pennsylvania, and Gosport, Virginia, there shall be allowed as follows, viz:

	Cords of wood per ann. to be paid in kind.	For candles per annum.	SERVANTS.		For house rent per annum.
			Number.	Wages per month.	
To Captain commandant, -	28	\$65	3	\$8	
Master commandant, -	20	40	2	8	\$300
Surgeon, -	20	20	1	8	200
Surgeon's mate, -	14	16	1	6	145
Sailing-master, -	12	20	1	8	200
Boatswain, -	9	12	1	6	90
Gunner, -	9	12	1	6	90
Storekeeper, -	-	-	-	-	200
Purser, -	12	20	1	8	200

The commanding naval officer at Philadelphia, having no suitable accommodations at the navy yard, is to be allowed, on account of house rent, six hundred dollars per annum.

When a lieutenant shall be attached to the navy yards at Charlestown, Massachusetts, Brooklyn, New York, or Gosport, Virginia, he shall, in addition to his pay and rations, be allowed twenty cords of wood per annum, to be delivered in kind; twenty dollars per annum for candles; one servant, at eight dollars wages per month; and two hundred dollars per annum, on account of house rent.

The commanding officer at Newport, Rhode Island, is to be allowed, on account of house rent, three hundred dollars per annum.

At Whitehall, New York, the commanding officer is to be allowed, on account of house rent, three hundred dollars per annum; and the surgeon two dollars per week, as chamber money.

At Sacketts' Harbor, New York, the commanding officer is to be allowed, on account of house rent, four hundred dollars per annum; and the purser and surgeon, for the same object, each, three hundred dollars per annum.

At Erie, Pennsylvania, the commanding officer is to be allowed, on account of house rent, three hundred dollars per annum; and one lieutenant, the purser and surgeon, each, two dollars per week as chamber money.

At Baltimore, Maryland, the commanding officer is to be allowed, on account of house rent, three hundred dollars per annum; and the surgeon, for the same, two hundred dollars per annum.

At Charleston, South Carolina, the commanding officer is to be allowed, on account of house rent, four hundred dollars per annum; and the purser and surgeon, for the same object, each, two hundred and fifty dollars per annum.

Officers having fixed salaries are considered civil officers, and not entitled to any additional allowances. Officers not on duty, who have been ordered solely for the purpose of affording them pay and rations, are not entitled to any extra allowances.

Officers attached to ships or vessels in ordinary are to find their accommodations on board their respective vessels.

I am, respectfully, sir, your most obedient servant,

SMITH THOMPSON.

CONSTANT FREEMAN, Esq. *Fourth Auditor of the Treasury.*

18th CONGRESS.]

No. 256.

[2d SESSION.]

## TRIALS OF LIEUTENANTS WEAVER AND CONNER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 14, 1825.

WASHINGTON, February 11, 1825.

To the House of Representatives of the United States:

In compliance with a resolution of the House of Representatives of January 5, I herewith transmit a report from the Secretary of the Navy, with copies of the proceedings of the courts-martial in the cases of Lieutenants Weaver and Conner.

JAMES MONROE.

NAVY DEPARTMENT, February 9, 1825.

Sir:

In obedience to a resolution of the House of Representatives of the 5th of January last, I have the honor to transmit to you, herewith, copies of the proceedings of the courts-martial in the cases of Lieutenants Weaver and Conner.

I am, very respectfully, sir, your obedient servant,

SAMUEL L. SOUTHARD.

The PRESIDENT OF THE UNITED STATES.

A.

Certain charges of misconduct having been alleged against William A. Weaver, a lieutenant in the navy of the United States, and others, a general court-martial, to consist of Captain William Bainbridge, President; Captains Jacob Jones, Lewis Warrington, William M. Crane, John D. Henley, Jesse D. Elliot, and master commandant George C. Read, members; and masters commandant Wolcott Chauncey and William B. Finch, supernumeraries, or any five or more of them, is hereby authorized and ordered to assemble on board the United States' ship Washington 74, at the navy yard, Brooklyn, in the State of New York, on Monday, the 15th day of November, for the trial of the said persons, for the offences for which they do severally stand charged; which charges, together with the testimony in support of them, will be laid before the court by the Judge Advocate.



And Richard S. Cox, Esq. is hereby appointed Judge Advocate to the court hereby ordered to assemble; and if he should decline acting, the said court will appoint such other suitable gentleman, learned in the law, to discharge the duties of Judge Advocate to the said court, as they, or a majority of them, may in their wisdom deem fit and proper.

In faith whereof, I have hereunto signed my name, and affixed the seal of the Navy Department of the United States, this 26th day of October, in the year of our Lord 1824, and of the independence of the United States the forty-ninth.

SAMUEL L. SOUTHARD.

To WILLIAM BAINBRIDGE, Esq., Captain in the Navy of the United States.

B.

*Charge and specifications against William A. Weaver, a lieutenant in the Navy of the United States.*

CHARGE.—*Fraudulent and unofficer-like conduct.*

*Specification 1st.* For that the said William A. Weaver, on or about the 24th day of August, 1821, then being a lieutenant in the naval service of the United States, and borne on the books of the ship Franklin in that capacity, did enter into a certain agreement with Stephen Whitney, Hoyt and Tom, and Elisha Tibbets, of the city of New York, in manner and form as follows:

"Articles of agreement made this 24th day of August, 1821, between Stephen Whitney, Hoyt and Tom, and Elisha Tibbets, owners of the ship America, of the first part, and William A. Weaver, of the navy, of the second part, witnesseth: That, whereas it has been represented by the party of the second part to the parties of the first part, that Commodore Stewart, in the Franklin 74, is now about to proceed in said ship to Lima, in the Pacific ocean, and that Commodore Stewart, being the particular friend of the party of the second part, and desirous of aiding him, would give particular protection to a ship and cargo in which he might be interested, to said port of Lima; and, for greater security, would appoint a place of rendezvous at St. Juan Fernandez, or elsewhere: now, therefore, for and in consideration of the said protection, so as aforesaid to be given by Commodore Stewart in the Franklin, and the services of Lieutenant Weaver, it is agreed as follows:

"First. The parties of the first part agree to load their ship, the America, with flour and salted provisions, and to put her under the command of Captain Henry L. De Koven, with orders to sail and proceed without delay to the port of Lima, touching at such place as may be fixed on (say at St. Juan Fernandez) for rendezvous with the Franklin; and thence, under her protection and direction, to Lima: it is also understood and agreed that Lieutenant Weaver is to put on board said ship a quantity of stores belonging to the Franklin, on which a freight is to be paid the concern, and to go himself in the ship, and, for her greater security, is to represent her as a store-ship, bound to the Pacific ocean, with stores for the navy of the United States; and himself, as an officer of the navy in charge of such stores. In consideration of all which services and protection so to be afforded, it is agreed that the said Captain H. L. De Koven shall pay to the said party of the second part, at Lima or other near port, one-fifth part of the nett profits of the voyage out, after deducting the cost and charges of the cargo, including insurance and interest of money, and fourteen thousand six hundred dollars freight of the same. It is also agreed that Lieutenant Weaver may put a private adventure on board, if not exceeding one ton outward, and the same amount home in the ship, should she return to the United States direct. It is further understood that Lieutenant Weaver and Commodore Stewart are to afford to Captain De Koven every facility and protection in their power in leaving Lima, whenever the ship is ready to sail. Second. It is further agreed that, if it shall be found impracticable, or not prudent, in the opinion of Captain De Koven, to enter the port of Lima, it is understood and agreed that the ship may go to some neighboring port, either in Peru or Chili." Thereby agreeing, for his individual profit, to employ his official character and situation for deception and fraudulent purposes, and agreeing to the employment of the public armed vessels of the United States in objects of private emolument.

*Specification 2d.* In carrying into execution, in whole or in part, the said agreement, and thereby employing his official character in the fraudulent and deceptive protection of private speculation.

*Specification 3d.* In having, for his private emolument, represented to said Stephen Whitney, Hoyt and Tom, and Elisha Tibbets, that Commodore Stewart, then in command of the Franklin 74, bound to the Pacific ocean, was the particular friend of the said Weaver, and, desirous of aiding him, would give particular protection to a ship and cargo, in which he might be interested, to the port of Lima; and for greater security would appoint a place of rendezvous at St. Juan Fernandez, or elsewhere, without having any authority to make such representations; thereby injuring the character of said Commodore Stewart, and the reputation of the naval service of the United States.

*Specification 4th.* In absenting himself from his situation on board the said ship the Franklin, during the entire period of her cruise to the Pacific ocean, from the month of September, 1821, to the arrival of the said ship in New York in the month of August, 1824, without any lawful or proper excuse for such absence, and being engaged during the said period in attending to his private affairs.

*Specification 5th.* In claiming of the Government of the United States full pay and rations for the whole period of the cruise of the Franklin aforesaid, as one of the lieutenants of the said ship; whereas the said William A. Weaver, during the said time, was engaged in his own private business, and performed no duty on board the Franklin, or in any other public service.

RICHARD S. COXE, Judge Advocate.

*Minutes of the proceedings of a general court-martial, assembled on board the United States' ship the Washington, lying at the navy yard at Brooklyn, in the State of New York, on Monday, the 15th day of November, in the year of our Lord one thousand eight hundred and twenty-four, by order of the Hon. Samuel L. Southard, Secretary of the Navy of the United States, for the purpose of trying, according to law, William A. Weaver, a lieutenant in the navy of the United States, upon certain charges preferred against him.*

Present, Captain William Bainbridge, President. Members: Captains Jacob Jones, John D. Henley, Jesse D. Elliott, Master Commandant George C. Read. Supernumeraries: Masters Commandant Wolcott Chauncey, and William B. Finch.

William A. Weaver, a lieutenant in the navy of the United States, appeared in court to answer the charges preferred against him. The warrant of the honorable the Secretary of the Navy, for convening this court, directed to William Bainbridge, Esq., a captain in the navy of the United States, bearing date the 26th day of October, in the year of our Lord 1824, was then read by Richard S. Cox, who is in and by said warrant appointed the Judge Advocate of this court; which said warrant is hereunto annexed, and marked A.

The accused, William A. Weaver, appeared, and on being asked whether he had any objections to any of the members of the court, declared that he had none. The oath prescribed by the act of Congress in such case made and provided was then duly administered to the president, members, and supernumeraries, by the Judge Advocate, and the president then administered to the Judge Advocate the oath prescribed by the act of Congress to be taken by him. The charge and specification were then read to the accused by the Judge Advocate, and the same are annexed to this record, marked B. And Lieutenant Weaver then stated to the court that he wished to procure the attendance of certain witnesses, whose testimony would be important in his defence, and to take the depositions of others in the city of Washington, by a commission; and that he also wished the assistance of counsel in conducting his case, and nominated David B. Ogden and Pierre C. Van Wyck, Esqs., as the counsel whom he had employed. Whereupon, the court was cleared to deliberate on the said applications, and, after some time, was opened, when

Lieutenant Weaver was informed that the court would agree to his application; and he was directed to prepare, and hand to the Judge Advocate, a list of such witnesses as he should require, and to prepare interrogatories to be attached to the commission to be sent to Washington. He was likewise informed that his counsel would be admitted to appear in court and assist in his defence, under the following restrictions and conditions: The counsel may be present during the examination and cross-examination of witnesses, and assist the accused in conducting the same; but all questions must be proposed in writing, and handed to the Judge Advocate, to be submitted to the court, and be read to the witnesses by the Judge Advocate; and all motions to be made by the accused must, in like manner, be reduced to writing, and submitted to the court by the Judge Advocate. The witnesses not being present, and Captains Warrington and Crane not having arrived, the court adjourned until to-morrow morning, at half-past nine o'clock.

TUESDAY, November 16, 1824.

The court met, pursuant to adjournment of yesterday.

STEPHEN WHITNEY, a witness, was then introduced by the Judge Advocate, and duly sworn, according to law; and the charge and specifications were then read to him, and he was examined as follows:

Question. Are you the Stephen Whitney mentioned in the charge and specifications just read?

Answer. I am.

Question. Have you the original of the agreement therein set forth? if yea, produce it.

Answer. I have. (the paper produced.)

The accused admitted the execution of the said instrument; the same was then read in evidence to the court, and hereunto annexed, (marked No. 1.)

Question. Did Lieutenant Weaver proceed in the America to the Pacific, in pursuance of said contract?

Answer. Yes.

Question. Did he receive the whole, or any, and what part of the compensation, therein mentioned?

Answer. He received \$12,365, as appears by the accounts of Captain De Koven, at Lima.

Question. Did Lieutenant Weaver make the representation, relating to Commodore Stewart, set forth in the third specification? To whom, and where?

Answer. He made none such to me. Mr. Tibbets had the charge of the ship, and fitting her out.

Question by the court. Have you any accounts or receipts of Lieutenant Weaver, admitting the receipt of the money?

Answer. I have none. Mr. Tibbets probably has—he has all the accounts and papers relating to the voyage.

*Cross-examined by the counsel for the accused.*

Question: Were you introduced by Lieutenant Weaver to Commodore Stewart before the contract was executed?

Answer. I went with Lieutenant Weaver to see Commodore Stewart one day.

Question. Did you not insist upon seeing and conversing with Commodore Stewart before you would make the agreement with Lieutenant Weaver?

Answer. No.

Question. Had you any conversation with Commodore Stewart upon the subject of your intended agreement with Lieutenant Weaver? What passed in that conversation?

Answer. I had none.

Question. Had not Mr. Tibbets or Mr. Hoyt, in your presence, such a conversation?

Answer. No.

Question. What was the object of your going with Lieutenant Weaver to be introduced to Commodore Stewart?

Answer. Commodore Stewart was fitting out a ship to go round there; and whether Lieutenant Weaver asked me, or I asked him, I know not. I had no object.

Question. Did not Lieutenant Weaver leave you and Mr. Hoyt alone with Commodore Stewart?

Answer. Not to my recollection: I think I went alone with Lieutenant Weaver to Commodore Stewart.

Question. How long did you remain with the commodore? Had you no conversation with him upon the subject of the voyage? If you had, what passed in that conversation?

Answer. I was there a few minutes only. I think several other persons were in the room, and nothing particular passed, further than that we were loading a ship for a voyage to the same place to which he was going.

Question. At what time was the contract signed, and where? Was it not on the night of the 3d of October? At what time were the navy stores put on board? Were they not, to your knowledge, put on board the day before the contract was signed, and only two days before the ship sailed?

Answer. I think the contract was signed just before the ship sailed, whether the night before, or two nights before, am not certain, at Mr. Tibbets' house; the stores were put on board about two days before; cannot say whether the contract was signed before the stores were put on board, or after; it was about the same time.

Question. Did you consider you were making an illegal contract?

Answer. I had no idea that it was illegal on my part; as to Lieutenant Weaver's part, I had nothing to do with it.

The Judge Advocate then offered, in evidence, an authenticated copy of certain proceedings in the Court of Chancery of the State of New York, on a bill filed by William A. Weaver against Stephen Whitney and others; which was read, and annexed to the record, (marked No. 2.)

Commodore CHARLES STEWART was then offered as a witness by the Judge Advocate, who, being duly sworn according to law, was examined as follows:

Question. Did you command the United States' ship Franklin on her cruise to the Pacific, from September, 1821, till her return to the United States in August, 1824?

Answer. Yes.

Question by the court. Did you authorize Lieutenant Weaver to use your name, as is stated in the specification?

Answer. No: not to the extent set forth in the specification.

Question. How far did you authorize Lieutenant Weaver to use your name in making the representations set forth in the specifications?

Answer. Mr. Weaver was authorized to say he would have the benefit of my advice and judgment whenever he should require it; and the benefit of any protection I could afford him, compatible with the instructions of the Government, which, as I had not received them at the time, I could not say what they would be. That I understood I was going out for the purpose of affording general protection in those seas; but nothing was said as to Lima, Valparaiso, or any other port in particular that I recollect, further than that I thought I should stop at Rio, and certainly go to St. Juan Fernandez, to put the ship in order.

Question. Did the Franklin fall in with the ship America before she arrived at Lima? if yea, where did she fall in with her?

Answer. We met her at Rio, where she arrived a few days after us; she was off Valparaiso with us, but did not enter that port.

*Cross-examined by the counsel for the accused.*

Question. Was Lieutenant Weaver absent from the said ship by your leave?

Answer. He was, until the arrival of the Franklin at Lima, August, 1822. His application and my reply, and subsequent orders, appear in the letters now submitted, (read to the court, annexed to the record, and marked No.



3, by Commodore Stewart; also two letters from the office of the Commissioners of the Navy, of September 24, 1821: one addressed to himself, the other to Mr. Fitzgerald, purser; which were read, annexed to the record, and marked No. 4.)

Question. Did you, while in the Pacific, receive any letters from Lieutenant Weaver, in relation to his joining the Franklin? if you did, will you produce them?

Answer. I received a number of letters from him while I was there on different subjects. The letters were then produced, and the further consideration of the question postponed till they might be examined and selected.

Question. Did you not consider yourself bound, while in the Pacific, to protect all American vessels found there pursuing a lawful commerce?

Answer. Certainly; I felt myself bound to do so under my instructions.

Question. Did you not declare to Lieutenant Weaver that you would give every protection and advice in your power, not inconsistent with your duty, to any ship in which he might be interested? Did you not consider Lieutenant Weaver as at liberty to mention that declaration?

Answer. Yes: I told him he might always command my advice, and he was at liberty to mention it.

Question. Did you, before the America left New York, see Mr. Tibbets, Mr. Hoyt, and Mr. Whitney; all or any of them, and which? had you any conversation with them upon the subject of the intended voyage of the America? if yea, what passed in that conversation?

Answer. Mr. Weaver brought one of the gentlemen down with him to Mrs. Keyes, where I lodged, and introduced him; cannot recollect his name; he was the active partner and ship's husband; he said Mr. Weaver had mentioned I was friendly disposed towards him, and would give him permission to go out in the ship. I told him I was a friend to Mr. Weaver, and would give him permission to go out in the ship, and, so far as my instructions would allow, he might command my services and best advice; but what those services might be I could not tell, and I had not received my instructions. I further informed him, that the destination of the ship might be changed, and in any arrangement with Mr. Weaver he must take those circumstances into consideration. He replied that if this voyage is gone into, it must go on whether the Franklin went to the Pacific or not. The other two gentlemen I was introduced to promiscuously in the streets; had no acquaintance with them; on which occasion one of them expressed a wish I should take part in the concern; to which I replied, I had no funds to appropriate to that object.

Question. Were you interested in any shape or manner in the voyage of the ship America?

Answer. None whatever.

Question. Did you not receive an order from the Secretary of the Navy to stop the pay of Lieutenant Weaver, about the time of the sailing of the Franklin?

Answer. I received an order, dated August 24, 1821, from the Navy Department, (produced, and the question and answer deemed irrelevant by the court, and overruled.)

Question. Are you acquainted with Lieutenant Weaver's standing, abilities, and general conduct in the service? If so, be pleased to state fully to the court what are his merits as an officer.

Answer. Mr. Weaver served two years and a half with me in the Mediterranean, and his conduct was such as to give me the highest opinion of his capacity and merits. I had occasion to employ him sometimes in public services, out of his regular duties as an officer of the ship, sometimes attended with considerable personal hazard; all which he performed to my satisfaction.

Question. Whether Lieutenant Weaver's conduct as an officer has ever suffered impeachment before?

Answer. Not that I know of.

The Judge Advocate then produced and read in evidence to the court—

A certified copy of a postscript of a letter from Commodore Stewart to the Secretary of the Navy, dated New York, July 8, 1821: annexed, and marked No. 5.

A certified copy of a letter from the Secretary of the Navy to Lieutenant Weaver, dated 23d July, 1821: annexed, and marked No. 6.

A certified copy of a letter from Lieutenant Weaver to the Fourth Auditor, dated New York, 25th of September, 1824: annexed, and marked No. 7.

A certified copy of a letter from Lieutenant Weaver to the Fourth Auditor, dated New York, 10th of October, 1824: annexed, and marked No. 8.

A certified copy from the muster-rolls of the Franklin: annexed, and marked No. 9.

Muster-roll No. 3 of the Franklin, (an extract made by, and added to, the certified copy from the Department.)

The Judge Advocate then stated to the court that the evidence for the prosecution had closed.

Mr. Weaver then produced certain interrogatories addressed to his excellency the President of the United States, to be annexed to a commission to be sent to Washington; whereupon, it was suggested that it might be more respectful to the President, and agreeable to the court, if it could be arranged that the interrogatories should be forwarded to the President by the Judge Advocate; and it should be intimated to him to be the desire of the court and of the accused that he should reply to the interrogatories in a letter to the Judge Advocate, which letter should be received as evidence. To this the accused expressed his concurrence, and the Judge Advocate was directed to write accordingly; and the court adjourned until half-past nine to-morrow morning.

WEDNESDAY, November 17.

The court met, pursuant to the adjournment of yesterday.

The Judge Advocate informed the court that he had written to the President, enclosing the interrogatories, and requesting a reply with as little delay as possible.

Captain GEORGE W. RODGERS sworn on the part of the accused.

Question. What is the character of Lieutenant Weaver as an officer in the service? and have you had an opportunity of becoming acquainted with his merits as an officer?

Answer. I have always considered Lieutenant Weaver as an officer of merit. I have had in a great degree an opportunity of becoming acquainted with his merits, while he was under the command of Commodore Stewart, in the Mediterranean. He acted as his aid, and I believe he was generally viewed as an intelligent and correct officer.

Question. Are you acquainted with the manner in which Lieutenant Weaver fitted out the Franklin 74, in 1821; was it well done, or otherwise?

Answer. I fitted out the Franklin myself; Mr. Weaver was acting under my orders, and his deportment was that of a correct officer.

Question. What is Lieutenant Weaver's character for integrity and honor as an officer?

Answer. I have never heard if impeached as an officer, without referring to the late proceedings in the Court of Chancery in the State of New York.

EDWARD FITZGERALD, a purser in the navy of the United States, being produced, sworn, and examined, testified as follows:

Question. Are you the purser of the Franklin? and were you purser during her last cruise?

Answer. I am now, and was then.

Question. Was an entry made on your books that Lieutenant Weaver was absent without leave, during the cruise; and, if so, when and at what place was such entry made?

Answer. I yesterday took the book to Commodore Stewart for his approval, it not having been before approved, and he directed the entry then to be made, "absent, without leave, from the 1st August, 1822."

Question. Did you not make a statement to the Secretary of the Navy of Lieutenant Weaver's account? when, and what?

Answer. I made one to the Fourth Auditor, up to the 30th September, 1824, inclusive, which account the Secretary informed me had been submitted to him.

Question. Was not Lieutenant Weaver kept on your books as entitled to pay during the cruise until the arrival of the Franklin at New York?

Answer. He was kept on the books.

Question. Can you produce the statement of pay made to the Fourth Auditor, or a copy? If so, produce it.

Answer. I left it in the office of the Fourth Auditor, and have no copy. It stated the account for full pay and rations to the 30th September, 1824.

Question. Was that statement made in the ordinary course of your duties, or by the special request of any officer of the Navy Department?

Answer. Mr. Weaver, I understood, had sent on for a settlement of his account; and, at the request of Mr. Gillis, the chief clerk of the Fourth Auditor, I made out the account at Washington from the books there. It was not approved by Commodore Stewart or any other person. The muster-rolls and pay-rolls had been approved by Commodore Stewart, up to the 31st December, 1823. There was no application to me by Mr. Weaver so to make out the account; he had no knowledge of it until after my return, when I informed him I had made it to that date.

Question. Did you not consider Lieutenant Weaver, according to the practice of the service under similar circumstances, entitled to full pay?

Answer. I did; I always considered him as attached to the vessel.

Question. At what time were the purser's and hospital stores placed on board the America?

Answer. Some time in the month of September, the slop clothing and hospital stores were placed on board; cannot say exactly when, or how long before the America sailed; some short time before she sailed.

Question. Were they not so shipped on board the America in consequence of the want of room in the Franklin?

Answer. Yes.

Question. Were the stores safely delivered at Lima, and taken on board the Franklin?

Answer. They were delivered at Callao.

Question by the Judge Advocate. Has the purser of a ship any authority to strike off the name, or suspend the pay, of an officer attached to the ship whose name stands on the muster-rolls, without orders from the commander, under any, and what, circumstances?

Answer. He has no authority under any circumstances.

Question. You have said that you have considered Lieutenant Weaver, according to the practice of the service under similar circumstances, entitled to full pay. In what circumstances did you consider him as standing?

Answer. I considered him as attached to the vessel at the time.

Question. By the phrase "attached to the vessel," do you mean any thing more than that his name appeared on the muster-rolls, and that you had received no directions relative to his case from Commodore Stewart?

Answer. Nothing more.

Question by the court. Does Lieutenant Weaver stand on the books of the ship as absent on leave of absence?

Answer. He does not. On the first return made to the Department he is marked "on leave of absence; to join the ship in the Pacific." On one return he is marked "in charge of stores at Callao." Commodore Stewart remarked, "he only knew him there officially; that, if he had returned to the United States, it was on his own responsibility." This remark was made by the commodore when he directed the entry to be made of his being in charge of stores.

Question. Can you recollect the date of that entry?

Answer. It was some time in 1823; I think after Mr. W. had returned to the United States.

Question. Were there any public stores on shore at the time that entry was made?

Answer. None that I know of. We had taken on board previously all the stores that had been brought out.

Question. When taken on board, were these stores taken from the charge of Lieutenant Weaver, or from the stores of a private merchant?

Answer. They were taken from the store-house of a private merchant, Mr. Sarutia, with whom they had been stored by Lieutenant Weaver.

Doctor C. C. YATES, a witness, produced, sworn, and examined, on behalf of the accused, testified as follows:

Question. Did you attend Lieutenant Weaver as a physician, at what time, and where, during the winter of 1822 and 1823? State the nature of his illness, and whether it rendered him unfit for duty.

Answer. I called to see him in the winter of 1822-23; at what particular time I do not recollect; he was then sick with the intermittent fever; he was unfit for duty at that time, and for some time after the fever was broken. It was in the city of New York, at the house of his father-in-law, Mr. Van Wyck.

Question. Was not Lieutenant Weaver's something of an inveterate case—such as would probably be contracted in southern climates?

Answer. The conclusion I arrived at, from his statements to me at the time, was, that it had been an obstinate and inveterate case, inasmuch as it had been on him for several months. I administered arsenic, which is not an unusual remedy in this country.

Doctor BALL, a witness, produced and sworn on the part of the accused, testified as follows:

Question. Did you attend Lieutenant Weaver as a physician, at what time, and where, during the summer of 1822? State the nature of his illness, and whether it rendered him unfit for duty.

Answer. I attended him at Mr. Codwin's, at Brooklyn, some time in the summer of 1822—I think the month of August—shortly after his return from South America; he had the intermittent fever; was extremely weak, and, for some time, unfit for duty.

Question. Was not Lieutenant Weaver's something of an inveterate case—such as would probably be contracted in a southern country?

Answer. It was; it was one of the obstinate southern intermittents; cannot recollect how long I attended him; it was some considerable time.

Captain COGGERSHALL, a witness, produced and sworn on the part of the accused, testified as follows:

Question. Were you not the captain of the Sea Serpent? Did you know Lieutenant Weaver at Lima, and did he then express any anxiety for the arrival of the Franklin, and his wish to join her? State the time you saw him, and when he left that place.

Answer. I arrived at Lima, I think, in March, 1822; Lieutenant Weaver expressed, as we all did, an anxiety that the Franklin should arrive. Lieutenant Weaver was there when I arrived. I was captain of the Sea Serpent. I am not positive as to his expressing a wish to join the Franklin; heard him express a wish for her arrival. I left Lima about the last of July. I think he must have left there in May or June.

Question. Did he state, on his departure, that he expected to return, and when?

Answer. I understood him to say, previous to his departure, that he expected to return. I understood him as soon as he could go home to the United States and return conveniently.

Question. Did you reside in the same house at Lima with Lieutenant Weaver?

Answer. No, I did not room with him; dined with him frequently, and saw him almost daily.

JAMES G. WEAVER, a witness, produced and sworn, on behalf of the accused, testified as follows:

Question. Are you the brother of Lieutenant Weaver? Do you know of his illness during the summer and fall of 1822? State what you know concerning it, where, and when.

Answer. I am the brother of Lieutenant Weaver. I know he was very ill in the fall of 1822, up the North river, at Tellus Point—a place he owns.

WILLIAM LAWTON, a lieutenant in the navy of the United States, a witness, produced and sworn, on behalf of the accused, testified as follows:

Question. How long have you known Lieutenant Weaver, and what is his character as an officer and a gentleman?



Answer. I have known him since 1816, and he has always sustained the character of an officer and a gentleman; I served in the Mediterranean in the same squadron, but not on board the same ship with him.

FRANCIS H. GREGORY, a lieutenant in the navy of the United States, a witness, produced and sworn on behalf of the accused, testified as follows:

Question. How long have you known Lieut. Weaver, and what is his character as an officer and a gentleman?  
 Answer. I have known Mr. Weaver about six or eight years, and have always viewed him as one of the most honorable young men in the service; that has been his general character. I have been intimate with him as a friend, and have never heard any thing against him, except in relation to the charges now against him; and of these, nothing except common report.

JOHN H. AULICK, a lieutenant in the navy of the United States, a witness, produced and sworn on behalf of the accused, testified as follows:

Question. How long have you known Lieut. Weaver, and what is his character as an officer and a gentleman?  
 Answer. I have known Mr. Weaver since 1816. My opinion of him has always been that he was a correct officer, and a gentleman, and a man of honor; never heard any thing against him, except the subject of the present charge.

MERVIN P. MIX, a lieutenant in the navy of the United States, a witness, produced and sworn on behalf of the accused, testified as follows:

Question. How long have you known Lieut. Weaver, and what is his character as an officer and a gentleman?  
 Answer. I have known him about five years; his character as an officer and a gentleman, so far as I have had an opportunity of knowing it, has been correct.

THOMAS CHEW, a purser in the navy of the United States, a witness, produced and sworn on behalf of the accused, testified as follows:

Question. How long have you known Lieut. Weaver, and what is his character as a gentleman and an officer?  
 Answer. I believe I first became acquainted with Lieutenant Weaver at the fitting out of the Chesapeake; I think in 1813. His character then as a young man, and a young officer, was very high; he had been in service but a short time. I have known him ever since, and have known him to maintain the same standing.

Question. Was not Lieutenant Weaver dangerously wounded in repelling boarders on board the Chesapeake?  
 Answer. He was dangerously wounded, and, as I understand, in repelling boarders. My station, as purser, being below at the time, I could know that fact only by report.

The accused also offered to the court a letter, dated Lima, May 9, 1822, addressed by himself to Commodore Stewart, which was read and annexed, marked No. 10.

Also a letter from the Fourth Auditor's office, Treasury Department, signed T. Watkins, addressed to Lieutenant W. A. Weaver, dated 8th of November, 1824: read and annexed, marked No. 11.

Also a letter from the Fourth Auditor's office, dated Treasury Department, 1st of October, 1824, addressed to Lieutenant W. A. Weaver: read and annexed, marked No. 12.

Also a letter dated Treasury Department, Fourth Auditor's Office, 19th of October, 1824, addressed to Lieutenant W. A. Weaver, New York: read and annexed, marked No. 13.

The accused stated to the court that some other witnesses, whose presence he deemed necessary, were not now in attendance, but that he expected to be able to procure them by the morning; whereupon,

Adjourned until half-past nine to-morrow morning.

THURSDAY MORNING, November 18.

The court met, pursuant to adjournment of yesterday.

The Judge Advocate submitted to the court the letter annexed, marked C, from Captain Bainbridge, the president of the court; whereupon the court directed the Judge Advocate to inform Commodore Bainbridge that the court would adjourn from day to day until Saturday morning.

Whereupon the court adjourned till to-morrow morning at ten o'clock.

FRIDAY, November 19.

The court met, pursuant to adjournment of yesterday, and adjourned till to-morrow morning at ten o'clock.

SATURDAY, November 20.

The court met, pursuant to the adjournment of yesterday.

The Judge Advocate read to the court a warrant from the honorable the Secretary of the Navy, bearing date the 17th day of November, directed to the court: annexed to the record, and marked D.

Captain Lewis Warrington appeared; but the court having been organized, and having proceeded to the trial of the case of Lieutenant Weaver, he could not take his seat as a member.

BEERMAN V. HOFFMAN, a master commandant in the navy of the United States, a witness produced, sworn, and examined, on behalf of the accused, testified as follows:

Question. Do you know Lieutenant Weaver? how long? under what circumstances? what is his character as an officer and a gentleman? and was Lieut. Weaver's conduct meritorious or otherwise while under your command?

Answer. I have known Lieutenant Weaver since the latter part of the year 1815; he sailed under my command in part of the year 1815, in 1816, and part of the year 1817; during part of this time he was my first lieutenant, and his conduct was honorable and gentlemanly.

The accused then offered in evidence, and the Judge Advocate read to the court, a copy of a letter, dated New York, November 4, 1824, from Lieutenant Weaver to the Secretary of the Navy, annexed, and marked No. 15; an answer thereto, dated November 16, 1824, annexed, and marked No. 16. Letter from Lieutenant Weaver to Commodore Stewart, dated Callao, May 5, 1822, in answer to a question proposed to Commodore Stewart, which was read, and the court cleared, to determine whether the same should be received in evidence. After a short time the court was opened; and the Judge Advocate informed the accused that the court had decided to receive the letter in evidence: it was annexed to the record, and marked No. 17. Certified copies of the correspondence with the Fourth Auditor, annexed, and marked No. 18.

Captain CHARLES STEWART, again.

Question. Had you any verbal communication with Lieutenant Weaver in relation to his going to the Pacific in a private vessel? if any such communication passed, state, if you please, to what length of time the application for leave of absence extended, and for what period it was granted?

The accused objected to the question, on the ground that the application and permission being in writing, the construction should be settled by the papers themselves.

Question by the court. Whether any verbal orders were given to Lieutenant Weaver subsequent to the written one, annulling or in any degree varying it?

Answer. None that I know of: there was a conversation between myself and Lieutenant Weaver at Valparaiso, in which I advised him to hurry down to Lima; for that I expected the Constitution every day, when I should soon follow, and he could join me; this was, I think, in February, 1822.

Question. How long before or after the Franklin did the America sail from New York?

Answer. The America sailed I think two or three days before the Franklin.

Question. When the order was given allowing Lieutenant Weaver to proceed in the America, was it supposed the Franklin would sail first?

Answer. Yes. I was about to report her ready at the time; on examining, however, the state of the crew and equipment, I found some of the crew unfit to go on the cruise; and the necessity of filling up the number, and the delay in receiving the instructions after she was reported, produced the detention.

Question by the court. Were the public stores which were put on board the *America*, placed under the charge of Lieutenant Weaver especially, or of the master of said vessel?

Answer. Under that of Lieutenant Weaver.

Question. Were the stores placed on board the *America* previous to your granting the permission to Lieutenant Weaver, or after?

Answer. They were placed on board after. I did not know there would be a deficiency of room on board the *Franklin*, until the purser reported the fact to me.

The accused stated to the court that he had no other testimony at present to lay before the court. The court was cleared, and after some time was opened, and the Judge Advocate informed the accused that the evidence on the part of the prosecution was closed, and the court wished to know whether the accused had any desire to submit any further evidence to them. He stated that he had no more witnesses to produce, but wished to submit to the court the answer from the President to the interrogatories forwarded to him some few days since. Whereupon the court informed him that as the communication might reasonably be expected before Tuesday, they would be prepared to receive his defence on Tuesday morning at ten o'clock, with which he expressed his satisfaction.

The court then adjourned to meet on Monday next, at 10 o'clock, at the marine barracks at the navy yard at Brooklyn.

MONDAY, November 22, 1824.

The court met at the marine barracks at the navy yard in Brooklyn, pursuant to the adjournment of Saturday. Captain Lewis Warrington appeared and stated to the court that he had arrived in New York on Thursday, but understanding no business was to be transacted in the court, he did not appear in court until Saturday morning.

Captain Warrington also submitted to the court his orders from the Department, which, at his request were read, and a copy thereof annexed to the record, and marked F.

The court then adjourned, to meet to-morrow morning, at half-past nine o'clock.

TUESDAY, November 23, 1824.

The court met, pursuant to adjournment of yesterday.

Captain Charles Stewart appeared in court, and submitted the annexed paper, marked G; whereupon Lieutenant Weaver and his counsel stated, that the letter therein referred to did not, in their opinion, contain any intimation that Commodore Stewart had any connexion in the subject-matter of the letter; that he had, in fact, no such connexion; and the court, as well as Commodore Stewart, being satisfied, the Judge Advocate was requested to enter the same on the record.

The Judge Advocate then read to the court the annexed document from the Secretary of the Navy, and the interrogatories directed to the President, therein referred to, which were annexed to the record, and marked H and I.

The defence of the accused was then read to the court by his counsel, David B. Ogden, Esq. and annexed to the record, and marked K.

The court was then cleared, the proceedings read over, and, after due deliberation, the court decided that the first specification of the charge is fully proved; that the second specification is also fully proved. In regard to the third specification, the court is of opinion that it is proved that Lieutenant Weaver did make the representation, and for the purpose set forth in the specification; but that the representation so made, that Commodore Stewart was a particular friend of said Weaver, and desirous of aiding him, is proved to have been authorized by Commodore Stewart; that so far as he represented that Commodore Stewart would give particular protection to a ship and cargo in which he, the said Lieutenant Weaver, might be interested to the port of Lima; and so far as he represented that Commodore Stewart, for greater protection, would appoint a place of rendezvous at St. Juan Fernandez, or elsewhere, such representations were without any authority of Commodore Stewart.

In regard to the fourth specification, the court is of opinion that Lieutenant Weaver was absent from the *Franklin*, by the permission of the commander, Commodore Stewart, during that part of the period embraced within the specification which extends to the arrival of the *Franklin* at Lima, in August, 1823, and that so far the specification is not proved; but that it is proved that, during the residue of said period, he was absent from the *Franklin* without any lawful or proper excuse for his absence.

In respect to the fifth specification, the court is of opinion that the facts contained in the specification are proved; but they are likewise of opinion that Lieutenant Weaver claimed his pay and rations as lieutenant of the *Franklin*, in consequence of his being borne on the books of that ship, and it does not appear to the court that he had any fraudulent designs; and, therefore, they are of opinion that the charge is not supported by this specification.

The court do therefore adjudge that Lieutenant William A. Weaver is GUILTY of the charge, and do sentence him to be cashiered.

WILLIAM BAINBRIDGE,  
JACOB JONES,  
J. D. HENLEY,  
J. D. ELLIOTT,  
GEORGE C. READ.  
RICHARD S. COXE, *Judge Advocate.*

The court then adjourned, to meet to-morrow morning, at half-past nine o'clock.

WASHINGTON, November 27, 1824.

The sentence of the court is approved.

JAMES MONROE.

K.

Mr. President, and gentlemen composing the court:

That officers of the army and navy, charged with offences against their duty, should be tried, not by the ordinary courts of the country, but by courts-martial specially organized for the purpose, is a provision, not only essential to the public service, but to the safety and honor of the officers themselves. It is the boast of our citizens, that every man must be tried by his peers; and suffer me to boast that every officer in the navy must be tried by his brother officers. To whom can I look for the defence of my honor, the protection of my innocence, the preservation of my hitherto unspotted name, with so much confidence as to my brother officers?

Gentlemen, I have seen some service; I have shed some blood in the discharge of my public duty. I have never before been charged with any act calculated to tarnish the lustre of that navy to which it is my pride to belong; but I now stand before you an accused man, and, upon your oaths and your honor, you are to decide whether I am guilty or innocent of the charges brought against me. To say that I do not feel apprehensions as to the result of this trial, would belie my feelings. Who but must feel apprehensions when his honor, his reputation, and his standing in the service are at stake? Who can feel indifferent to the result of a trial upon a charge founded upon conduct which has already elsewhere been declared to be corrupt? Gentlemen, although I have been solicitous for this trial, and have asked for it, I will not conceal that I am full of apprehensions as to the result. My honor, my future prospects, the happiness of my family, are in your hands.

What is the charge against me? Fraudulent and unofficer-like conduct in making the agreement of the 24th of August, 1821, with Whitney, Tibbets, and Hoyt, which is set forth at length in the first specification, "thereby agreeing, for my individual profit, to employ my official character and situation for deception and fraudulent purposes, and agreeing to the employment of the public armed vessels of the United States in objects of private emolument." These are the words of the specification. If, in order to be guilty of fraud, the heart must be tainted—if



an act done with pure and upright intentions cannot be stigmatized as fraudulent—then I hope to satisfy this honorable court that I am innocent of the charge of *fraud* so broadly made against me in this specification. If I had considered this agreement either as fraudulent or unofficer-like, I certainly should have been the last man to have exposed it before the public. And yet the public never would have heard of it, had I not made it the subject of the bill in chancery, which has been produced and read as evidence against me by the Judge Advocate, and which I filed in order to compel the persons with whom the agreement was made to perform their part of it. If my counsel, Mr. Emmet and Mr. Van Wyck, by whom the bill was drawn and signed, had believed the agreement to have been fraudulent and unofficer-like, they never would have advised me to file the bill, and thus proclaim my own infamy. If, therefore, there be fraud in this agreement—if there be in it any thing of which I ought to be ashamed as an officer—it is evident that I was unconscious of it, and it escaped the detection of my counsel upon that occasion. It never was discovered by the piercing eyes of those who chose to make the charge of fraud against me a cover of their own injustice, a means of enabling them to escape from the performance of a solemn agreement. For, permit me to remind this honorable court, that, afraid to meet the investigation of my claims under this agreement, the men with whom it was made most honorably placed themselves entirely upon this charge of the illegality of their contract with me, in order to avoid its performance; a contract drawn by themselves, with recitals inserted by themselves, and now those of my recitals made a reason why they ought not to perform it. I repeat it, I was innocent of any intent to commit a fraud; my intentions were pure and honorable; my conduct throughout proves them to have been so. Can it be possible that this court will fix upon my conduct the charge of fraud, because it has been made by such men, and because supported by the opinion of a technical lawyer? But I hope I shall be pardoned in asking the court to examine this agreement a little more minutely. What are its terms? It recites that it had been represented by me to the parties of the second part, that Commodore Stewart was about to proceed to Lima in the Franklin, and that he was my particular friend, and was desirous of aiding me, and would give particular protection to a vessel and cargo in which I might be interested to Lima, and would, for greater security, appoint a place of rendezvous at Juan Fernandez, or elsewhere. Now, was this recital true?

Commodore Stewart has been examined. He states that he was a friend of mine; that I had served under him in a confidential capacity, and he was desirous of serving me; that he was about to proceed to the Pacific in the Franklin, and that he said he would give every aid, advice, and protection to a ship in which I might be interested, not *incompatible* with his instructions from the Government. That he should probably stop at Rio Janeiro on his way out, but certainly at Juan Fernandez, to put his ship in order. In the facts set forth in this recital, then, I think I am substantially supported by the testimony of Commodore Stewart. In stating these facts, there is, I apprehend, nothing dishonorable either to myself or the commodore. To myself it can be no dishonor to have obtained the confidence and friendship of a superior officer with whom I had served in the most confidential situation; and it can reflect no dishonor upon the commodore that he was disposed to serve me, and in a particular manner extend to me that aid, advice, and protection, which it was his duty to extend to every citizen of the United States. When was this agreement drawn and signed? A night or two, Mr. Whitney has testified, before the ship sailed. The America sailed from New York on the 4th of October, 1821. Now, Commodore Stewart tells us, that, before this time, he had seen one of the parties—he thinks Mr. Tibbets, the ship's husband—and had substantially stated to him every fact contained in this recital. When, therefore, this agreement was drawn, Mr. Tibbets knew the truth of these representations which the agreement recited had been made to him by me. So far, then, I trust there is no fraud or deception to be attributed to me. But the agreement states that I was to put on board the said ship a quantity of stores belonging to the Franklin, on which a freight is to be paid to the owners, and to go myself in the ship, and, for greater security, to represent her as a store-ship bound to the Pacific ocean with stores for the navy of the United States, and myself as an officer of the navy in charge of such stores. And in this clause of the agreement, if any where, is to be found the deceptive and fraudulent purpose mentioned in the first specification, and the agreement for the employment of the public armed vessels of the United States in objects of private emolument. I am not accustomed to draw special agreements, nor, from the habits of my profession, well skilled in criticising the terms in which they are expressed. If I had been, I probably never should have executed the agreement in the form in which it now appears. Having at that time entire confidence in the integrity and honor of the gentlemen with whom I was acting, I believed that they would not ask me to sign any thing that was improper; and having then, and still, great confidence in their skill and acuteness, as men of business, I signed the agreement without as much consideration as perhaps I ought to have given it. Although drawn and executed in October, it bears date in August. It makes me stipulate to put on board stores which had already been shipped. Why it was so drawn I do not know, unless the honorable gentleman who drew it supposed it might have some bearing upon the defence which at that early day he formed the design of most honorably making to the legality of the contract, and to my right, therefore, to compel him and his associates to perform it. The shipment of stores for the Franklin on board the America, it has been abundantly proved, was made by order of the Commissioners of the Navy and of Commodore Stewart. That I was an officer of the navy in charge of those stores, is proved by Commodore Stewart's letter to me, bearing date on the 4th of October, 1821, which has been read in evidence, and is before the court; which letter contains the following clause: "As you are about to embark in the ship America for a port in the Pacific, you will be pleased to take special charge of the stores embarked in that ship for the naval service of the United States, and belonging to the ship Franklin under my command." Thus, then, I have shown that the stores for the use of the navy of the United States were shipped on board the America by order of the competent authority, and that to me, an officer of the navy, was given the charge of such stores. In this there certainly was no criminality; but I bound myself to represent her as a store-ship, for her greater security in case of need. If the stipulation, on my part, had been to represent her as a ship with stores for the navy, there would have been no deception in it; but because I undertook to represent her as a store-ship bound to the Pacific with stores for the use of the navy, it is said that the stipulation was inserted for a fraudulent and deceptive purpose. I never did mean to enter into any stipulation by which I bound myself to make any representations contrary to the truth of the facts; and if I am convicted upon this part of the specification, it must be because I have inadvertently not attended to the critical distinction between a store-ship and a ship with stores. I deny, most explicitly, ever intending to make an agreement for the employment of the public armed vessels of the United States in objects of private emolument; but I confess that, with the assent of Commodore Stewart, I represented that he would aid me with the same advice and assistance in prosecuting a lawful commerce, which it was his duty to give to every citizen of the United States, and no more. And that this was a lawful use and employment of a public armed ship of the United States can hardly be doubted. Why was the Franklin sent to the Pacific? I most solemnly deny ever having done or said any thing calculated to impair the character of Commodore Stewart. Whether I have made in this agreement representations which I was unauthorized by him to make, is confidently submitted by me to the decision of the members of this court upon the evidence before them.

The observations I have made are all I think it necessary to trouble the court with. Upon the first three specifications I am not conscious of having acted fraudulently and in an unofficer-like manner, either in making the representations upon which the said agreement was founded; in making the agreement itself; and least of all am I conscious of any attempt to impair the character of Commodore Stewart, or of having said or written any thing calculated to do so. The fourth specification is in the following words:

"In absenting himself from his situation on board the said ship, the Franklin, during the entire period of her cruise in the Pacific ocean, from the month of September, 1821, to the arrival of the said ship in New York, in the month of August, 1824, without any lawful or proper excuse for such absence, and being engaged during the said period in attending to his private affairs."

I deny that I was absent from the Franklin without leave and without a lawful excuse; whether I was so, or not, is the question which this court must decide. Having applied to Commodore Stewart for leave of absence from the ship Franklin, I received from him, in answer to that application, the following letter, which is in evidence, and in possession of the court, bearing date on board the Franklin, New York, September 5, 1821.

"SIR: Agreeable to your request of the 1st instant, you are hereby permitted to remain in New York, and to proceed to the Pacific to rejoin the Franklin there by the earliest opportunity which may suit your convenience. I remain, respectfully, &c. &c."



The time to which this leave of absence was to extend, the court must perceive, was left by Commodore Stewart indefinite. I was to join the Franklin in the Pacific, not by the earliest opportunity, but by the earliest opportunity which might suit my convenience; and I was necessarily the only judge of my own convenience. The order, I contend, left it discretionary with me when to join the ship.

Before I sailed from New York, in the America, for the Pacific, Commodore Stewart knew of my intention to proceed to that place with the America, and that my object in doing so was my agreement with Messrs. Whitney, Tibbets, and Hoyt. The evidence upon this subject has already been referred to in the observations which I have made upon the former specifications, and will not now be repeated. Commodore Stewart caused naval stores to be shipped on board of the America; of which stores, as I have already shown, he put me in charge. In his letter giving me that charge, he says, "You will be pleased to take special charge of the stores embarked in that ship for the navy service of the United States, and belonging to the ship Franklin under my command; when arrived at your port of discharge, you will cause them to be stored and preserved until the arrival of this ship." From all these facts, it is evident, Commodore Stewart knew that my object in asking leave of absence was not, as the letter giving the leave would seem to imply, to remain in New York; he knew it was for the purpose of endeavoring to employ myself in some transactions which might prove personally advantageous; hence, his assurance of his aid, advice, and protection, which had before been spoken of. If he had intended me to remain at my port of discharge, in care of the public stores, would he not, ought he not, to have expressed it in the orders by which I was given charge of the stores? Ought he not to have said in that letter, "on your arrival at your port of discharge, you will cause them to be stored, and remain with them until the arrival of this ship?" If Commodore Stewart intended that this leave of absence, which he had, by its very terms, left indefinite, depending upon my convenience, should no longer be so, but should terminate upon my arrival in the Pacific, had I not a right to suppose he would have made it so by this last or some other order? Commodore Stewart has testified that "he saw me on board the Franklin off Valparaiso, and advised me to hurry down to Lima, as he expected the Constellation, and he should soon follow, and that I could then join the ship." Nothing like the intimation of an order, either for me to remain in charge of the stores at Lima, or to join the ship there, but merely that I could join her there: that is, if it suited my convenience. According to the terms of my leave of absence, I could have an opportunity of doing so at Lima, upon the arrival of the Franklin at that place. I submit to the members of this court, whether an order is implied in these words, that I could then join the ship; if the commodore intended to make it an order, ought he not to have said, "on your arrival at Lima, you will," or "you must," "consider your leave of absence as at an end, and remain there in charge of the stores until the arrival of the Franklin?"

In pursuance of his advice, received off Valparaiso, early in February, 1822, I proceeded in the America to Lima, where I arrived on the 25th of the same month. I caused, as I was ordered, the stores which were under my charge to be landed and stored, to be preserved until the arrival of the Franklin. I most anxiously awaited her arrival until the middle of May; but never having heard a word from the commodore, and believing, as on my honor I did, that my term of absence was limited only to my convenience, I determined to return to the United States, and to engage in a commercial speculation, which promised me great advantage, in the firm belief that I should be able to return to the Pacific, and rejoin the Franklin in from seven to nine months. That I was anxiously awaiting at Lima for the arrival of the Franklin, I refer the court to the testimony of Captain Coggeshall, to show that I then put the same construction upon my leave of absence that I do now. I refer the court to the contents of my letter of the 5th May, 1822, dated at Callao, to Commodore Stewart. In that I say, "For the last month I have been most anxiously awaiting the arrival of the Franklin at this port. In a letter dated the 29th March, which was intended to be transmitted to you in Valparaiso, and detained here in consequence of having heard of the Constellation reaching that place, I mentioned a contract I could obtain, for a supply of Havana tobacco, on the most advantageous terms. Yet, at that date, I determined to await your approbation before I proceeded to close the affair. I have postponed the business so long as I could avoid coming to a conclusion, in the hope and earnest expectation of seeing you. Disappointed, from day to day, and from week to week, on a reference to my permission to rejoin you, I find I am permitted to do so by the earliest opportunity it may suit my convenience. The opportunity you will be good enough to allow me to defer till I again return here, which I contract to do in from seven to nine months. I would not stir from this, even with the immense expectations before me, if I did not think you would justify me by the latitude given in my permission, dated New York."

Shortly after writing that letter, I left Callao for Panama, whence I crossed the Isthmus of Darien, with a view of reaching New York in as short a time as possible. I was, however, unfortunately seized with a fever of the climate, in consequence of which my arrival at New York was much retarded, and I did not arrive here until the 19th day of August. I have, I trust, given such evidence to the court of the state of my health, during that fall and the ensuing winter, to prove that I was not in a fit state to perform the voyage to the Pacific, or my duty, if I had been on board the Franklin. I was disappointed in my commercial views, and I then became extremely anxious to return to my duty on board the Franklin. In the spring of 1823, it was understood that the frigate United States was to be fitted out without delay, and to proceed to the Pacific, under the command of Captain Hull; and as I supposed it probable she would sail as soon as any merchant vessel, and as I took it for granted that a passage in her would not be refused me, I determined to avail myself of the opportunity which she would afford, to return to the Pacific and resume my station in the Franklin; and before the United States sailed, I made a personal application to the honorable the Secretary of the Navy, for leave to proceed in that ship. The Secretary refused my application; saying, among other things, that the vessels would pass each other on their passage. This is the plain unvarnished tale of my transactions after I left Lima, and of the reasons why I did not return to the Pacific; whether my sickness, and the subsequent want of opportunity, be or be not a lawful excuse, I submit to the candid decision of the members of this court. I ought, perhaps, here to stop with my observations upon this specification, but my own justification seems to me not only to justify, but to require me to say something upon some of the evidence which has been adduced in relation to my absence from the Franklin. In what I shall say upon the subject of this evidence, I hope I may not be understood as wishing to call in question the propriety of any man's conduct; but, being arraigned before a court of officers, I am confident I shall be pardoned for speaking with the plainness and frankness becoming an officer, who is compelled to defend himself against a public prosecution. The muster-book of the Franklin has been produced as evidence against me. Now I deny, in the first place, that any entry in that book made without my knowledge or approbation can or ought to be evidence against me. My leave of absence is in writing; it has been produced, and it must speak for itself. To suffer any entry made in a book by a third person, either with or without order, to vary or modify that written leave of absence, would be manifestly a violation of the first principles of justice. If it were permitted, no man could be safe in possessing any written order; for its force and effect might be altered at pleasure, by entries made in books without his knowledge.

But when was this entry made? After the charges were exhibited against me; after I was arrested; after this court was ordered, and on the day after this trial commenced; the entry was made after the commencement of this trial, and then produced in evidence to convict me. This entry was made, too, by the order of Commodore Stewart, to be used against a man who had served with him for years; who had been employed by him in most confidential business, which had been performed to his perfect satisfaction, and a man whom he felt great disposition to serve. I shall dismiss this entry, without another remark, to the minds of the honorable members of this court. There is, however, some other evidence in relation to the books of the Franklin, kept by the purser, which I feel myself compelled to remark upon. Mr. Fitzgerald, the purser of the Franklin, has testified that my name was kept on his books, as entitled to pay during the whole cruise of that ship; he also testifies that the muster-rolls and pay-rolls had been approved up to the 31st December, 1823. Thus, then, it is proved that the commodore approved of my name being returned, as belonging to the Franklin, and entitled to full pay and rations, down to the last of December, 1823, when he now orders me to be entered as having been absent, without leave, from the 1st of August, 1822. As I was not actually on board the Franklin, doing duty, it is manifest that I could not be entitled to continue on the muster-roll of that ship, and entitled to full pay and rations, unless I had been absent on leave. Commodore Stewart must have so considered me absent, or he could not have approved of the purser's return to the Navy De-



partment. If Commodore Stewart did consider me absent upon leave, then it is evident that he gave the same construction to my leave of absence that I did; and it is therefore the more extraordinary that he should have directed the entry which I have before mentioned, and which was made on the day after this trial commenced.

Mr. Fitzgerald further testifies that, on the first return made to the Department, I am marked, "on leave of absence, to join the ship in the Pacific;" that on one return I am marked, "in charge of the stores at Callao." This last entry was made by order of the commodore, and after he knew that I had returned to the United States, and was not at Callao in charge of any stores. Now, where is the proof of my being ordered to remain at Callao in charge of stores? I have never received such an order. If such an order had been given to me, as soon as the commodore found I had, in violation of it, absented myself from that place without leave, then, with all due deference, it seems to me, I should have been marked as "absent without leave," and not on the day after the commencement of this trial; then, it seems to me, I should have been marked "absent without leave," and not returned to the Government as being at Callao in charge of the public stores, when it was known that I had returned to the United States, and was not therefore at Callao. To return to this specification: if I have been absent from the Franklin without leave, it has been because I unfortunately gave a wrong construction to my written leave of absence. I ask the court if the construction I gave it was a forced one? If not, am I, for this misunderstanding, to be convicted of the charge which is made against me, and punished by the sentence of this court? If my absence was prolonged more than it ought to have been, I trust I have shown it was not without lawful excuse; sickness certainly forms such an excuse.

The fifth and last specification is in the following words: "In claiming of the Government of the United States full pay and rations for the whole period of the cruise of the Franklin, as one of the lieutenants of said ship, whereas the said William A. Weaver, during the said time, was engaged in his own private business, and performed no duty on board the Franklin, or in any other public service." Upon this specification, which involves in it the charge of a design, on my part, to defraud the Government of the United States, I feel at a loss how to express my answer. It is a charge implicating my honor and integrity; but it is made officially, by high authority, and it becomes me to meet the accusation, and, if possible, refute it. This is one of the specifications in support of the general charge of fraudulent and unofficer-like conduct; and is, indeed, in itself, a serious charge of fraud. I consider the uniform usage of the service to be, that an officer, absent upon leave, is entitled to full pay and rations. Whether I am right in this opinion or not, is a question which the members of this court are much more competent to decide than I am, being much better acquainted with the rules of the service. If, then, I was absent upon leave, I was entitled to my full pay and rations, and had a right to charge them against the Government. If my leave of absence had expired, and after that expiration I must be considered as absent without leave, still, if I honestly believed that my leave of absence continued, though I may have been mistaken in that belief, am I guilty of fraud? I am certainly as free from the charge of fraud as any individual can be who makes a charge, which he believes correct, against the Government, which turns out not to be so. Again: in what does this fraud upon the Government consist? Not in claiming my full pay and rations as a lieutenant in the navy; because, being an officer with that rank, I am entitled to full pay and rations as long as I hold my commission, whether I am attached to any ship or not, except in case of furlough, which is not pretended to be my case. The fraud, then, if any, consists not in my asking more pay and rations than I am, by law, entitled to; but it must consist in my representing myself as attached to the Franklin, or as having done duty on board that ship when I was not so attached, and when I performed no such duty: now, upon that subject, it was not in my power to deceive the Government, because the books at Washington would show whether I was attached to the Franklin or not; and because, whether I had done duty on board that ship or not must appear from the returns made by the purser of the ship to the proper officer at Washington. The specification is not in claiming full pay and rations as a lieutenant of the navy during the whole cruise of the Franklin, but in claiming the full pay and rations as one of the lieutenants of that ship during the whole period of her cruise. I repeat it—no act of mine could deceive the Government upon this point. The returns of the ship are what they would look to, and not to any declarations of mine upon the subject. With the making those returns I had no concern, as must already be very evident to the court. If, by the returns at Washington, it appears that I am entitled to my full pay and rations as a lieutenant belonging to that ship; that is, manifestly, no fraud of mine. If, by those returns, I do not appear entitled to my pay and rations, then no charge of mine could deceive or defraud the Government. I forbear to make any further particular observations upon the specifications and evidence in this case; I forbear to speak of the importance of your decision, to myself, my family, and my friends; I feel that my honor, my good name, and my future prospects in life, are in your hands; but I also feel and know they are in the hands of gentlemen who can properly estimate their value. I am in the hands of men of honor, of officers of the American navy, and to them, therefore, I commit myself, confident that they will do their duty without favor and without fear. I am conscious of never having intended to do any thing inconsistent with my duty as an officer—any thing that was calculated to injure the character of the service. If, in the opinion of this court, I have unconsciously erred, and must be punished for that error, I hope I shall meet my fate as a man ought to do. Gentlemen, I have done.

WILLIAM A. WEAVER.

No. 1.

Articles of agreement made this twenty-fourth day of August, one thousand eight hundred and twenty-one, between Stephen Whitney, Hoyt & Tom, and Elisha Tibbets, owners of the ship America, of the first part, and Lieutenant William A. Weaver, of the navy, of the second part, witnesseth:

That whereas it has been represented by the party of the second part, to the parties of the first part, that Commodore Stewart, in the Franklin 74, is now about to proceed in said ship to the port of Lima, in the Pacific ocean; and that Commodore Stewart, being a particular friend of the party of the second part, and desirous of aiding him, would give particular protection to a ship and cargo, in which he might be interested, to said port of Lima; and, for greater security, would appoint a place of rendezvous at St. Juan Fernandez, or elsewhere: Now, therefore, for and in consideration of the said protection, so as aforesaid to be given by Commodore Stewart, in the Franklin, and the services of Lieutenant Weaver, it is agreed as follows: First, the parties of the first part agree to load their ship, the America, with flour and salted provisions, and to put her under the command of Captain Henry L. De Koven, with orders to sail and proceed, without delay, to the port of Lima, touching at such place as may be fixed on (say St. Juan Fernandez) for rendezvous with the Franklin, and thence, under her protection and direction, to Lima. It is also understood and agreed, that Lieutenant Weaver is to put on board said ship a quantity of stores belonging to the Franklin, on which a freight is to be paid to the concern, and to go himself in the ship, and, for her greater security, is to represent her as a store-ship, bound to the Pacific ocean, with stores for the navy of the United States, and himself as an officer of the navy in charge of said stores. In consideration of all which services and protection, so to be afforded, it is agreed that the said Captain H. L. De Koven shall pay to the said party of the second part, at Lima, or other near port, one fifth part of the nett profits of the voyage out, after deducting the cost and charges of the cargo, including insurance and interest of money, and fourteen thousand six hundred dollars freight of the same. It is also agreed that Lieutenant Weaver may put a private adventure on board, of not exceeding one ton outward, and the same amount home in the ship, should she return to the United States direct. It is further understood, that Lieutenant Weaver and Commodore Stewart are to afford to Captain De Koven every facility and protection in their power in leaving Lima, whenever the ship may be ready to sail. Second, it is further agreed that, if it shall be found impracticable or not prudent, in the opinion of Captain De Koven, to enter the port of Lima, it is understood and agreed that the ship may go to some neighboring port either in Peru or Chili.

ELISHA TIBBETS,  
WILLIAM A. WEAVER,  
STEPHEN WHITNEY,  
HOYT & TOM.

Witness: HENRY L. DE KOVEN.

## No. 2.

## IN CHANCERY.

*To the Honorable Nathan Sanford, Esq., Chancellor of the State of New York:*

Humbly complaining, sheweth unto your honor, your orator, William A. Weaver, of the city of New York, gentleman, a lieutenant in the navy of the United States, that some time in the month of August, in the year of our Lord one thousand eight hundred and twenty-one, the following agreement was made between your orator and a certain Stephen Whitney, of the city of New York, merchant; a certain Goold Hoyt, of the said city, merchant, and who carries on business under the name of Hoyt & Tom, and uses that subscription; and a certain Elisha Tibbets, of the same place, merchant, viz: Articles of agreement made this twenty-fourth of August, one thousand eight hundred and twenty-one, between Stephen Whitney, Hoyt & Tom, and Elisha Tibbets, owners of the ship America, of the first part, and William A. Weaver, of the navy, of the second part, witnesseth: That whereas it has been represented by the party of the second part, to the parties of the first part, that Commodore Stewart, in the Franklin 74, is now about to proceed in said ship to the port of Lima, in the Pacific ocean, and that Commodore Stewart, being the particular friend of the party of the second part, and desirous of aiding him, would give particular protection to a ship and cargo, in which he might be interested, to the said port of Lima, and, for greater security, would appoint a place of rendezvous at St. Juan Fernandez, or elsewhere: Now, therefore, for and in consideration of the said protection, so as aforesaid to be given by Commodore Stewart in the Franklin, and the services of Lieutenant Weaver, it is agreed as follows: First, the parties of the first part agree to load their ship, the America, with flour and salted provisions, and to put her under the command of Captain Henry L. De Koven, with orders to sail and proceed without delay to the port of Lima, touching at such place as may be fixed on (say St. Juan Fernandez) for rendezvous with the Franklin, and thence, under her protection and direction, to Lima. It is also understood and agreed, that Lieutenant Weaver is to put on board said ship a quantity of stores belonging to the Franklin, on which a freight is to be paid to the concern, and to go himself in the ship; and, for her greater security, is to represent her as a store-ship, bound to the Pacific ocean, with stores for the navy of the United States, and himself as an officer of the navy in charge of such stores. In consideration of all which services and protection, so to be afforded, it is agreed that the said Captain H. L. De Koven shall pay to the said party of the second part, at Lima, or other near port, one-fifth part of the net profits of the voyage out, after deducting the costs and charges of the cargo, including insurance and interest of money, and fourteen thousand six hundred dollars freight of the same. It is also agreed that Lieutenant Weaver may put a private adventure on board, of not exceeding one ton outward, and the same amount home in the ship, should she return to the United States direct. It is further understood, that Lieutenant Weaver and Commodore Stewart are to afford to Captain De Koven every facility and protection in their power in leaving Lima, whenever the ship may be ready to sail. Second, it is further agreed that, if it shall be found impracticable or not prudent, in the opinion of Captain De Koven, to enter the port of Lima, it is understood and agreed that the ship may go to some neighboring port, either in Peru or Chili. Which agreement was duly signed by the parties, respectively, with their proper names, except the said Goold Hoyt, who signed the same by subscribing as his signature "Hoyt & Tom;" and the said agreement was witnessed by Captain Henry L. De Koven, the Captain De Koven in the said agreement mentioned. And your orator further shows unto your honor, that, in order to the more perfect and specific understanding of what charges and expenses were to be considered as being included in the said sum of fourteen thousand six hundred dollars, stated in the said agreement to be allowed for freight, an estimate of the expenses was made by the said Elisha Tibbets, Stephen Whitney, and Goold Hoyt, with the knowledge and approbation of said Henry L. De Koven, and furnished to your orator; that the said estimate of expenses was in the hand-writing of the said Elisha Tibbets, or of some one of them, the said Stephen Whitney, Goold Hoyt, or Henry L. De Koven; and the original, as your orator believes, and therefore charges, is now in possession of said Henry L. De Koven, or in the said Stephen Whitney, Elisha Tibbets, Goold Hoyt, or some one of them; that the following is a true copy of the said estimate, as your orator believes, and therefore charges, viz:

*Estimate of expenses.*

Outfit at New York, estimate \$7,500, half is	-	-	-	-	\$3,750 00
Six months' wages of crew, \$350 per month,	-	-	-	-	2,100 00
Ship valued at \$16,000, six months.	-	-	-	-	
Half outfits, \$3,750—\$19,750; interest, $3\frac{1}{2}$ per cent.,	-	-	-	-	691 25
Insurance on ditto, to cover, per 73,	-	-	-	-	1,620 00
Wear and tear of ship, sails, and rigging,	-	-	-	-	2,500 00
Port charges, landing cargo, &c.	-	-	-	-	4,000 00
					<u>\$14,661 25</u>

Casualties of the voyage at the risk of the owners. Which estimate being furnished by the owners of the said ship America, mentioned in the said recited agreement, and your orator then believing the same to be made out in good faith, he assented to the same as the basis for inserting in the said agreement the said sum of fourteen thousand six hundred dollars as a charge under the name of freight, but which was expressly understood to contain all the charges contained in said estimate. And your orator further shows unto your honor, that, after the making the said agreement, the said ship America mentioned therein, and of which the said Whitney, Tibbets, and Hoyt were the owners, was fitted out for the voyage to Lima contemplated in the said agreement; that your orator placed himself on board said vessel, and rendered his services pursuant to the said agreement; that the said ship was laden in the port of New York, the greater part, but not wholly, with flour and salted provisions; that your orator has a paper, purporting to be an invoice of the cargo of the said ship, in the hand-writing of the said Elisha Tibbets, and signed by him, and furnished by him to your orator as a true invoice of the cargo of the said ship America, a copy of which, marked A, is annexed to this your orator's bill of complaint, and which he prays may be taken as part of the same. And your orator further states, and expressly charges, that the said invoice, so furnished by the said Elisha Tibbets, does not contain a just and true statement of the cargo of the said vessel, and of the prices which were paid for the said cargo, nor of the premium which was paid for the insurance upon the said cargo: but that the same have been overcharged intentionally, on the part of the said Elisha Tibbets, in order to lessen the amount of your orator's proportion of the net profits. And your orator further states and charges, that the flour was purchased at a less price than that charged in the invoice, and that the excess charged in the said invoice in the price of the flour laden on board the said vessel, is, as your orator believes, several thousand dollars; that the premium paid for insurance did not, in fact, exceed six per cent., and that it is charged in the said invoice at seven and a half per cent.; and that insurance was not, in fact, made upon the sum of twenty-eight thousand and eleven dollars and eleven cents, as charged in the said invoice, but upon a sum several thousand dollars less, as your orator is informed, and therefore shows, and hopes to be able to prove. And your orator further states that the kegs of white lead mentioned in the said invoice were laden on board the said vessel, with the consent and approbation of your orator, in order to bring the vessel to a better sailing trim. And your orator further states, and expressly charges, that a great quantity of other goods, and of great value, were laden on board of the said vessel by the owners of the said vessel, or some of them, but without the knowledge, consent, or approbation of your orator, and in fraud of his just rights and his agreement aforesaid; and that the said vessel was capable of taking at least five hundred barrels more of flour and provisions,



according to the stipulations of the said agreement, than she actually did take; but that the room in the said vessel was taken up with other goods, belonging, as your orator is informed, and believes, to the respective owners of the said vessel, or to their friends, greatly to the prejudice of your orator, and in violation of the said agreement made with your orator as aforesaid. And your orator expressly charges that the said Stephen Whitney had several large packages of goods on board the said vessel, which were sold at a very great profit, and the nett proceeds of which amounted to a very large sum, none of which has ever been allowed or accounted for to your orator. And your orator further shows unto your honor, that, about the time of making the said agreement, it was communicated to your orator, by some or all of the parties of the first part to the said agreement, that the said Henry L. De Koven was to share in the profits of the said voyage, and was to have one-fifth thereof. And your orator charges that the said Henry L. De Koven was and is entitled to one-fifth of the proceeds of the said voyage; and also that the said Henry L. De Koven was interested with the owners of the vessel in the subsequent voyage from Lima to Canton, or home; and that, in consequence thereof, it became the interest of said Henry L. De Koven, and of the said Stephen Whitney, Elisha Tibbets, and Goidt Hoyt, to make the amount of the nett proceeds of the voyage from New York to Lima appear as low as possible. And your orator further states, that, on or about the 4th day of October, in the year 1821, the said vessel proceeded on the voyage aforesaid to Lima; that nothing material occurred until within a few degrees of the latitude of Rio de Janeiro, where the vessel being leaky, she put into that port, and part of the cargo was restowed; that at Rio de Janeiro a certain John Hefferman, of New York, shipped on board the said vessel, under the superintendence of the said Captain De Koven, certain goods, valued per invoice at four hundred and ninety-six dollars and fifty-eight cents, to be sold for joint account of the said John Hefferman and the said ship America. The said goods were afterwards sold at Lima, and the nett proceeds amounted to one thousand seven hundred and forty-eight dollars and fifty-five cents, one-half of which was due to the said John Hefferman, and the other half to those concerned in the ship America, as appears by the account of sales of the said goods furnished to your orator by the said Henry L. De Koven, and a copy of which, marked B, is annexed to this bill of complaint, and which your orator prays may be taken as part of his bill. And your orator further states that no part of the profits or nett proceeds of the goods so put on board by the said John Hefferman has been paid to your orator, nor has any thing been allowed thereof to him by the said owners, or the said Captain De Koven. And your orator further states that the said vessel arrived safely with her cargo at the port of Callao, near Lima, on or about the — day of February, in the year 1822. And your orator further states that Callao is the seaport at which the vessels that are said to go to Lima unlade their cargoes, from whence it is transported over land to Lima, a distance of about eight miles; that, a few days after he arrived, Captain De Koven, to whom the cargo was consigned, sold twelve hundred barrels of flour, deliverable at the city of Lima, at thirty-five dollars per barrel. And your orator charges, that, if this sale had been carried into effect by the said captain, he would have been obliged to pay eight dollars and fifty cents per barrel duty on landing it, and one dollar and fifty cents per barrel expense of transportation to Lima, which expenses of port charges, of transportation to Lima, and landing cargo, were calculated and allowed for in the said estimate of expenses, and provided for in the sum of \$14,600 contained in the said agreement, as is above in this bill mentioned and set forth; that the said Captain De Koven, to the prejudice of the interest of your orator, rescinded the said sale, and sold the whole cargo, including the said twelve hundred barrels previously contracted for, at twenty-four dollars per barrel, deliverable on board, whereby the said Captain De Koven avoided the payment of duties and charges of transportation from Callao to Lima, and did not, in fact, ever deliver the said cargo, or any part thereof, at Lima, and thereby avoided a disbursement of the whole sum of \$4,000 stated in the said estimate of expenses, which was contemplated to be covered in the agreement aforesaid by the said sum of \$14,600. And your orator further states that no allowance whatever has been made to your orator by the said Captain De Koven, acting as the agent of the owners, or by the owners themselves, in consequence of not delivering the said cargo at Lima, and avoiding the heavy disbursement as aforesaid, amounting to at least the said sum of \$4,000 upon the amount of flour delivered. And your orator charges, that, if the said flour had been sold and delivered at Lima for thirty-five dollars per barrel, as it might have been, (that being the market price of flour at Lima at that time,) the charge of transportation would have been borne by the owners, and no part of it would have been chargeable to or borne by your orator; inasmuch as, by the said agreement, that charge had been amply provided for, and allowed to the owners, as hereinbefore set forth; and the result would have made the nett proceeds two dollars and fifty cents more per barrel on the whole cargo than has been allowed to your orator by the said Captain De Koven and the owners of the said vessel. And your orator is advised that, according to the true intent and meaning of the said agreement, he is entitled to claim an allowance in consequence of the said cargo not having been transported to Lima, and delivered there, at the expense of the said owners, and in consequence of the avoiding and never having incurred the disbursement of \$4,000, or any part thereof, for which they had been allowed in the sum of \$14,600, charged under the title of freight in the said agreement. And your orator further shows that, after the sales of the cargo, and after the voyage from New York to Lima had terminated, your orator demanded payment of one-fifth of the nett proceeds, according to the conditions of the said agreement; that the said Captain De Koven then exhibited to your orator an account, made out by him, purporting to be an account of the ship America's cargo, sales, costs, &c., a true copy of which account, marked C, is annexed to this bill of complaint, and which your orator prays may be taken as a part of the same; that, by the said account, there appears a charge, stated in the said account, to be thirty-five days' interest on \$25,026 05, from the 15th of March to the 20th of April, \$170 31, and charged against the nett proceeds of said vessel, which your orator is advised is improper and unjust, inasmuch as, by the previous agreement of the parties concerned, six months' interest was all that was to be allowed or charged; and it appears by the invoice that the charge of interest for six months had been already made on the part of the owners; and, as your orator expressly charges the truth to be, no agreement was ever made by him for any further allowance of interest; and that the writing at the foot of the invoice, viz: If we are in funds before six months, interest to be deducted; if not in at that time, interest to be added, makes no part of the contract or agreement between your orator and the said owners; and that such writing or direction respecting interest was an addition made, as your orator believes, by the said Elisha Tibbets, without the approbation or assent of your orator, and that it is not binding on him.

And your orator further shows unto your honor, that, in the said account of the ship America's cargo, sales, and costs, &c., made out by the said Captain De Koven as aforesaid, there appears another charge or item, as follows, viz: expenses of shipping, duties, and commission, five per cent., and other charges amounting to \$171 16 on each box, containing \$3,000, and is \$2,424 35; deduct the proportion for discount on paper to pay duties 70.67, \$2,343, which sum of two thousand three hundred and forty-three dollars is deducted in the said account from the nett profits of the said voyage from New York to Lima, thereby reducing and lessening your orator's proportion of the said nett profits. And your orator further states, that the said amount of two thousand three hundred and forty-three dollars ought not to have been so deducted, inasmuch as the charges composing it relate to the homeward voyage of the said ship America from Lima, being charges paid on account of the export duties and other charges, on certain boxes of silver received on board the said vessel at Lima; and that your orator's agreement does not extend to such a transaction, or render him liable to pay any part of those charges, your orator having no interest whatever in the said silver, or in the subsequent voyage of the said vessel from Lima as aforesaid, to Canton, or any other place, but your orator's concern in the said vessel having terminated on the arrival of the said vessel at Lima aforesaid, and on the discharge and sale of her cargo. And your orator further shows, that the said Henry L. De Koven would not settle with or pay your orator, when at Lima, any other proportion of the nett profits than one-fifth, according to the said account so exhibited by him, the said Henry L. De Koven; and your orator was compelled to receive, on account, at that time, such sum as the said Henry L. De Koven chose to allow him; that your orator has received, on account of the said nett profits, only the sum of twelve thousand three hundred and sixty-six dollars and six cents, whereas your orator is advised, and believes he ought to receive a much larger sum. And your orator further states unto your honor, that, in addition to the said flour and salted provisions, a great quantity of valuable merchandise was laden and conveyed in the said vessel from New York to Lima aforesaid, belonging, as your orator is informed, and believes, principally to the said Stephen Whitney, and a part to other persons, which merchandise was put on



board without your orator's consent or approbation; and your orator charges, that, if the same was intended to be a private adventure, it was a fraud upon your orator; that the said Captain De Koven sold out of the said vessel at Lima aforesaid, considerable invoices of dry goods to a large amount, but to what amount in particular is not known to your orator, but which he, the said De Koven, told your orator that he was commissioned to sell on account of the said Stephen Whitney, and which goods your orator charges to be a part of the goods put on board at New York, as aforesaid; that he, the said Captain De Koven, sold out of the said vessel at Lima aforesaid, a large quantity of other goods, for and on account of the said Gould Hoyt, as the said De Koven informed your orator, and which your orator also, as aforesaid, charges to have been put on board at New York; that the said Captain De Koven also sold out of the said vessel a large amount of breadstuffs, cordage, old sails, &c. all of which the said Captain De Koven refused to render any account to your orator. That your orator further charges, that the said Captain De Koven took on board at New York other goods, for and on account of persons unknown to your orator, and without your orator's knowledge and consent, which goods were transported to Lima aforesaid, and sold by the said Captain De Koven at a great profit, but for the nett profits of which neither the said De Koven nor the said Whitney, Tibbets, and Hoyt, have ever accounted to your orator. And your orator further charges, that if the said vessel had been laden according to agreement with your orator, she would have carried out five hundred barrels more. That the said Captain De Koven has so confessed to your orator, that the said vessel had five hundred barrels less on board than he had once before laden in the said vessel, at the mouth of the Mississippi. And your orator further states, that neither the said Henry L. De Koven, acting as the agent for the said Whitney, Tibbets, and Hoyt, nor the said Whitney, Tibbets, and Hoyt, have in any manner accounted with your orator, or allowed him any thing for his proportion of the nett profits on the sales aforesaid of the goods shipped on board the said ship America, by the said John Hefferman, nor for his proportion of the nett profits on the goods laden on board the said vessel at New York, and sold by said Captain De Koven on account of the said Stephen Whitney, nor of the goods sold on account of the said Gould Hoyt, nor for the nett profits of the sales of the said breadstuff, cordage, old sails, &c., nor for the nett profits of any other goods sold from on board the said vessel, excepting only what is contained, as aforesaid, in the said account exhibited by the said Captain De Koven.

That your orator charges that, according to the true intent and meaning of the said agreement between him and the said Whitney, Hoyt, and Tibbets, your orator is entitled to one-fifth of the nett proceeds on all the sales aforesaid, that is to say, on all goods and merchandises whatever, laden on board the said vessel at New York aforesaid, or at any time and place during the voyage, and carried to Lima, and sold there, or sold at any other place during the voyage; and also to one-fifth of the amount of the sales of breadstuffs, cordage, old sails, &c., inasmuch as your orator had been charged with one-fifth of the expenses and wear and tear, &c. of the said vessel, in and by the estimate of expenses and agreement as aforesaid. That the same, as your orator believes, will amount to a very large sum, and your orator therefore insists, that an account should be taken of the same, under the direction of the honorable court; and that such proportion thereof should be allowed to your orator, as in equity and good conscience he is entitled to. And your orator well hoped that the said Stephen Whitney, Gould Hoyt, and Elisha Tibbets, and the said Henry L. De Koven would have come to a fair and just account with your orator in the premises, and that they would have allowed and paid him his one-fifth of the nett proceeds of the said voyage, as in justice and equity they were bound to do, and as your orator has frequently, and in a friendly manner, requested them to do. But now so it is, may it please your honor, that the said Stephen Whitney, Elisha Tibbets, Gould Hoyt, and Henry L. De Koven, combining and confederating with divers other persons, at present unknown to your orator, whose names, when discovered, your orator prays may be herein inserted, with proper and apt words to charge them, and contriving here to injure and oppress your orator in the premises, sometimes pretend that your orator has been paid all his fifth part of the nett proceeds of the said voyage, whereas your orator charges the contrary thereof to be the truth; and they, at other times, pretend that no other goods were laden on board the said vessel except flour and salted provisions, or that, if other goods were laden on board, your orator has no right to any of the nett profits arising on the sale of such goods, whereas your orator charges the contrary thereof to be the truth; and they sometimes pretend that they have expended and disbursed four thousand dollars in port charges, and landing cargo at Lima aforesaid, whereas your orator charges the contrary thereof to be the truth; and they sometimes pretend that no overcharge whatever was made in the estimate of the cargo, or in the rate of insurance in the invoice aforesaid, furnished by the said Elisha Tibbets, whereas your orator charges the contrary thereof to be the truth; all which actings and doings are contrary to equity and good conscience, and tend to the manifest wrong and injury of your orator in the premises. In tender consideration whereof, and forasmuch as your orator is remediless in the premises, at and by the direct and strict rules of the common law, and cannot have adequate relief, save in a court of equity, where matters of this and like nature are properly cognizable and relievable; to the end, therefore, that the said Stephen Whitney, Gould Hoyt, Elisha Tibbets, and Henry L. De Koven, and the rest of the confederates, when discovered, may, upon their several and respective corporal oaths, full, true, direct, and perfect answer make to all and singular the matters hereinbefore stated and charged, as fully and particularly as if the same were hereinafter repeated, and they thereto distinctly interrogated; and that not only as to the best of their respective knowledge and remembrance, but also as to the best of their several and respective information, hearsay, and belief, and more especially that they may answer and set forth whether certain goods and merchandise were not laden on board of the said ship America at New York, in addition to the flour, and pork, and white lead, specified in the invoice (marked G) furnished by and signed by the said Elisha Tibbets; what were the respective amounts in quantity and value of the said goods and merchandises, on whose account shipped, and to whom consigned; whether such goods and merchandise were not sold at Lima aforesaid, or at what other place, and when; and that the said defendants may set forth the particulars of such sales, and the invoices of the costs of such goods, and also exhibit an account of the nett profits arising upon such sales; and that the said defendants may set forth and exhibit an account of the sales of the said breadstuffs, cordage, old sails, and other articles, sold from on board the said vessel at Lima aforesaid, and the amount which they produced, and to what accounts they have been credited, and who have shared in the profits of the same; and that they may set forth what other private adventures were taken on board the said vessel from New York to Lima aforesaid, the amount of sales of such private adventure, and the original costs thereof; and that they may set forth and answer whether there was not such an estimate of the expenses of the said voyage made out and exhibited, as is set forth in the said bill of complaint, or some other, and what estimate, and by whom made and exhibited, and to whom, and for what purpose; and that they, or some of them, may produce the original of such estimate of expenses, and annex the same to the answer of the defendants; and that they may expressly answer whether the sums set forth and charged in the said estimate of expenses did not constitute the basis for the charge of fourteen thousand six hundred dollars, inserted in the said agreement under the head of freight. If not, then that the said defendants explain particularly, and set forth how, or in what manner, the said sum of fourteen thousand six hundred dollars was computed; and that the said defendants may come to a fair account with your orator touching the nett proceeds of the voyage aforesaid; and that an account may be taken, under the direction of this honorable court, of the cargo of the said vessel, and of all the goods and merchandise of whatever kind, or to whomsoever belonging, or under whatever pretence, laden on board at New York aforesaid, or during her voyage from New York to Lima aforesaid, and an account, also, of the amount actually insured, and of the premium actually paid for such insurance upon the said cargo of the said vessel; and that an account may also be taken of the port charges, and the expenses of landing cargo, &c. of the said vessel at Lima aforesaid; and that an account may also be taken of the actual cost, and the prices actually paid for the flour and salted provisions laden at New York aforesaid, and mentioned in the said invoice of the said cargo; and that a full, true, and just account may be taken of the nett profits of the said voyage, estimated upon the facts as they shall be ascertained under the direction of this honorable court; and that if upon such account it shall be found that your orator has not been paid his full one-fifth of the said nett profits, according to the true intent and meaning of said agreement, then that the said defendants may be compelled, by a decree of this honorable court, to pay whatever shall be found remaining due to your orator, and that your orator may have such further and other relief in the premises as to the court shall seem meet and proper, and as in equity and conscience he ought to have. May it please your honor to grant unto your orator the people's most gracious writ of sub-



*pœna*, to be directed to the said Stephen Whitney, Goold Hoyt, Elisha Tibbets, and Henry L. De Koven, thereby commanding them, and each of them, at a certain day, and under a certain pain, therein to be inserted, personally to be and appear before your honor, in this honorable court, then and there to answer the premises, and to stand to and abide such order and decree therein as to your honor shall seem agreeable to equity and good conscience.

And your orator will ever pray, &c.

P. C. VAN WYCK, *Solicitor for complainant.*  
T. ADDIS EMMET, *Counsel for complainant.*

## A.

*Invoice of the cargo of the ship America, Henry L. De Koven, master, bound for South America, and shipped by Elisha Tibbets, Stephen Whitney, and Hoyt & Tom, citizens of the United States of America, and consigned to the said master, for sales and returns for account of the said shippers, as per agreement.*

NEW YORK, September 15, 1821.

4,248 whole barrels	} superfine flour,	-	-	-	-	\$23,365 16
403 half do.		-	-	-	-	
100 barrels prime pork,	-	-	-	-	-	862 50
O D, No. 1, 2, 3—3 hogsheads containing 215 kegs white lead, 28 pounds each,	-	-	-	-	\$739 07	
Less debenture	-	-	-	-	182 95	
						<u>556 12</u>
						24,783 78

## Charges.

Cartage	-	-	-	-	-	\$123 37
Cooperage	-	-	-	-	-	24 13
Brokerage	-	-	-	-	-	94 77
						<u>242 27</u>
Add six months' interest						25,026 05
						875 91
						<u>25,901 96</u>
Insurance to cover 7½ per cent,						2,100 15
						<u>\$28,011 11</u>

Errors excepted.

ELISHA TIBBETS.

If we are in funds before six months, interest to be deducted; if not in that time, interest to be added.

## B.

*Account of sales of bear skins and manna, sold at Lima, the amount of invoice cost at Rio de Janeiro, \$496 50, and sold for joint account of John Hefferman and the ship America.*

LIMA, May 9, 1822.

101 bear skins sold at \$16 each, $\frac{5}{10}$ allowed for small ones	-	-	-	\$1,616 00
3 boxes manna, nett 546 pounds, at 7½ rials	-	-	-	528 94
				<u>2,144 94</u>

## Charges.

Commissions, 4 per cent. paid Sarraatea	-	-	-	\$ 85 00
Duties on valuation, at \$735, at 20 per cent.	-	-	-	147 00
Carriage from Callao	-	-	-	13 00
Disembarkation and guard on the mole	-	-	-	3 50
Custom-house, warehouse rent, 1 rial each,	-	-	-	1 62
Carriage from custom-house to store	-	-	-	2 50
Warehouse rent	-	-	-	1 63
Freight 13 packages, at \$3 each,	-	-	-	39 00
My commission, 5 per cent.	-	-	-	107 24
				<u>\$401 29</u>
Deduct discount on paper to pay duties				4 89
				<u>396 40</u>
				<u>1,748 54</u>
Due to Mr. Hefferman				<u>\$874 27</u>
Remitted to Mr. Hefferman	-	-	-	\$828 70
Premium on bill 5½ per cent.	-	-	-	45 57
				<u>\$874 27</u>

Errors excepted.

HENRY L. DE KOVEN.

## C.

*Account of the ship America's cargo, sales, costs, &c.*

LIMA, May 9, 1822.

4,449½ barrels flour, sold at \$24 per barrel on board	-	-	-	\$106,788 00
100 barrels pork, sold at \$22 per barrel	-	-	-	2,200 00
215 kegs white lead, 6,020 at \$18 34 per cwt.	-	-	-	1,128 75
				<u>\$110,116 75</u>
Commission paid J. I. Sarratea, 4 per cent.	-	-	-	4,404 67
				<u>105,712 08</u>
Freight of stores for U. S. ship Franklin	-	-	\$912 00	
Primage 5 per cent.	-	-	45 60	
				<u>957 60</u>
			Nett sales,	<u>\$106,669 68</u>
Invoice cost of cargo	-	-	\$28,011 11	
Deduct overcharge in insurance	-	-	288 65	
				<u>27,722 46</u>
35 days' interest on 25,026 5, from 15th March to 20th April	-	-	-	170 31
Amount for expenses as per agreement	-	-	-	<u>14,600 00</u>
				<u>42,492 77</u>
Expenses, shipping duties, and commissions 5 per cent. and other charges to				
\$171 16 on each box containing \$3,000	-	-	\$2,424 35	
Deduct the premium for discount on paper to pay duties	-	-	70 67	
				<u>2,343 68</u>
				<u>44,836 45</u>
				<u>106,669 68</u>
				<u>61,833 23</u>
Nett profit divided by 5, leaves due Mr. Weaver	-	-	-	12,366 65
Cash received from Mr. Weaver	-	-	\$6,000 00	
My receipt on account of Mr. Whitney	-	-	4,796 50	
				<u>1,203 50</u>
				<u>\$13,570 15</u>

Errors excepted.

HENRY L. DE KOVEN.

NEW YORK, April 13, 1824.

STATE OF NEW YORK, ss:

I certify that the foregoing is a true copy of the bill filed in my office in the case of William A. Weaver, complainant, and Stephen Whitney, Elisha Tibbets, Gould Hoyt, and Henry L. De Koven, defendants.

JOHN L. LAWRENCE,

Assistant Register of Court of Chancery, State of N. Y.

STATE OF NEW YORK, in Chancery.

Stephen Whitney, Elisha Tibbets, Gould Hoyt, and Henry L. De Koven, *adv.* William A. Weaver.

The joint and several demurrer of Stephen Whitney, Elisha Tibbets, Gould Hoyt, and Henry L. De Koven, defendants, to the bill of complaint of William A. Weaver, complainant.

These defendants, by protestation, not confessing all or any of the matters and things in the said complainant's bill contained to be true, in such manner and form as the same are therein set forth and alleged, do demur to the said bill, and for cause of demurrer show that the said complainant has not, in and by his said bill, made [such a case as entitles him, in a court of equity, to any discovery from these defendants, respectively, or any of them, or any relief against them, or any of them, as to the said matters contained in the said bill, or any of such matters; and that any discovery which can be made by these defendants, or any of them, touching the matters complained of in the said bill, or any of such matters, cannot be of any avail to the said complainant, for any of the purposes for which a discovery is sought against these defendants by the said bill, nor entitle the said complainant to any relief in this court, touching any of the matters therein complained of. Wherefore, and for divers other good causes of demurrer appearing on the face of the said bill, these defendants do demur thereto, and they pray the judgment of this honorable court whether they shall be compelled to make any further or other answer to the said bill; and they humbly pray to be hence dismissed, with their reasonable costs in this behalf sustained.

D. CODURSE, *Solicitor for defendants.*G. GRIFFIN, *Of counsel for defendants.*

NEW YORK, April 13, 1824.

STATE OF NEW YORK, ss:

I certify that the foregoing is a true copy of the demurrer filed in my office, in the case of Stephen Whitney, Elisha Tibbets, Gould Hoyt, and Henry L. De Koven, defendants, at the suit of William A. Weaver complainant.

JOHN L. LAWRENCE,

Assistant Register of the Court of Chancery, State of N. Y.

Articles of agreement made between Stephen Whitney, Hoyt & Tom, and Elisha Tibbets, owner of the ship America, of the first part, and Captain Henry L. De Koven, of the second part, witnesseth:

That, whereas the parties of the first part have made up a voyage for the said ship, with a cargo of flour and salted provisions, for the port of Lima, in the Pacific ocean, and entered into an agreement with Lieutenant William



A. Weaver, of the navy, to go in the ship, (a copy of which agreement is hereunto annexed:) Now, therefore, it is agreed, by and between the said owners and the said party of the second part, as follows: First. The ship and cargo, being the property of the parties of the first part, is to be put under the command and control of the said party of the second part; and the ship, now valued at the sum of \$14,000, and the cargo, costing of \$25,026  $\frac{1}{2}$ , to which is to be added all expenses of outfits, wages, stores, provisions, insurance, and interest of money, and all other expenses of the voyage, and after deducting the proportion of profits of the outward voyage to be paid to Lieutenant Weaver, contemplated in the agreement with him, the said party of the second part is to be entitled to one-fifth part of the nett profits of the whole voyage, out and home, for his services as master and supercargo. It being distinctly understood that the said party of the second part is not to charge any commission, wages, or perquisites, of any kind whatsoever. And in order to ascertain and determine the amount of nett profits, the ship, on her return, is to be sold at auction, if we cannot agree upon a valuation; and the difference between such sale and her present valuation, with interest, is to be chargeable against the voyage, before profits divided. Second. It is further understood and agreed, that, in case it shall be found that the port of Lima cannot be entered, or that it is inexpedient to go there, Captain De Koven is at liberty to exercise his discretion, and to go to any other place or places either in the Pacific, or India, or elsewhere; and that, if he can find employment for the ship, after selling her outward cargo, he is at liberty to do so; and, also, such part of the funds as he may think proper may be employed in any trade he may deem expedient, or, at his option, to put the whole, or any part of the funds, on board any of the ships of war of the United States bound home, or for safe-keeping; or, if he thinks proper, may ship the specie funds to England, in any English ship of war, going home, consigned to Thomas Wilson & Co., London; or, if he deem it expedient, may sell the ship; and this shall be his sufficient authority for so doing. Third. That there may be no misunderstanding, it is distinctly hereby declared, that the whole capital, ship, cargo, and outfits are the property of the parties of the first part, and are at their risk; and that, in case of loss, the said party of the second part is not to be liable therefor, except so far forth as a want of proper attention and a due regard to the interest of the concern, may or ought to make him so liable. And further, that all earnings of the ship, whether in the transport of specie, passengers, or freight and primage of any kind whatsoever is to be for the common benefit, as herein before set forth; and that no private adventure or profit is in any way, directly or indirectly, to be taken or allowed by the said party of the second part. Fourth. It is further agreed, that, if, on the final termination of the voyage at New York, as aforesaid, it shall appear that the nett earnings of the ship shall not be so much as that the one-fifth nett profits will not be equivalent to fifty dollars per month, for the term which Captain De Koven may be employed on board said ship, then, and in that case, Captain De Koven shall be entitled to receive fifty dollars per month, monthly wages, for the time he may be employed on board said ship, provided the whole nett earnings of the ship shall be sufficient for that purpose. But it is distinctly understood that no wages are to be allowed, unless the nett earnings shall be sufficient to pay it.

ELISHA TIBBETS,  
HOYT & TOM.  
STEPHEN WHITNEY,  
HENRY L. DE KOVEN.

Witness: WILLIAM A. WEAVER.

NAVY DEPARTMENT, December 11, 1824.

I certify the above to be a true copy from the original.

CHARLES HAY, *Chief Clerk.*

No. 18.—No. 1.

SIR: TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, June 29, 1821.

The balance of one hundred and fifty-one dollars and sixty-two cents, reported on the 8th February, 1821, due from you to the United States, the purser in the Franklin will be instructed to debit to you on his books, unless you shall advise me of any claim you may have as an offset, and transmit the vouchers for settlement.

I am, sir, respectfully, your obedient servant,

CONSTANT FREEMAN.

Lieutenant WILLIAM A. WEAVER, *New York.*

No. 2.

SIR: U. S. SHIP FRANKLIN, NEW YORK, July 2, 1821.

I have the honor to acknowledge the reception of your letter of the 29th June, and, in reply thereto, state, that seventy dollars, or thereabouts, you will be correct in having debited to me; but I have a claim that I could not have adjusted when last in Washington, on account of the deficiency of a voucher that was to be obtained from Acting Purser Dudley Walker, who was then, and is now, in the Mediterranean. It is for the recruiting of twenty seamen and ordinary seamen while I commanded the brig Spark; the receipt of the purser was necessary, and, in error, I presented the recruiting articles. Mr. Walker will, I pledge myself, give the proper voucher, if you mention the circumstance to him when settling his accounts.

I am, sir, &c.

W. A. WEAVER.

CONSTANT FREEMAN, Esq. *Auditor.*

The recruiting articles I left in your office with Mr. McDaniel.

No. 3.

SIR: U. S. SHIP FRANKLIN, August 8, 1821.

From the 17th April to the 1st day of August, the United States' ship Franklin has been undergoing repairs at the navy yard, New York. There was, during that time, no accommodation for commissioned officers living on board. Three other officers were similarly situated with myself, and were compelled to live on shore. Will the allowance of house-rent, fire-wood, and candles be allowed to us? or what consideration will be made for our extra expenses? Twenty dollars per month, under such circumstances, I would consider a just compensation; and, if it will be allowed, request you will pass it to my credit. If any voucher is required, Captain Evans will certify the fact.

I have the honor to be, &c.

WILLIAM A. WEAVER.

CONSTANT FREEMAN, Esq., *Fourth Auditor.*

No. 4.

SIR: TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, August 15, 1821.

I have received your letter of the 2d ultimo and 8th instant. Your claim for recruiting twenty seamen in the Mediterranean for the brig Spark has been submitted to the Secretary of the Navy for his authority to pass it to your credit, which he has refused, as he has all other similar claims recently presented. Your claim for chamber

money cannot be allowed, until you shall transmit to this office a certificate from your commanding officer, stating that the period for which you charge, the Franklin was undergoing repairs, and not in a situation to accommodate you on board, and that, in consequence thereof, you have been obliged to lodge on shore.

I am, sir, &c.

CONSTANT FREEMAN.

Lieutenant W. A. WEAVER.

No. 5.

U. S. SHIP FRANKLIN, NEW YORK, *August 29, 1821.*

SIR:

Enclosed I transmit the voucher required by your letter of the 15th instant, to entitle me to chamber money for extra expenses while fitting out the Franklin. I expect to be allowed twenty dollars per month. You are aware the whole duty of the outfit of that ship fell upon me, and that it was not until she was at her moorings in the North river that the honorable Secretary thought proper to supersede me in rank. You informed me "that you had submitted my claim to the Secretary of the Navy for the recruiting of twenty seamen in the Mediterranean for the brig Spark, in order to pass it to my credit, which he has refused, as he has done of all similar claims *recently* presented." In reply, I have to state that last winter I was distinctly told in your office that the purser's receipt (a voucher you now hold) would be sufficient for passing to my credit four dollars for each man so recruited. So far the faith of the Department is committed. If the Secretary of the Navy has made a recent determination not to admit such claims, there is no justice in extending it to my case, of nearly two years' standing, and after I had been informed it would be passed to my credit on the production of the necessary voucher. If this determination of the Secretary had been made two years since, its operation would have been very different. If, within the period since I performed the duty, one individual has been credited for a similar duty, I must insist on the admission of my claim, and you yourself must acknowledge its justice.

I remain, &c.

WILLIAM A. WEAVER.

CONSTANT FREEMAN, Esq.

P. S. Mr. Thompson could hardly intend to deprive my wife and child of the monthly stipend the purser has been instructed to deduct from my pay.

W. A. W.

No. 6.

SIR:

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *September 3, 1821.*

I have received your letter of the 29th ultimo, with the certificate therein enclosed, on which, agreeably to the regulations of the Secretary of the Navy, addressed to me on the 17th of last January, you can only be allowed at the rate of two dollars per week. Your account will then stand thus:

To balance on last settlement,	-	-	-	-	\$151 62
Overpayment by Dudley Walker,	-	-	-	-	64 67
					<hr/>
					\$216 29
By chamber money, fifteen weeks, at two dollars,	-	-	-	-	30 00
					<hr/>
Leaving a balance due the United States,	-	-	-	-	\$186 29

With respect to your claim for recruiting men for the Spark, I have to observe that, at the time you presented it at this office, I was under the impression that it would be allowed by the Secretary on your procuring the purser's certificate, as required by the recruiting regulations. He has, however, in exercising the power vested in him, refused to allow the claim; and I have no control over his decisions or arrangements.

I am, sir, &c.

CONSTANT FREEMAN.

Lieutenant WILLIAM A. WEAVER, *New York.*

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *November 8, 1824.*

I certify that the foregoing, from No. 1 to 6, inclusively, are true copies from the originals on record and file in this office.

T. WATKINS.

No. 7.

UNITED STATES' SHIP FRANKLIN, NEW YORK, *September 25, 1824.*

SIR:

On a settlement of my account at Washington, last November, there was a balance of about one hundred and fifty dollars in my favor. I was then requested to let it stand, to which I acceded, until the arrival of the Franklin. There is, likewise, a balance of pay due me on the books of the Franklin, which you will be pleased to transmit to me in New York.

I remain, respectfully, sir, your obedient servant,

WILLIAM A. WEAVER.

FOURTH AUDITOR, *Washington.*

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *November 8, 1824.*

I certify the above to be a true copy of the original on file in this office.

T. WATKINS.

No. 8.

NEW YORK, *October 10, 1824.*

SIR:

I have the honor to transmit the statement required in your letter of the 1st instant.

To balance from pay-roll No. 1 to 30th April, 1821,	-	-	-	\$40 52
This sum checked by order of the Fourth Auditor,	-	-	-	151 62
Allotment for pay,	-	-	-	360 00
Cash paid by purser,	-	-	-	897 88
				<hr/>
				\$1,450 02



By pay from May 1st, 1821, to December 31, 1823, thirty-two months, at \$40,	-	\$1,280 00
975 undrawn, } rations, at 25 cents each,	-	731 85
1,950 extra, }	-	
Amount credit and hospital fund,	-	2,011 25
	-	1,456 42
Balance,	-	\$554 83

Messrs. Gillis and Macdaniel can explain to you correctly how the charge of \$151 62 has been exhibited to my credit.

I am, respectfully, sir, your obedient servant,

WILLIAM A. WEAVER.

T. WATKINS, Esq., *Fourth Auditor.*

No. 9.

*Extracts from the muster-roll of the United States' ship Franklin.*

Muster-roll No. 1, signed by William B. Finch: 1820, July 1st, William A. Weaver, lieutenant.

Muster-roll No. 2, approved by Charles Stewart: 1821, May 1st, William A. Weaver, lieutenant, from muster-roll No. 1, discharged, 31st December, 1823, to muster-roll No. 3.

I certify the above are true extracts from the muster-rolls of the United States' ship Franklin, numbered 1 and 2, on file in this office.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *November 8, 1824.*

T. WATKINS.

Muster-roll No. 3, approved by Charles Stewart: 1823, January 1st, William A. Weaver, lieutenant, "discharged." Absent, without leave, from the 1st of August, 1822.

No. 10.

LIMA, *May 9, 1822.*

MY DEAR SIR:

Enclosed I have the honor to leave you a duplicate receipt from Mr. Sarraatea, for the slop clothing, hospital stores, &c., belonging to the Franklin, under your command, and stored agreeable to your instructions, and left to your order. I have given the private store-houses of Mr. Sarraatea the preference over those of the Government, having full confidence in his integrity, and of their better preservation than elsewhere. I take this opportunity of recommending that gentleman to your notice, having given us full satisfaction in the consignment of the America's cargo—a thing not very general among merchants here.

I have the honor to remain, &c. &c.

WILLIAM A. WEAVER.

Commodore CHARLES STEWART.

No. 11.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *November 8, 1824.*

SIR:

Pursuant to the request made in your letter of the 4th instant, I herewith transmit you copies of your letters addressed to me, under date of the 25th of September, and 10th of October, 1824, on the subject of your accounts; also, copies of the correspondence between you and the late Fourth Auditor, in 1821. There are not on record in this office any letters to Commodore Stewart, or any other person, directing moneys to be stopped from your pay; nor was there any statement made of your account on or about the 1st of December, 1823, as you were not able to produce evidence that the purser had stopped from your pay any moneys to your debit on the books of this office.

The balance to your debit at that time was, - - - \$698 16

The amount of your claim for travelling expenses from Gibraltar to Madrid, under orders of Commodore Stewart, in 1820, was, - - - 640 00

Leaving a balance to your debit of, - - - \$58 16

On the 4th instant I adjusted your account; passing to your credit, by direction of the Secretary of the Navy, pay and rations from the 1st of September to the 31st of October, 1824; and also the amount of your claim for travelling expenses, in 1820, before mentioned; leaving to be settled with the purser of the United States' ship Franklin the amount advanced to you on account of your pay, prior to the return of that vessel to the United States. The following is a sketch of the account adjusted:

Lieutenant William A. Weaver, by pay and rations from 1st of September, to 31st October, 1824, - - - \$125 75

Travelling expenses, in 1820, from Gibraltar to Madrid, &c. - - - 640 00

765 75

To balance on settlement 12th September, 1823, - - - \$698 16

Hospital money, two months, - - - 40

698 56

Balance due W. A. Weaver, and remitted 6th of November, 1824, - - - \$67 19

I am, sir, respectfully, your obedient servant,

T. WATKINS.

Lieutenant WILLIAM A. WEAVER, *United States' navy, New York.*

No. 12.

Lieutenant William A. Weaver, to the following sums charged by the purser of the United States' ship Franklin, on his pay-roll No. 2, viz:

Balance from pay-roll No. 1. to 30th April, 1821, - - - \$40 52

This sum checked by order of Fourth Auditor, - - - 151 62

Allotment of pay, - - - 360 00

Cash paid by purser, - - - 897 88

\$1,450 02

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, *October 1, 1824.*

SIR:

I have received your letter of the 25th ultimo, requesting a settlement of your account. As your pay has not been extended, or made up on the rolls of the Franklin, to any given period, it will become necessary that you should transmit a statement, debiting your pay and rations for the time you were actually attached to that vessel; crediting the above sums charged you by the purser, together with the hospital money. On the receipt of such statement, your account shall be adjusted, and the balance found due to you remitted agreeable to your request.

I am, sir, respectfully, your obedient servant,

T. WATKINS.

Lieutenant WILLIAM A. WEAVER, *United States' navy, New York.*

No. 4.

NAVY COMMISSIONERS' OFFICE, *September 24, 1821.*

SIR:

The commissioners have this day written to Commodore Stewart, and have authorized him, agreeable to your suggestion of the 21st instant, to ship by the America, for Valparaiso, such part of the Franklin's slop clothing as cannot be conveniently received on board the Franklin. They have also ordered a shipment of four hundred barrels of pork to Valparaiso, by the America, from Baltimore, for the use of the Franklin and other vessels on that station.

I am, respectfully, your obedient servant,

JOHN RODGERS.

EDWARD FITZGERALD, Esq., *Purser U. S. ship Franklin, New York.*

NAVY COMMISSIONERS' OFFICE, *September 24, 1821.*

SIR:

Mr. Fitzgerald, purser of the Franklin, has suggested to this Board, that the quantity of slop clothing required for the Franklin is so large, that room cannot conveniently be made for the stowing of it in hogsheads on board; that a few hogsheads might be shipped to Valparaiso, in the ship America, which vessel will sail from New York in a few days. The commissioners concur in this proposition, if you should advise it; and you will consider yourself authorized to have such part of the slop clothing, as cannot be conveniently shipped on board the Franklin, shipped, accordingly, in the America.

The commissioners intend shipping by the America, from Baltimore, four hundred barrels of pork, for the use of the Franklin, and other vessels, on the station to which you are proceeding. This pork will be delivered at Valparaiso.

I am, sir, very respectfully, your obedient servant,

JOHN RODGERS.

Commodore STEWART, *New York.*

No. 5.

*Postscript to a letter from Captain Charles Stewart, dated*

*NEW YORK, July 8, 1821.*

Lieut. Weaver is apprized that you intend ordering an officer, senior to himself, on board, and I presume if it should be desirable to him to be detached, you will be disposed to indulge him.

C. S.

NAVY DEPARTMENT, *October 26, 1824.*

I certify that the above is a true copy from the original on file in this Department.

CHARLES HAY.

No. 6.

NAVY DEPARTMENT, *July 23, 1821.*

SIR:

In answer to your letter of the 19th instant, I have to state, that the urgent claims of many officers of your class, and senior to you, place it out of my power, having a due regard to what I conceive to be my duty, to comply with your request, to make you first lieutenant of the Franklin.

I am, respectfully, &c.

SMITH THOMPSON.

Lieut. WILLIAM A. WEAVER, *United States' ship Franklin, New York.*

NAVY DEPARTMENT, *October 26, 1824.*

The foregoing is a true copy from the records of this Department.

CHARLES HAY, *Chief Clerk.*

G.

A letter of Lieutenant Weaver's to me, dated May 5th, contains a passage relating to a certain tobacco contract, entered into by him at Lima, which might receive an erroneous construction, if not fully explained. I beg leave to submit to the honorable president and members of this court whether it would not be best to propose to me questions on that passage, as well as the periods on which I received the letters of Lieutenant Weaver.

CHARLES STEWART.

D.

*To the court-martial now assembled on board the United States' ship Washington 74, at Brooklyn, New York, of which William Bainbridge, Esq. is president.*

You are hereby authorized to adjourn the court to such place as you shall consider most proper, within the limits of the navy yard at Brooklyn, and to hold your sessions upon such adjournment.

Given under my hand, and the seal of the Navy Department, this 17th day of November, in the year of our Lord 1824.

SAMUEL L. SOUTHARD.



C.

NEW YORK, THURSDAY, November 18, 1824.

SIR: In consequence of the death of my brother, Captain Joseph Bainbridge, of the navy, who died this morning at six o'clock, I have to request that the court will excuse my further attendance on the trial before them; or, if that cannot consistently be done, that they will excuse my attending until Saturday next, at ten o'clock, A. M.

I am, &amp;c. &amp;c.

WM. BAINBRIDGE, *President.*

To RICHARD S. COXE, Esq.,

*Judge Advocate of the court-martial sitting on board the U. S. ship Washington.*

No. 3.

NEW YORK, September 1, 1821.

SIR: Circumstances, of a personal nature, render it extremely desirable for me to remain a short time longer in New York, and to have permission to join the Franklin in the Pacific. I shall proceed in the ship America, bound to a port in that sea, which will be the earliest opportunity from this place.

I have the honor to be, very respectfully, sir, your most obedient servant,

WILLIAM A. WEAVER.

Com. CHARLES STEWART.

No. 4.

U. S. SHIP FRANKLIN, OFF NEW YORK, October 4, 1821.

SIR: As you are about to embark in the ship America, for a port in the Pacific, you will be pleased to take special charge of the stores embarked in that ship for the navy service of the United States, and belonging to the ship Franklin, under my command. When arrived at your port of discharge, you will cause them to be stored and preserved until the arrival of this ship. Wishing you a pleasant and prosperous voyage,

I remain, very respectfully, sir, your most obedient servant,

CHARLES STEWART.

Lieutenant WILLIAM A. WEAVER, *United States' navy.*

U. S. SHIP FRANKLIN, OFF NEW YORK, September 5, 1821.

SIR: Agreeable to your request of the 1st instant, you are hereby permitted to remain in New York, and to proceed to the Pacific, to rejoin the Franklin there, by the earliest opportunity which may suit your convenience.

Respectfully, sir, your obedient servant,

CHARLES STEWART.

Lieutenant WILLIAM A. WEAVER, *New York.*

No. 13.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE, October 19, 1824.

SIR: I received your letter of the 10th instant, with a statement of your account to the 31st December, 1823, the settlement of which I have been directed by the Secretary of the Navy to suspend, on the ground that you were not performing duty on board the Franklin for the time charged.

I am, sir, respectfully, &amp;c.

T. WATKINS.

Lieutenant WILLIAM A. WEAVER, *United States' navy, New York.*

No. 15.

NEW YORK, November 4, 1824.

SIR: As my prolonged absence from the Franklin 74 has been made a specification in the charge alleged against me, I have been directed by my counsel to request of you, that you will be pleased to state, by letter, what your answer was to my verbal application on or about the 1st of December, to rejoin the Franklin 74 in the Pacific, by the frigate United States. Allow me to remind you, sir, that, to my first proposition of rejoining her, as first lieutenant, founded upon the practice of the service, and commendatory letters from Captains Stewart and Evans, your reply was, "you would not alter the arrangements of your predecessor;" and to my second, of proceeding to sea to rejoin the Franklin, "that the two ships would certainly pass each other on the ocean, and that I had better await her arrival and rejoin her here," or words to that effect. Mr. Ogden informs me a letter from you on this subject will obviate the necessity of taking your testimony.

I remain, very respectfully, sir, your obedient servant,

WILLIAM A. WEAVER.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy, Washington.*

No. 16.

NAVY DEPARTMENT, November 16, 1824.

SIR: Your letter of the 4th instant has been received. My memory respecting the matters mentioned by you is not very clear, but so far as it serves me, the following are the facts: You called at my office, a short time I believe before the frigate United States sailed, mentioned that you were one of the lieutenants attached to the Franklin, and requested orders of me to join her as her first lieutenant. I was surprised at the request, and inquired how you happened to be here if attached to the Franklin? You then explained to me that you had been with Commodore Stewart in the Mediterranean, in some way as a confidential aid, or officer, perhaps signal officer; that, on being ordered to the Pacific, he had requested that you might be his first lieutenant, which was refused by the Secretary of the Navy, who assigned your age in the service (and perhaps other reasons) as an objection; that, upon this refusal, Commodore Stewart, being friendly to you, and unwilling to mortify you, by having you in the vessel in an inferior capacity, gave you leave of absence, and you had not since been in her, but now wished to join her as first lieutenant. I remember that your statement seemed to me to be extraordinary, but it might, on further inquiry and

information, appear perfectly proper that I should not alter the arrangements made by my predecessor, as to the first lieutenant of the ship, nor interfere on the subject until much better informed; that I could only place you there by removing the then first lieutenant, who was your senior, for which I saw no good reason; that no order was necessary from the Department to join a vessel, to which you had been attached by it, and from which you were absent by the leave of the commander; and that it was especially unnecessary to give any order, or for you to go out in the United States to join the Franklin, as the time of her cruise had expired; and, from information received from Commodore Stewart, it was altogether probable that he would leave Valparaiso before Commodore Hull arrived, and the vessels would pass each other on their passage. This, so far as I recollect, was the conversation that passed between us at the time alluded to in my letter.

I am, very respectfully, sir, your obedient servant,

SAMUEL L. SOUTHARD.

Lieut. WM. A. WEAVER, *United States' navy, New York.*

No. 17.

CALLAO, May 5, 1822.

MY DEAR SIR:

For the last month I have been most anxiously awaiting the arrival of the Franklin at this port. In a letter dated the 29th of March, which was intended to be transmitted to you in Valparaiso, and detained here in consequence of having heard of the Constellation's reaching that place, I mentioned a contract I could obtain for a supply of Havana tobacco on the most advantageous terms; yet, at that date, I determined to await your approbation before I proceeded to close the affair. I have postponed the business so long as I could avoid coming to a conclusion, in the hope and earnest expectation of seeing you, (disappointed from day to day, and from week to week.) On a reference to my permission to rejoin you, I find I am permitted to do so by the "earliest opportunity which may suit my convenience." The opportunity you will be good enough to allow me to defer till I again return here, which I contract to do in from seven to nine months. I would not stir from this, even with the immense expectations before me, if I did not think you would justify me by the latitude given in my permission, dated at New York. I have contracted, and given bond in thirty thousand dollars, to supply the Government of Lima with two hundred thousand pounds of Havana tobacco, at one dollar and twenty-five cents the pound, and an equal quantity of Virginia at twenty-five cents the pound, in the time I have specified above. The advantages of the contract are too apparent to attempt to display them. If I succeed, one-half the advantages, which I retain to myself, will afford me an ample fortune. This very advantageous contract I could have signed and sealed one month ago, yet did not, so long as I could put it off, in the hope of seeing you. For my own funds I have taken bills on the owners of the America, at par, so that I fortunately realize in New York all that I have made by my voyage here. The slop clothing, stores, &c. after keeping on board the ship America to this date, for their better security, I am about to land and place in the custody of Mr. Sarraeta, the respectable merchant who did our business, and very much to our satisfaction. He has agreed to pay over to Captain De Koven the freight due on those articles. The America proceeds to Canton; it was therefore desirable she should have all her funds on board. I expect to sail on Wednesday, the 8th of May, in a small vessel for Panama, which I have chartered in company with Mr. Eldridge, the gentleman to whom I referred in my former letter. We pay three hundred and fifty dollars the month for the vessel, which is certainly not unreasonable. I think, with a tolerable share of fortune, I shall be in New York between the first and middle of July, when I shall make all possible despatch to return to Lima. I will advise Mr. McCauly of my return, in order that he may avail himself of the chance of communicating with you. In the utmost confidence I have laid before you, commodore, my design, and hope you will not disapprove the step I have taken; in that hope I have the honor to remain, very respectfully, your obedient servant,

W. A. WEAVER.

Commodore CHARLES STEWART,

*Commanding United States' squadron, Pacific Ocean.*

H.

*Lieutenant Weaver's interrogatories to the President of the United States.*

1st. Did not Lieutenant William A. Weaver, soon after his return from the Pacific Ocean, call on you, sir, in Washington—say some time in the fall of 1822? If yea, what appeared to be the object of that call?

2d. Did not Lieutenant Weaver, in addition to the political information given, state his intention of immediate return to the Pacific, to rejoin Commodore Stewart in the Franklin 74? If yea, please so to state, and whether Lieutenant Weaver was not requested to inform the President of the United States when he should be about to sail, in order to charge him with letters, despatches, &c. for Commodore Stewart?

3d. Did the President, at the time, express any disapprobation of the conduct or movements of Lieutenant Weaver; or, rather, did he not suppose his naval and political information of sufficient importance to send for Commodore D. Porter, the only Navy Commissioner at that time supposed to be in Washington, but who was, on inquiry, found to be absent? If yea, please so to state.

4th. Did not Lieutenant Weaver state, in the course of his conference, the absence from Washington of the Secretary of the Navy? That the communications that would have been otherwise made to the Secretary of the Navy, were made to him, the President of the United States, in consequence of that absence? If yea, please so to state.

5th. Did not Lieutenant Weaver state that his return to the United States was under a temporary leave of absence from Commodore Stewart, that looked to his return to the Franklin 74 in the Pacific? If yea, please so to state.

I.

NAVY DEPARTMENT, November 20, 1824.

SIR:

I am directed by the President of the United States to inform you that he has received your letter, dated 16th of November, 1824, containing certain interrogatories, which are herewith returned to you, a copy of them being retained. That he has read said interrogatories with attention, and gives the following answers:

1st Interrogatory. He does recollect that some officer of the Franklin called on him on his return to Washington from the Pacific, and had a conversation with him respecting political and other matters in that region, and he believes, but is not certain, that that officer was Lieutenant Weaver; he does not recollect the time, nor the particular object of the call, so as to state either of them.

2d Interrogatory. He does not recollect that Lieutenant Weaver stated his intention of immediate return to the Pacific to rejoin Commodore Stewart in the Franklin, nor that Lieutenant Weaver was requested to inform him when he should be about to sail, in order to charge him with letters, despatches, &c. for Commodore Stewart. He has no recollection of a conversation on either point, though it is not improbable that it might have occurred; that such a conversation, if it occurred, would have made no impression on him, as, in what related to an officer of the Franklin, he should naturally have taken definitive measures with the Secretary of the Navy.

3d Interrogatory. That he does not recollect that he expressed any disapprobation of the conduct or movements of Lieutenant Weaver, nor that he supposed his naval and political information of sufficient importance to send for Commodore D. Porter, or any other person; that he presumes he did not express any disapprobation of Lieutenant Weaver's conduct or movements, as this, if thought necessary, would have been done through the Secretary of the Navy.



*4th Interrogatory.* He does not recollect that Lieutenant Weaver stated, in the course of his conference, the absence of the Secretary of the Navy, nor that the communications, which would otherwise have been made to the Secretary of the Navy, were made to him, the President of the United States, in consequence of that absence.

*5th Interrogatory.* He does not recollect that Lieutenant Weaver stated that his return to the United States was under a temporary leave of absence from Commodore Stewart that looked to his return to the Franklin 74 in the Pacific.

I have stated the answers to the several interrogatories thus fully, that Lieutenant Weaver may be apprized of the total want of recollection of the President upon any of the matters to which his interrogatories are directed; and that there might be no error on the subject, I have submitted this letter to the President, and he has approved it.

As the letter, or commission, does not issue from the court, this answer is directed to you, and intended as a private communication to yourself and Lieutenant Weaver, by which you and he may perceive that a formal commission to the President would be entirely useless.

I am, respectfully, sir, your obedient servant,

SAMUEL L. SOUTHARD.

RICHARD S. COXE, Esq.

*Judge Advocate of the general court-martial, N. Y.*

#### CASE OF LIEUTENANT CONNER.

The general court-martial assembled on board the United States' ship the Washington, by virtue of the precept of the honorable the Secretary of the Navy, bearing date the 26th October, 1824, the original of which is annexed to the record in the case of Lieutenant Weaver, and a copy thereof, marked A, hereto annexed, and adjourned by virtue of a warrant from the honorable the Secretary of the Navy, bearing date the 17th day of November, the original of which is also attached to the record in the case of Lieutenant Weaver, and a copy thereof, marked B, hereto annexed, and now in session at the marine barracks at the navy yard at Brooklyn, proceeded, this 24th day of November, pursuant to the adjournment of yesterday, to the trial of Lieutenant David Conner, upon certain charges and specifications preferred against him.

Present: Captain William Bainbridge, President. Members: Captain Jacob Jones, Captain John D. Henley, Captain Jesse D. Elliott, Master Commandant George C. Read. Supernumeraries: Masters Commandant Wolcott Chauncey, William B. Finch.

The court was cleared to determine whether Captain Lewis Warrington, who appeared in court, should be admitted to a seat as a member. The Judge Advocate submitted to the court a communication from the Secretary of the Navy, covering a communication from the Attorney General of the United States, annexed, and marked C. After reading the opinion, and deliberating upon the question, the court decided that, as the opinion of the Attorney General had been officially submitted to them, the court should proceed as originally organized.

The court was then opened. Lieutenant David Conner appeared in court to answer the charges preferred against him. The question was then proposed to him, whether he had any legal objections to make to any member of the court; and he declared that he had none.

The charges and specifications were then read, annexed to the record, and marked D.

Lieutenant Conner stated he had employed no counsel, but wished permission to have a friend in court to assist him in noting the evidence; to which the court acceded.

Lieutenant HORACE B. SAWYER, witness, produced and sworn on behalf of the prosecution, testified as follows:

Question. Were you attached to the Dolphin, as a lieutenant, in the Pacific, in the year 1822?

Answer. I was then second lieutenant of the Dolphin.

Question. Were you on board of her during the months of May and June in that year?

Answer. I was.

Question. Will you state, so far as you are acquainted with the facts, whether Captain E. Smith, mentioned in the specifications, was on board the Dolphin, and when, and where? Whether he came on board with any trunks or packages, and what did they contain?

Answer. Captain Smith came on board the Dolphin at Valparaiso, the evening before we sailed; I think it was on the 7th of May. It was remarked there was an unusual quantity of baggage came on board the vessel; among other things, was one or more packages marked "samples." It was not known, I believe, by any of the officers, certainly not by myself, when Captain Smith came on board, what his trunks contained. On the arrival of the Dolphin at Arica, goods were exhibited on the quarter-deck, and in the cabin of the Dolphin, in the presence of Spaniards from the shore, and apparently for their inspection solely. The exhibition on the quarter-deck was not in the presence of the Spaniards; in the cabin, it was. The Spaniards, I believe, were on board at the time, but not on the quarter-deck.

Question. Who commanded the Dolphin at the times spoken of?

Answer. Lieutenant David Conner.

Question. Did Captain E. Smith belong to the navy, or was he in any public employment?

Answer. Not to my knowledge.

Question. Were the articles contained in the trunks and packages designed for the use of the Dolphin, or were they so employed?

Answer. It would not appear that they were designed for the use of the Dolphin, as Mr. Smith and his baggage were landed at Moliendo, and nothing was seen of the goods afterwards.

Question. Were the goods exhibited publicly on the quarter-deck, and in the cabin, apparently for sale, or how?

Answer. On the quarter-deck of the vessel they were changing the goods from one trunk to the other; Mr. Smith and the commander of the vessel, Lieutenant Conner, appeared to be examining them. The trunks (two, I think) were at this time open on deck. I think none others were on the quarter-deck than Mr. Conner and Captain Smith. When the goods were examined in the cabin, the Spaniards from the shore were present.

Question. Were they the same goods, apparently, exhibited on the quarter-deck, and in the cabin, and of what description were they?

Answer. The goods that I saw on the quarter-deck were apparently gingham. I was walking in the gangway—they might have been of a different character. When the goods were thus shifting on the quarter-deck I was walking in the gangway, and from that position I saw them.

Question. Will you mention all the persons who were in the cabin at the time of the exhibition there; your situation; how the parties were occupied, and what was the character of the goods.

Answer. My situation was not a very good one to observe the movements in the cabin; I was passing from one side of the quarter-deck of the vessel to the other, abaft the trunk; the cabin door was open, and in passing I observed Captain Smith and the two Spaniards before mentioned; they were examining goods, apparently silk goods, in the cabin; I do not recollect that I saw Mr. Conner in the cabin.

Question. Do you know any thing in relation to the receiving on board the Dolphin plate and specie? State the facts, so far as you know them.

Answer. I have no personal knowledge of the facts stated in the last specification. I wish to state to the court that the witness, upon whom I principally relied to substantiate that accusation, is now absent from the United States, by permission from the Government. I have written to the Secretary—(stopped by the court.)

Question by the court. Were the goods sold on board the Dolphin and taken from her?

Answer. I do not know that they were sold.

Question. Did the Spaniards carry with them to the shore any more articles than they brought off?

Answer. Not to my knowledge.

*Cross-examined by the accused.*

Question. You stated it was remarked at the time Mr. Smith's baggage was received on board the Dolphin, that the quantity was unusually great. What did it consist of, and who made this remark?

Answer. It consisted of two trunks—I am not certain there were more—and one package; that I am positive of. There was also something done up in a large leather covering, probably a bed. The remark was made in the ward-room more than once, I cannot distinctly state by whom.

Question. What were the silk goods you saw in the cabin, and in what quantity?

Answer. They appeared to me to be handkerchiefs, and different patterns of silk; the cabin table appeared to be covered with them, and the sofas also appeared to be covered with them.

Question. Did you hear the conversation in the cabin, and what was its purport?

Answer. I heard no conversation in the cabin.

Question. Do you know if the goods you saw were exposed for sale, or private traffic?

Answer. I do not know that they were exposed to sale or private traffic.

Question. In passing the cabin door, did you stop to examine what was doing there; and are you certain the articles you saw in the cabin were merchandise?

Answer. I did not stop to examine; I merely cast my eye in while passing the cabin, and observed Captain Smith and the Spaniards. I am certain the articles I saw on the cabin table were merchandise. I am certain they had that appearance.

Question. Were you not under arrest at the time Mr. Smith's baggage was received on board the Dolphin, and also when his trunks were landed at Molliendo?

Answer. I do not recollect that I was under arrest when Mr. Smith came on board; I think I was only suspended. I believe it was after we left Valparaiso that I received my charges; I am still under arrest on the charges that were preferred against me in the Pacific Ocean.

Question. At the distance you were from the quarter-deck, could you distinctly see the gingham you say Mr. Smith and myself were examining?

Answer. I could.

Question. At the time the baggage of Mr. Smith was received on board the Dolphin, had Mr. Conner, or any other officer of the vessel, as you know or believe, any knowledge of there being any thing in the trunks other than the ordinary baggage of a traveller?

Answer. Not to my knowledge.

Question. How long after the contents of the trunks were exposed, did they go on shore?

Answer. I do not distinctly recollect; it was after our arrival at Molliendo Mr. Smith and his baggage were landed.

Question by the Judge Advocate. How far is Molliendo from Arica?

Answer. I do not recollect the distance: probably six or eight days' sail with the light winds we experienced.

Question. Were the trunks and packages of an unusual size or character for a traveller?

Answer. I do not think they were.

Question by the accused. Why was it then a subject of remark on board the Dolphin, that Mr. Smith's baggage was unusually great?

Answer. For the reasons I have already assigned. There were two trunks I am positive of; a large package marked "samples," and the leather bundle. I know of no other reason for the remark, but it was observed that it was unusually great.

Question by the accused. What was the size of the package marked "samples?"

Answer. It was about a foot in length and a half foot in depth, probably.

Question by the court. Do you know whether the Spaniards who came on board the Dolphin were merchants, or whether they expressed their views in coming on board?

Answer. They bore the character of merchants. Do not know whether they expressed their views in coming on board.

Question by the court. Had Lieutenant Conner any conversation with the Spaniards in reference to the goods, either in the cabin or on the quarter-deck?

Answer. I did not see him holding any conversation with the Spaniards.

Question by the accused. Was not a certificate procured by you from the officers of the Dolphin in relation to Mr. Smith's bringing merchandise on board that vessel, and circulated on board the Franklin? If so, what has become of that certificate?

Answer. Such a certificate was given, at my request, in consequence of a communication with Lieutenant Hunter, which I have on board the Washington; the certificate is destroyed.

Question. Why was it destroyed?

Answer. The note to which I allude, and the answer, will show the whole transaction. The certificate was requested, and given, in consequence of hearing that Captain Smith had stated some things implicating my veracity. After Captain Smith had admitted, and Lieutenant Hunter had intimated to me, that no such charge had been made, there was no further necessity for the certificate, and it was destroyed.

Question. Is the copy of the certificate now before the court a correct one of that circulated on board the Franklin with your letter?

Answer. It is.

Question. Was the certificate drawn up and circulated previous to Commodore Stewart deciding on the charges preferred by you against Lieutenant Conner?

Answer. The certificate was drawn up after the charges had been sent on board the Franklin. I do not know what decision Commodore Stewart had made.

Question. Was it not at the solicitations of its signers the certificate was destroyed; and did they not allege as a reason for its destruction that I would obtain a copy of it?

Answer. No. It was because I conceived there was no further use for it; because the particular object for which it had been given had been removed by Lieutenant Hunter's note—not at the solicitation of the signers.

WILLIAM J. McCUNEY, a lieutenant in the navy of the United States, a witness, produced, sworn, and examined, on the part of the prosecution, testified as follows:

Question. Were you on board the Dolphin in May and June, 1822, and in what capacity?

Answer. I was first lieutenant of the Dolphin at that period.

Question. Will you state to the court, so far as you are acquainted with them, the facts connected with the first specification?

Answer. On or about the 6th of May, we received on board a Captain Smith, and a number of trunks and packages, as many as three or four; among them was one, or two, (I am positive as to one,) marked "samples." At the time, I knew nothing of the contents. They were not designed for the use of the vessel, or employed in that way to my knowledge. This was in the port of Valparaiso. About the 7th we sailed from Valparaiso. We arrived at Arica about the 14th. On our arrival, a boat of the Dolphin was despatched on shore, and brought on board two Spaniards, who, I understood from Captain Smith, were merchants. After they had, been on board some time, in passing by the cabin door, I saw a parcel of dry goods displayed in the cabin. The merchants appeared to be examining the goods. I, at the same time, remarked that the package or packages marked "samples," which had been lying on the quarter-deck, had been removed. Captain Smith and the two Spaniards were in the cabin at the time of this display, and I think, part of the time, Lieutenant Conner. The goods appeared to me to be counterpanes, cross-barred gingham, or something of that kind. I cannot say whether they were exposed for the purpose of sale. I do not know whether the Spaniards took any goods on shore with them. I think none of Smith's baggage



was landed at that port. They appeared to be whole pieces of goods of various kinds. I have an indistinct recollection of some plate being brought on board the Dolphin about the time and at the place mentioned in the second specification of the second charge; cannot distinctly remember the particulars, nor do I know what became of it; know nothing, of my own knowledge, of any articles being carried on board the Mercury and Flying Fish.

*Cross-examined by the accused.*

Question. Had Lieutenant Conner, as you know or believe, at the time the trunks and packages were received on board, any knowledge of their contents?

Answer. I do not think he had.

Question. Was it the subject of remark on board the Dolphin that Captain Smith had an unusual quantity of baggage with him?

Answer. I think there was such a remark made on board, but cannot recollect by whom.

Question. Are you positive as to the number of Mr. Smith's trunks? If so, describe their size and number, as also the size and number of the packages marked "samples."

Answer. I have already answered that I cannot state the exact number; that they were three or four, to the best of my belief; they were of various sizes—the one marked "samples" I think was about three feet long. I do not recollect as to the others.

Question. Did the Spaniards come on board the same day the Dolphin arrived in Arica? How many were there, and who were they? Did Mr. Smith state to you they were merchants?

Answer. Cannot say whether they came on board the day we arrived at Arica, or the following day; there were two of them came on board; there was a third who was on board during our stay there, who, I was informed and believed, was a Spanish officer. Captain Smith did state to me that one of the two was a merchant, and, I think, the other also.

Question. State to the court what you mean by merchandise, and describe the quantity and character of the articles you say you saw in the cabin, or were contained in Mr. Smith's trunks.

Answer. I have already mentioned they were dry goods, and have mentioned the character of them. I cannot say as to the quantity; there were several pieces—among them, some of the character I have mentioned.

Question. Did you conceive there was any thing criminal in Mr. Smith's opening his trunks? and, if so, would you not conceive it your duty to report it to the proper authority?

Answer. I did think it very improper to expose goods in that manner; but, as Lieutenant Conner was, during a part of the time, in the cabin, and must have seen it, I did not think it my duty to report the fact.

Question. What is the distance between Arica and Mollendo?

Answer. I do not recollect the distance. I think we were on the passage from one to the other from the 16th to the 19th, with very light winds.

Question by the court. Where were Captain Smith and his baggage landed?

Answer. At Mollendo.

JOSEPH B. HULL, an acting lieutenant in the navy of the United States, a witness, produced, sworn, and examined, on the part of the prosecution, testified as follows:

Question. Were you on board the United States' schooner Dolphin in May and June, 1822, and in what capacity?

Answer. I was on board the Dolphin as an acting lieutenant.

Question. State to the court the facts, so far as you are acquainted with them, connected with the specifications?

Answer. I joined the Dolphin at Valparaiso, on the 6th of May, I think; Captain Smith's baggage was then on board, consisting of trunks and a cot or bedding. There were, I think, as many as five or six trunks or bundles, some of them, I should think, three feet long—other dimensions in proportion. I did not know, at the time, of their contents; cannot say that I remarked any thing in particular about them at the time: I supposed, at the time, they contained Captain Smith's baggage. I afterwards ascertained one of them contained bundles, wrapped up in paper of various forms. At Arica there were strangers (two I recollect) on board the vessel, from the shore. I remember seeing the trunk containing the packages before referred to opened, but cannot say whether at the time mentioned; I think it was on the passage from Arica to Mollendo, and for the purpose of examining and restowing. I recollect seeing pattern-cards and papers displayed in the cabin while at Arica: Captain Smith, to the best of my recollection, and the two strangers, or one of them, and Lieutenant Conner, were present. I do not know the object of the exhibition. The articles contained in the trunks and packages were not designed or employed for the use of the Dolphin. I do not recollect to have seen the articles specified in the second specification of the second charge brought on board; know nothing, of my own knowledge, on the subject. I know only that a boat did go on board the Mercury—what she carried I do not know: Mr. Hudson was the officer in command of her.

*Cross-examined by the accused.*

Question. Are you certain Captain Smith brought six trunks on board the Dolphin, at Valparaiso; if not, might there not have been only two or three?

Answer. I mentioned that I did not recollect the number. To the best of my memory there were five or six articles, among them a saddle, a bundle of bedding, and the rest trunks and bundles.

Question. Did Lieutenant Conner know the contents of the five or six trunks and packages of Captain Smith, received on board the Dolphin, at the time they were received?

Answer. Not to my knowledge.

Question. What is the distance between Arica and Mollendo?

Answer. I do not know the exact distance; I should suppose about 200 miles.

JOSEPH WATSON, a purser in the navy of the United States, a witness, produced, sworn, and examined, on the part of the prosecution, testified as follows:

Question. Were you on board the Dolphin in May and June, 1822, and in what capacity?

Answer. I was on board as acting purser.

Question. Will you state the facts connected with the specifications, as far as you are acquainted with them?

Answer. The baggage of Captain Smith, consisting of four or five trunks, and a bed and cover, were received on board at Valparaiso; I was on shore at the time they came on board—they were carried to Arica. When we arrived at Arica I was unwell, and very little on deck; I went on deck, and passing along, looked down, and saw a number of goods in the cabin; did not, however, take particular notice of them. There were some people on board from the shore, and some from the French ship Telegraph, I think. There were, I think, as many as five people in the cabin, including Captain Conner. They were examining a silk shawl, or something that appeared to be one. Mr. Conner looked up at me; I presumed I was intruding, and went away. On the quarter-deck I saw merely the samples, and a piece of striped goods; it appeared to be gingham or seersucker. Mr. Conner was, I think, at that time in the cabin. This was during the same day, within about half an hour of the time when I saw what I have mentioned in the cabin. At the time I looked in the cabin, I should suppose I saw half a dozen different pieces of goods—considerable variety of them; the sofas appeared to be covered with them. I think Captain Smith was at the time on deck.

Question. Do you know any thing of the facts contained in the second specification of the second charge?

Answer. I know nothing further than that a boat did go from the Dolphin to one of those vessels, but I do not know that the boat carried any articles from the Dolphin.

*Cross-examined by the accused.*

Question by the accused. Had Lieutenant Conner any knowledge of the contents of Captain Smith's baggage at the time it was received on board?

Answer. I do not know.

Question. Was there any conversation in the ward-room, at the time Mr. Smith's baggage was received on board the Dolphin, concerning it; and was it remarked by any one that the quantity of his baggage was unusually great?

Answer. None that I recollect. I do not remember any conversation on the subject until after the vessel arrived at Arica, and it was opened.

Question. Did you ever hear Mr. Sawyer solicit the officers of the ward-room of the Dolphin to join him in preferring charges against me for this transaction? If so, what were the reasons they did not?

Answer. I never heard such a solicitation made.

Question by the Judge Advocate. While Captain Smith was on board the Dolphin, what part of the vessel did he occupy?

Answer. He lived in the cabin on the passage.

SAMUEL M. BRECKENRIDGE, a midshipman in the navy of the United States, a witness produced, sworn, and examined, on the part of the prosecution, testified as follows:

Question. Were you on board the United States' schooner Dolphin, in May and June, 1822, and in what capacity?

Answer. I was a midshipman on board.

Question. Will you state to the court what you know of the facts alleged in the specifications?

Answer. In May, 1822, Captain Smith came on board the Dolphin, at Valparaiso; a young Spaniard came with him, whether as a clerk, or in what capacity, I do not know. He brought three or four trunks, some bedding, and a small pine box; did not see them opened, nor know what they contained. We set sail on the 7th for Arica, a small port in Peru; arrived, I think, on the 13th. On the morning of the 14th, three or four Spanish gentlemen came on board, and breakfasted with Captain Conner in the cabin. About two hours after, I saw a trunk opened in the cabin, and saw some goods, whether Merino or Canton shawls, cannot say; it was a small trunk, about four feet long; did not see Captain Conner in the cabin; do not recollect seeing any one but Smith there at the time. The trunk was a narrow one; a small India trunk. I shortly after went on shore, and did not return until the Dolphin was under way. I also saw a paper of gloves on the table at the same time. We sailed on the 14th, I think, for Mollendo, and arrived about the 18th or 19th. I was then directed by Lieutenant Conner, or the officer commanding the deck, to take the second cutter, and the articles in the boat, to deliver them to Captain Smith, at Mollendo. They were, one trunk, a box, some bedding, and four small hampers, which we carried and delivered to Captain Smith, at Mollendo. Captain Smith went with us from Arica to Mollendo, and was landed there in another boat.

Some time previous to the month of September, 1822, I was directed by Captain Conner to go on board the Mercury, (she was then standing out of the harbor of Callao,) and deliver a small basket (a market basket) to the captain; do not know the contents; did not handle the basket myself; it appeared to be light.

*Cross-examined.*

Question. Did you hear any conversation between the officers of the Dolphin, or any remark on the subject, until a certificate was circulated on board the Franklin, concerning this transaction, some months afterwards?

Answer. I did not.

Question. Did not the hampers contain Champaign wine, (French,) and from the ship Telegraph?

Answer. I do not know what the hampers contained; I have seen wine in such hampers. I was on shore when our boat boarded the Telegraph, and do not know what was brought from her.

The communication between Lieutenant H. B. Sawyer and Lieutenant Hunter, referred to in the testimony of the former, was read, annexed, and marked No. 1.

The copy of the certificate and letter of Lieutenant Sawyer, referred to in his testimony, was also submitted, annexed, and marked No. 2.

The court adjourned to half-past nine to-morrow morning.

THURSDAY, November 25, 1824.

The court met, pursuant to the adjournment of yesterday.

FRANCIS COFFIN, a witness produced, sworn and examined on behalf of the accused, testified as follows:

Question. Do you know Captain E. Smith? What time have you known him, and what is his character?

Answer. I have known him five or six years; have never known any thing against him; believe him to be a man of integrity and honor.

Lieutenant Sawyer requested permission to be present at the examination of the witnesses for the accused, and to cross-examine them, which was granted by the court; and he appeared accordingly.

JOHN H. CLACK, a lieutenant in the navy of the United States, a witness produced, sworn, and examined on the part of the accused, testified as follows:

Question. Do you know Captain E. Smith? What time have you known him, and what is his character?

Answer. My knowledge of Captain E. Smith commenced and ended in the Pacific, where I knew him about six months. His character was that of a merchant of great enterprise, and wielding a large capital. I believe I have known him in possession of between two and three hundred thousand dollars.

Question by the Judge Advocate. Were you on board the Franklin during the period you speak of, and what opportunities had you, during the six months, of becoming acquainted with Captain Smith?

Answer. I was attached to the Constellation; I saw him occasionally on board the Franklin; Captain Smith was a passenger in the Constellation some twenty or thirty days.

Question. Was it the Captain Smith who commanded the brig Macedonian?

Answer. It was.

CHARLES STEWART, a captain in the navy of the United States, a witness produced, sworn, and examined on the part of the accused, testified as follows:

Question. Did you command the American squadron in the Pacific Ocean in the month of May, 1822?

Answer. Yes.

Question. Did you order Lieutenant Conner, the commander of the schooner Dolphin, to receive on board his vessel at Valparaiso, on or about the 6th of May, 1822, a certain Captain Smith; and is the paper now shown to you that order?

Answer. Yes. (The paper read to the court, annexed to the record, and marked No. 3.)

The testimony being closed, Lieutenant Conner was asked when he would be prepared with his defence; he stated that he should be ready in the course of an hour; whereupon the court adjourned for that time. On the opening of the court at the time specified, the accused read his defence, which is annexed, and marked E.

The court was then cleared, and the record of the proceedings read, and the court proceeded to deliberate upon the case and the evidence adduced; and, having maturely considered the same, do find—

That it is proved, in regard to the specification of the first charge, that the trunks and package belonging to Captain Eliphalet Smith were received on board the Dolphin at the time and place mentioned; that Captain E. Smith was taken on board by the order of Commodore Stewart, as the bearer of public despatches; that the said trunks and package did in fact contain sundry articles of merchandise, and samples of goods, not designed for the use of



the Dolphin; but the court is of opinion, from the evidence, that the contents of said trunks and package were not known to the said Lieutenant Conner, when they were taken on board; that such ignorance resulted from no remissness or impropriety; and, therefore, the court is of opinion, that it does not fall within the 23d article of the act for the better government of the navy; and do adjudge that the said Conner is **NOT GUILTY** of this specification.

That in regard to the first specification of the second charge, it is proved that Lieutenant David Conner did permit an exhibition of dry goods, or samples of dry goods in the cabin, but not on the quarter-deck of the Dolphin, in the presence of two or three strangers from the shore; that there is no evidence to show that they were offered for sale; and, therefore, that this specification is in part proved, and in part not proved.

That so far as respects the second specification of the first charge, there is no evidence to support it.

The court is therefore of opinion, that the first charge is not proved; they are also of opinion, and do adjudge, that the second charge is so far proved as is set forth in their decision upon the first specification under it, and is not proved as to the residue.

The court is of opinion, that Lieutenant Conner, in permitting an exhibition of merchandise on board a public vessel of the United States, has been guilty of conduct highly culpable, and it does, in the strongest and most distinct manner, express its decided reprobation of such conduct; that nothing but the very meritorious character which Lieutenant Conner has heretofore sustained, inducing the belief that such impropriety was the result of inadvertency, causes them to inflict so mild a punishment as *this reprimand*.

WILLIAM BAINBRIDGE,  
JAMES JONES,  
J. D. HENLEY,  
J. D. ELLIOTT,  
GEO. C. READ.

RICHARD S. COXE, *Judge Advocate*.

Approved:

SAMUEL L. SOUTHARD.

A.

*To William Bainbridge, Esq., captain in the navy of the United States.*

Certain charges of misconduct having been alleged against William A. Weaver, a lieutenant in the navy of the United States, and others, a general court-martial, to consist of Captain William Bainbridge, President; Captains Jacob Jones, Lewis Warrington, William M. Crane, John D. Henley, Jesse D. Elliott, and Master Commandant George C. Read; and Masters Commandant Wolcott Chauncey and William B. Finch, supernumeraries, or any five or more of them, are hereby authorized to assemble on board the United States' ship Washington 74, at the navy yard at Brooklyn, in the State of New York, on Monday, the 15th day of November next, for the trial of the said persons for the offences of which they do severally stand charged; which charges, together with the testimony in support of them, will be laid before the court by the Judge Advocate.

And Richard S. Cox, Esq. is hereby appointed Judge Advocate to the court hereby ordered to assemble, and, if he should decline acting, the said court will appoint such other suitable gentleman, learned in the law, to discharge the duties of Judge Advocate to the said court, as they, or a majority of them, may, in their wisdom, deem fit and proper.

In faith whereof, I have hereunto signed my name, and affixed the seal of the Navy Department of the United States, this twenty-sixth day of October, in the year of our Lord one thousand eight hundred and twenty-four, and of the independence of the United States the forty-ninth.

SAMUEL L. SOUTHARD.

*To the court-martial now assembled on board the United States' ship Washington 74, at Brooklyn, New York, of which William Bainbridge, Esq. is President.*

You are hereby authorized to adjourn the court to such place as you shall consider most proper within the limits of the navy yard at Brooklyn, and to hold your session upon such adjournment.

Given under my hand, and the seal of the Navy Department, this 17th day of November, in the year of our Lord 1824.

SAMUEL L. SOUTHARD.

B.

ON BOARD THE UNITED STATES' SCHOONER DOLPHIN,  
CALLAO HARBOR, August 26, 1822.

Whereas, Lieutenant Horace B. Sawyer, in his charges exhibited to Commodore Stewart, against Lieutenant Commandant David Conner, has stated, in substance, in a specification of one of said charges, that a quantity of dry goods were brought on board the United States' schooner Dolphin, by Captain Eliphalet Smith, and has named the undersigned, as witnesses of the fact: and whereas it has come to our knowledge that the said Smith has flatly denied that any goods (except pattern cards of the Canton's cargo) were brought on board by him, the undersigned, at the request of Lieutenant Sawyer, hereby make known to all whom it may concern, that the fact asserted by Lieutenant Sawyer can be fully substantiated, notwithstanding the denial of it by the said Smith.

J. MCCLUNEY, 1st Lieutenant United States' navy.  
JOS. B. HULL, Acting Lieut. United States' navy.  
WM. L. HUDSON, Acting Sailingmaster.  
J. WATSON, Purser United States' navy.  
RICHARD STEVENS, Surgeon's Mate, U. S. navy.

C.

UNITED STATES' SCHOONER DOLPHIN,  
CALLAO HARBOR, August 27, 1822.

GENTLEMEN:

As it appears that Captain Eliphalet Smith has gratuitously meddled with my affairs in a manner which seems to place my veracity and his at issue, I conceive it due to myself, as well as the officers of this vessel, that his character should be no longer concealed. I therefore enclose for your inspection, "and all whom it may concern," a certificate of the ward-room officers of this vessel, which I flatter myself leaves the subject no longer in doubt, if any ever existed.

I am, gentlemen, with great respect and esteem, your obedient servant,

H. B. SAWYER.

*To the Ward-room officers of the U. S. ship Franklin.*

## No. 2.

It appeared, upon investigation, Mr. Smith never did deny that two of his trunks on board the Dolphin contained patterns of part of the Canton's cargo, which he had purchased.

D. CONNER.

DOLPHIN, MONDAY, *August 26, 1822.*

DEAR SIR:

I have been given to understand that Captain Smith has told you he had not any goods (with the exception of some pattern cards of the Canton's cargo) on board this vessel. Will you be good enough to inform me if he has told you this? Your answer will tend to clear up my doubts upon this subject, which I own I can hardly believe now. The bearer will wait for an answer.

I am, dear sir, very truly, yours,

H. B. SAWYER.

Lieutenant Wm. M. HUNTER, *U. S. ship Franklin.*

Yes; he has told me so.

HUNTER.

WEDNESDAY, *August 28.*

You will do me the favor to return it. Yours,

SAWYER.

In my answer to this note, "Yes; he has told me so," you must understand me, that he had no other goods but patterns, or samples of cargo.

HUNTER.

## D.

*Charges and specifications against David Conner, a lieutenant in the navy of the United States, exhibited by Lieutenant H. B. Sawyer.*

**CHARGE 1.** Receiving, or permitting to be received, on board the United States' schooner Dolphin, then under command of said Conner, goods or merchandise other than for the sole use of his vessel, contrary to the 23d article of the act of Congress for the better government of the navy of the United States.

**Specification.** For that he, the said David Conner, on or about the 6th day of May, 1822, then being in command of the said schooner Dolphin, lying in the port of Valparaiso, did receive, or permit to be received, on board the said schooner, certain trunks and a certain package or bundle, belonging to one Captain E. Smith, which said trunks and package contained sundry articles of merchandise, and samples of goods or merchandise, not designed or intended for the use of the said schooner, and not falling within any of the exceptions contained in the said 23d article for the better government of the navy.

**CHARGE 2d.**—Unofficer-like conduct.

**Specification 1st.** For that he, the said Conner, then in command of the United States' schooner Dolphin, and lying in the port of Arica, did, on or about the 15th day of May, 1822, permit a public display of dry goods on the quarter-deck and in the cabin of the said schooner, in the presence of, and for the inspection of, strangers from the shore, for the purpose of private traffic, thereby tending to the subversion of discipline, and prostituting the said vessel of the United States to purposes of private trade and traffic.

**Specification 2d.** For that he, the said Conner, some time in the month of June, 1822, then in command of the said schooner Dolphin, in the port of Callao, did receive, or permit to be received, on board said schooner, certain articles of plate, and a certain sum of money in doubloons, which said Conner knew to have been smuggled from the shore; and that, afterwards, the said Conner caused the said plate to be sent, in one of the boats of the Dolphin, on board the American ship Mercury, and the said doubloons on board the American ship Flying Fish, and that after the custom-house officers had visited the said ships, and after the said ships were under way; thereby assisting in smuggling, and in defrauding the revenue of a friendly power, in contravention of the laws of the United States; and the said Conner receiving, for such acts, compensation for his services.

RICHARD S. COXE, *Judge Advocate.*

## E.

*Mr. President and Gentlemen of the Court:*

After fifteen years spent irreproachably in the naval service of my country, nearly ten of which have been actively employed, afloat, in different ships of war, in the various grades of midshipman, master, and lieutenant, I am, for the first time, brought before a court-martial, to answer to charges of the gravest character. The history of every service proves that, in such an event, unblemished innocence has often suffered, and against which no circumstance can guard, however vigilant its watch over the minutest act. It is seriously to be regretted, that it is as much within the power of envy, malice, and revenge, to arraign their victim at your bar, as for the honest guardian, who would protect the purity of character, and who watches over those infractions that affect the honor and safety of the service. But whilst I deplore the existence of such an evil, I have the consolation to know that the tribunal before which I stand will be as faithful in protecting the innocent, as it will be prompt to punish the guilty.

It will be seen, by the evidence before the court, that the same charges, for which I am now on trial, were preferred, by the same person, more than two years since; and, though I requested Commodore Stewart, at the time, to grant a court to investigate my conduct, he refused it upon the ground that he believed the charges originated in malice, and were not designed for the good of the service.

Commodore Stewart was fully informed of all the circumstances of the case, and had access to very important evidence, which I very much regret is not before this court. The absence of Mr. E. Smith from this country, who could testify to my entire innocence, is an essential deprivation in my defence.

I am charged with having violated the 23d article of our naval laws, by receiving on board my vessel articles of merchandise, &c. I appeal to the good sense of this court, and ask if it was any part of my duty to have examined the baggage of a gentleman and a fellow-citizen, who was charged with a public despatch by my commanding officer; and who I was ordered by him to receive on board my vessel as a passenger? On the contrary, without any thing suspicious in the character of the man, or the appearance of his baggage, it would have been an outrageous breach of common courtesy to have suggested such an idea. I, therefore, conceive that I am not guilty of any offence, or infraction of the law, in taking those trunks on board, which I conceived as exempt from objection as my own wardrobe. Again: it is not in evidence before this court that the articles which the trunk contained were either sold or offered for sale on board my vessel. They were simply exhibited to two persons, one of whom I know to be connected with Mr. Smith in very extensive mercantile transactions, and the articles displayed were merely *samples* of a cargo Mr. Smith had purchased at Valparaiso. The shawls, mentioned in the evidence, were two of Canton crape, placed in charge of Mr. Smith by a gentleman resident at Anquipa, for his wife in Lima. Mr. Smith requested me to take charge of them, which I did, and delivered them to the lady in Lima, as requested. I humbly conceive that in this there has not been an infraction of either the spirit or letter of the law; and that I, consequently, stand exculpated of any offence. So far from believing that I was acting in violation of my duty, if, at the time of Mr. Smith's embarkation on board my vessel, he had told me that he had in his trunks samples of merchandise, I should not have objected to his bringing them on board, under the conviction that the 23d article of our naval



laws never contemplated the recognition of such a case. With all due deference to the court, I cannot conceive that it is capable of being tortured into an offence.

Perhaps it would have been prudent and perfectly justifiable in me, instead of soliciting this present trial, to have urged its postponement until I could have procured the testimony of Mr. Smith and others who are now absent from this country; but when I considered that my reputation was suffering, and had for two years suffered, almost, if not quite, as much from the slanderous reports put in circulation, I will not say, because I cannot prove by whom, I found myself forced to apply for this investigation unprepared as I am. I could not suffer much more from a conviction than I have already done; and I trusted to my innocence, and the impossibility of proving the charges true, for my acquittal. I hope I have not trusted in vain. To the members of this court I need not observe that the honor of an officer is sensitive to the slightest whispers of slander, and to resist the blasting influence of this poison is the duty of every man who feels that the reputation which is most valuable is that which is least suspected.

The accuser on this trial has sought to injure me; and, in the range of his influence, he has found his auxiliaries amongst those who should have been the last to countenance insubordination. A certificate is on your table, signed by all the ward-room officers of the *Dolphin*, who were under my command at the time, accusing me of a dereliction of duty and of disgraceful conduct. This was done, knowingly too, subsequent to the accuser's petition for my arrest, and before Commodore Stewart had decided whether or not he would order a court. At that particular juncture the certificate was procured, and circulated on board the *Franklin* to my prejudice.

As a proof that its contents had a more extensive circulation than the ward-room of the *Franklin*, I will read to the court a note to a publication in the *Richmond Enquirer*, published early in the month of January, 1823, a short time subsequent to the arrival of the accuser at Norfolk, and evidently alluding to the same transactions for which I am now arraigned.

I will not take up the time of the court by commenting on the evidence produced against me. The first charge, and the second specification under the second charge, are not proved; because it is not proved that I knew the contents of the baggage brought on board my vessel by Captain Smith; nor is it proved that any plate or doubloons came on board the *Dolphin* at Callao.

As it respects the testimony of the different witnesses upon the first specification under the second charge, no two of them agree in the detail. Mr. Sawyer says I was not in the cabin at the time the contents of the trunks were displayed, and that no one was on deck at the time the trunks were opened, and which he also says appeared to him to be done only for the purpose of shifting the contents of one to the other, Captain Smith and myself only being present at this time; and not one of the witnesses say that they have any knowledge of the articles being exposed for sale or private traffic, as I am charged. Mr. Sawyer makes the sample package one foot by six inches, and Mr. McCluney says it was three feet. What reliance can be placed on such evidence as to the description of the things displayed, when they differ so widely in this as every thing else? They call them merchandise, but cannot state that they were even intended for sale, as in fact they were not. And I trust that it will not be deemed an offence to carry on board of our national vessels the personal baggage of public messengers; or that the commanders of such vessels shall be punished because they permit a public messenger to show his friends the contents of his trunks, even though they should contain something more than his wearing apparel.

I might be justified in remarking upon the apparent disposition of the first four witnesses examined to exaggerate the quantity of baggage brought on board my vessel by Captain Smith. All of them at first said it consisted of several trunks and packages, evidently meaning to convey the idea of there being a large quantity of merchandise; but, when pressed by the court to enumerate, they came down to two or three trunks, a small parcel, a saddle, and a bundle of bedding. This surely did not exhibit any disposition on their part to state the case fairly till forced by a direct question from the court. Nor will I say any thing on the glaring inconsistency of Mr. Sawyer, who says it was the subject of repeated remark in the ward-room—the unusual quantity of baggage Captain Smith brought on board; and yet, when asked if he thought it an unusual quantity, he answered he did not; nor could he give a reason to the court why these remarks had been made.

Mr. President and gentlemen of the court, my defence is before you. The case at issue is so plain and simple in all its bearings, that it needs none of the refinements of special pleading, nor none of that subtlety of argument required by a weak and desperate cause. Relying upon your experience and intelligence, your principles as gentlemen, and your feelings as officers, I submit my cause, knowing that you will decide correctly between the accuser and the accused.

D. CONNER.

#### THE NAVY OF THE UNITED STATES.

To the Editors of the *Enquirer*:

Amongst the various irregularities and abuses incident to all Governments, and from which even our own is not altogether exempt, I am surprised that the attention of Congress has not been directed to a very illegal and pernicious practice existing in our navy, and probably connived at by the Department presiding over it. I allude to the well-known custom of our naval commanders of transporting in national ships the money and bullion of private merchants on freight, and in appropriating that freight to their own private use. To pass over other instances, I have it from good authority that Captain Downes, whilst he commanded the *Macedonian* in the Pacific Ocean, realized by this means upwards of fifty-five thousand dollars; and, by the report of persons who have lately left our squadron in that sea, Captain Stewart is in a fair way of pocketing a still larger sum.\*

U. S. SHIP *FRANKLIN*, VALPARAISO, May 6, 1822.

SIR:

You will proceed with the *Dolphin*, under your command, to Callao, touching at Arica or Molliendo on your way. At either of which places (most convenient) you will land Mr. Eliphalet Smith, who is charged with a despatch for General Ramirez, commander-in-chief of Upper Peru.

The accompanying packages you will please to deliver to Judge Prevost, whom you will find at Lima.

I remain, very respectfully, your obedient servant,

CHARLES STEWART.

Lieut. Com. DAVID CONNER, *Schooner Dolphin*.

\* I heard another report mentioned a few days ago, and in presence of a naval officer, which, for the honor of the service, I trust is wholly unfounded, that not only bullion, but goods, had been transported by some of our ships on that station, to places, too, where their importation was prohibited, and exposed to sale on their decks. It was added, that the Secretary of the Navy had been informed of the fact. Can this be true?

18th CONGRESS.]

No. 257.

[2d Session.]

## NAVAL REGISTER FOR THE YEAR 1825.

COMMUNICATED TO THE SENATE, MARCH 5, 1825.

SIR:

NAVY DEPARTMENT, March 4, 1825.

I have the honor to transmit to you, for the use of the honorable members of the Senate, sixty copies of the Naval Register for the year 1824, prepared in obedience to a resolution of the Senate, passed on the 13th day of December, 1815.

I have the honor to be, very respectfully, your obedient servant,

SAMUEL L. SOUTHARD.

The Hon. the PRESIDENT of the Senate.

## REGISTER OF THE NAVY OF THE UNITED STATES FOR 1825.

## CAPTAINS.

Names.	Date of commission.	Where born.	Where stationed.
John Rodgers, -	March 5, 1799, -	Maryland,	Commanding Mediterranean squadron.
James Barron, -	May 22, " -	Virginia,	Commanding naval officer, Philadelphia.
William Bainbridge, -	May 20, 1800, -	N. Jersey,	President Navy Board.
Thomas Tingey, -	November 23, 1804, -	England,	Com'ding naval officer, Washington, D. C.
Charles Stewart, -	April 22, 1806, -	Penn.	Waiting orders.
Isaac Hull, -	April 23, " -	Conn.	Commanding squadron, Pacific ocean.
Isaac Chauncey, -	April 24, " -	Conn.	Commanding naval officer, New York.
David Porter, -	July 2, 1812, -	Mass.	Commanding West India squadron.
Jacob Jones, -	March 3, 1813, -	Delaware,	Navy Commissioner.
Charles Morris, -	March 5, " -	Conn.	Navy Commissioner.
Arthur Sinclair, -	July 24, " -	Virginia,	Commanding Norfolk station, Virginia.
Thomas McDonough, -	September 11, 1814, -	Delaware,	Frigate Constitution, Mediterranean.
Lewis Warrington, -	November 22, " -	Virginia,	West India squadron.
William M. Crane, -	November 24, " -	N. Jersey,	Com'ding naval officer, Portsmouth, N. H.
James T. Leonard, -	February 4, 1815, -	New York,	White Hall, Lake Champlain.
James Biddle, -	February 28, " -	Penn.	On leave of absence.
Charles G. Ridgely, -	February 28, " -	Maryland,	On leave of absence.
Robert Trail Spence, -	February 28, " -	New Hamp.	Commanding naval officer, Baltimore.
Daniel T. Patterson, -	February 28, " -	New York,	Mediterranean.
Melancthon T. Woolsey, -	April 27, 1816, -	New York,	Frigate Constellation, West India station.
John O. Creighton, -	April 27, " -	W. Indies,	Corvette Cyane, Mediterranean.
John Downes, -	March 5, 1817, -	Mass.	Frigate Guerriere, Norfolk.
John D. Henley, -	March 5, " -	Virginia,	Frigate Macedonian, Norfolk.
Jesse D. Elliot, -	March 27, 1818, -	Maryland,	Under orders.
Robert Henley, -	March 3, 1825, -	Virginia,	Rendezvous, Norfolk.
Stephen Cassin, -	" -	Penn.	Washington, District of Columbia.
James Renshaw, -	" -	Penn.	Navy yard, Gosport, Virginia.
Thomas Brown, -	" -	Delaware,	Rendezvous, Philadelphia.
Charles C. B. Thompson, -	" -	Virginia,	Rendezvous, Boston.
Alexander S. Wadsworth, -	" -	Maine,	Navy yard, Washington, Dist. Columbia.
George W. Rodgers, -	" -	Maryland,	Navy yard, Brooklyn, New York.
George C. Read, -	" -	Penn.	On leave of absence.
Henry E. Ballard, -	" -	Maryland,	Rendezvous, New York.

.NOTE.—Officers on leave of absence have generally just returned from long cruises, but are subject to immediate orders.

## MASTERS COMMANDANT.

David Deacon, -	December 10, 1814, -	N. Jersey,	Sloop Erie, Mediterranean.
Lewis Alexis, -	December 10, " -	France,	On furlough.
Sidney Smith, -	February 28, 1815, -	New York,	On leave of absence.
Samuel Woodhouse, -	April 27, 1816, -	Penn.	Receiving ship Alert, Norfolk.
William Carter, -	" -	N. Carolina,	Sloop Peacock, Pacific ocean.
Joseph J. Nicholson, -	March 5, 1817, -	Maryland,	Navy yard, Philadelphia.
Wolcott Chauncey, -	" -	Conn.	On leave of absence.
Edmund P. Kennedy, -	" -	Maryland,	Sloop Hornet, West India station.
Alexander J. Dallas, -	" -	Penn.	Corvette John Adams, West India station.
John B. Nicholson, -	" -	Virginia,	Sloop Ontario, Mediterranean.
Beekman V. Hoffman, -	" -	New York,	New York station.
Jesse Wilkinson, -	April 18, 1818, -	Virginia,	Norfolk station.
George Budd, -	March 28, 1820, -	Maryland,	Commanding at Erie, Pennsylvania.
Thomas Ap Catesby Jones, -	" -	Virginia,	Inspector of ordnance for the navy.
John Porter, -	" -	Maryland,	Navy yard, Portsmouth, New Hampshire.
William Bolton Finch, -	" -	S. Carolina,	On leave of absence.
William B. Shubrick, -	" -	S. Carolina,	Navy yard, Charlestown, Massachusetts.
Benjamin W. Booth, -	" -	Virginia,	New York station.
Alexander Claxton, -	" -	Penn.	Rendezvous, Baltimore.
Charles W. Morgan, -	April 15, " -	Virginia,	North Carolina 74, Mediterranean.
Lawrence Kearney, -	March 3, 1825, -	N. Jersey,	On a survey of coast.
Foxhall A. Parker, -	" -	Virginia,	On leave of absence.
Edward R. McCall, -	" -	S. Carolina,	Philadelphia station.
Daniel Turner, -	" -	R. Island,	On leave of absence.
David Conner, -	" -	Penn.	On leave of absence.
John Gallagher, -	" -	Penn.	Com'g sch'ner Shark, West India station.
Thomas Holdup Stevens, -	" -	S. Carolina,	On leave of absence.



## LIEUTENANTS.

Names.	Date of commission.		Where born.	Where stationed.
Francis J. Mitchell, -	February 18,	1809,	Virginia,	Not on duty.
Raymond H. Perry, -	March 5,	1813,	R. Island,	New York station.
Henry S. Newcomb, -	July 24,	"	N. Hamp.	Mediterranean squadron.
James P. Oellers, -	"	"	Penn.	West India squadron.
William M. Hunter, -	"	"	Penn.	On leave of absence.
John D. Sloat, -	"	"	New York,	Com'g sch. Grampus, West India station.
Matthew C. Perry, -	"	"	R. Island,	North Carolina 74, first lieu.
Charles W. Skinner, -	"	"	Maine,	Com'g sch. Porpoise, West India station.
Joseph Wragg, -	"	"	S. Carolina,	Norfolk, Virginia, station.
Samuel W. Adams, -	"	"	N. Hamp.	Sackett's Harbor.
Frederick W. Smith, -	"	"	N. Jersey,	On furlough.
Otho Norris, -	"	"	Maryland,	Baltimore station.
John T. Newton, -	"	"	Virginia,	Com'ding brig Spark, West India station.
Samuel Henley, -	"	"	Virginia,	West India squadron.
Joseph Smith, -	"	"	Mass.	On furlough.
Lawrence Rousseau, -	"	"	Louisiana,	New Orleans, commanding.
George W. Storer, -	"	"	N. Hamp.	Portsmouth, New Hampshire.
Joseph Cassin, -	"	"	Penn.	Rendezvous, Norfolk.
Robert M. Rose, -	"	"	Virginia,	Receiving ship Alert, Norfolk.
Beverley Kennon, -	"	"	Virginia,	Frigate United States, Pacific ocean.
Edward R. Shubrick, -	October 9,	"	S. Carolina,	Philadelphia station.
Charles A. Budd, -	June 18,	1814,	Penn.	White Hall, Lake Champlain.
Francis H. Gregory, -	June 28,	"	Conn.	Navy yard, Brooklyn, New York.
John H. Clack, -	December 9,	"	Virginia,	On leave of absence.
Philip F. Voorhees, -	"	"	N. Jersey,	North Carolina 74, Mediterranean.
Benjamin Cooper, -	"	"	N. Jersey,	Receiving ship, New York.
William L. Gordon, -	"	"	Virginia,	Philadelphia.
Silas Duncan, -	"	"	N. Jersey,	On leave of absence.
James Ramage, -	"	"	Penn.	On furlough.
Dulany Forrest, -	"	"	Maryland,	On leave of absence.
David Geissinger, -	"	"	Maryland,	Boston station.
Robert F. Stockton, -	"	"	N. Jersey,	On leave of absence.
Thomas S. Cunningham, -	"	"	England,	New Orleans station.
Isaac McKeever, -	"	"	Penn.	Com'g sea gal. Sea Gull, W. I. station.
John Paul Zantzinger, -	"	"	Penn.	On leave of absence.
Charles E. Crowley, -	"	"	S. Carolina,	New York station.
William D. Salter, -	"	"	New York,	On leave of absence.
Charles S. McCauley, -	"	"	Penn.	On furlough.
John H. Bell, -	"	"	N. Carolina,	Sloop Erie, Mediterranean.
Thomas M. Newell, -	"	"	Georgia,	On furlough.
Elie A. F. Vallette, -	"	"	Virginia,	Frigate Constitution, Mediterranean.
William A. Spencer, -	"	"	New York,	New York station.
William Laughton, -	"	"	Virginia,	Frigate Constellation, West India station.
Nelson Webster, -	"	"	Conn.	Boston station.
Thomas T. Webb, -	"	"	Virginia,	Receiving ship Alert, Norfolk.
John Percival, -	"	"	Mass.	Frigate United States, Pacific ocean.
John H. Aulick, -	"	"	Virginia,	On leave of absence.
William V. Taylor, -	"	"	R. Island,	Sloop Ontario, Mediterranean.
Mervine P. Mix, -	"	"	Conn.	Com'g store ship Decoy, W. India station.
Bladen Dulany, -	"	"	Virginia,	Frigate Guerriere.
James McGowan, -	"	"	Virginia,	Not on duty.
Silas H. Stringham, -	"	"	N. York,	Corvette Cyane, Mediterranean.
William A. C. Farragut, -	"	"	Louisiana,	West India squadron.
George B. McCulloh, -	"	"	Penn.	Corvette Cyane, Mediterranean.
Stephen Champlin, -	"	"	R. Island,	Newport, Rhode Island.
Isaac Mayo, -	February 4,	1815,	North Carolina 74,	Mediterranean.
William K. Latimer, -	"	"	Maryland,	Rendezvous, Philadelphia.
William Mervine, -	"	"	Maryland,	Mediterranean squadron.
Thomas Crabb, -	"	"	Maryland,	Navy yard, Washington.
Edward B. Babbitt, -	May 1,	"	Mass.	On furlough.
Thomas Paine, Jun. -	December 1,	"	R. Island,	On furlough.
James Armstrong, -	April 27,	1816,	Kentucky,	Frigate United States, Pacific ocean.
Joseph Smoot, -	"	"	Maryland,	Frigate United States, Pacific ocean.
Robert B. Randolph, -	"	"	Virginia,	North Carolina 74, Mediterranean.
Samuel L. Breeze, -	"	"	New York,	On leave of absence.
John Evans, -	"	"	N. Jersey,	Sloop Erie, Mediterranean.
Benjamin Page, Jun. -	"	"	England,	Philadelphia.
John T. Ritchie, -	"	"	Maryland,	On leave of absence.
John A. Wish, -	"	"	S. Carolina,	Charleston, South Carolina.
John Gwinn, -	"	"	Maryland,	Navy yard, Charlestown, Massachusetts.
Thomas W. Wyman, -	"	"	Mass.	Frigate Constitution, Mediterranean.
James L. Morris, -	"	"	New York,	On furlough.
Andrew Fitzhugh, -	"	"	Virginia,	North Carolina 74, Mediterranean.
William M. Caldwell, -	"	"	Mass.	Boston station.
John K. Carter, -	"	"	New York,	New York station.
Joseph Cross, -	"	"	Maryland,	Frigate Constitution, Mediterranean.
Abraham S. Ten Eick, -	"	"	New York,	West India squadron.
Thomas S. Hammersley, -	"	"	Maryland,	On leave of absence.
John White, -	"	"	Mass.	Boston station.
William M. Robins, -	"	"	Maryland,	Frigate Constellation, West India station.
Hiram Paulding, -	"	"	New York,	Frigate United States, Pacific ocean.
Jonathan D. Williamson, -	"	"	N. Jersey,	North Carolina 74, Mediterranean.
Uriah P. Levy, -	March 5,	1817,	Penn.	Mediterranean squadron.
Enoch H. Johns, -	"	"	Maryland,	On furlough.
Charles Boardman, -	"	"	Maryland,	Com'g Sch. Weasel, West India station.
French Forrest, -	"	"	Maryland,	Sloop Hornet, West India station.

## LIEUTENANTS—Continued.

Names.	Date of commission.		Where born.	Where stationed.
Edgar Freeman, -	March 5,	1817,	N. Jersey,	Erie station, Pennsylvania.
William E. McKenney, -	"	"	New York,	Sloop Ontario, Mediterranean.
William J. Belt, -	"	"	Maryland,	On furlough.
Charles H. Caldwell, -	"	"	Mass.	West India squadron.
William Jameson, -	"	"	Virginia,	West India squadron.
William Boerum, -	"	"	New York,	West India squadron.
Charles L. Williamson, -	"	"	N. Jersey,	On leave of absence.
Charles Gauntt, -	"	"	N. Jersey,	Philadelphia.
William W. Ramsay, -	"	"	Virginia,	Sloop Peacock, Pacific ocean.
Ralph Voorhees, -	"	"	N. Jersey,	On leave of absence.
Alexander Eskridge, -	"	"	Virginia,	West India squadron.
Ebenezer Ridgeway, -	"	"	Mass.	On leave of absence.
Thomas A. Conover, -	"	"	N. Jersey,	Sloop Erie, Mediterranean.
Archibald S. Campbell, -	"	"	Virginia,	Navy yard, Gosport, Virginia.
William Taylor, -	"	"	Virginia,	North Carolina 74, Mediterranean.
John C. Long, -	"	"	N. Hamp.	Sloop Peacock, Pacific ocean.
John H. Graham, -	"	"	Vermont,	Rendezvous, New York.
Henry Ward, -	"	"	Mass.	Boston station.
Henry Henry, -	"	"	Maryland,	On leave of absence.
Samuel W. Downing, -	"	"	N. Jersey,	Frigate Constitution, Mediterranean.
Richard S. Hunter, -	"	"	N. Jersey,	On leave of absence.
William Pottenger, -	"	"	Maryland,	West India squadron.
Henry W. Ogden, -	"	"	N. Jersey,	On leave of absence.
John H. Lee, -	"	"	Virginia,	Rendezvous, Baltimore.
Walter Abbot, -	"	"	Mass.	Philadelphia, ill health.
James M. McIntosh, -	April 1,	1818,	Georgia,	West India squadron.
Josiah Tatnall, -	"	"	Georgia,	Frigate Constitution, Mediterranean.
William T. Temple, -	"	"	Virginia,	Baltimore station.
George McCawley, -	"	"	Penn.	Philadelphia station, ill health.
Hugh N. Page, -	"	"	Virginia,	Sloop Peacock, Pacific ocean.
John A. Cook, -	"	"	Dist. Col.	Com'g schooner Fox, West India station.
William Inman, -	"	"	New York,	On leave of absence.
Joel Abbot, -	"	"	Mass.	On furlough.
Lewis E. Simonds, -	"	"	Mass.	Boston station.
John M. Dale, -	"	"	Penn.	Frigate Constellation, West India station.
Harrison H. Cocke, -	"	"	Virginia,	North Carolina 74, Mediterranean.
William J. McCluney, -	"	"	Penn.	On leave of absence.
Albert G. Wall, -	"	"	Virginia,	Sloop Peacock, Pacific ocean.
Ephraim D. Whitlock, -	"	"	N. Jersey,	On furlough.
James Goodrum, -	"	"	Virginia,	Sloop Ontario, Mediterranean.
John B. Montgomery, -	"	"	N. Jersey,	Sloop Erie, Mediterranean.
Horace B. Sawyer, -	"	"	Vermont,	Brig Spark.
Cornelius K. Stribling, -	"	"	S. Carolina,	Sloop Hornet, West India station.
James E. Legare, -	"	"	S. Carolina,	West India squadron.
Joshua R. Sands, -	"	"	New York,	On leave of absence.
Allen Griffin, -	"	"	Maryland,	North Carolina 74, Mediterranean.
Frederick S. Gibbon, -	"	"	Virginia,	Mediterranean squadron.
John J. Young, -	March 28,	1820,	New York,	New York station.
Charles H. Bell, -	"	"	New York,	West India squadron.
Abraham Bigelow, -	"	"	Mass.	Rendezvous, New York.
Zachariah W. Nixon, -	"	"	Mass.	On furlough.
Henry C. Newton, -	"	"	Virginia,	Sloop Ontario, Mediterranean.
Frank Ellery, -	"	"	R. Island,	On leave of absence.
Frederick Varnum, -	"	"	Mass.	West India squadron.
Frederick G. Wolbert, -	"	"	Penn.	Philadelphia.
Joseph R. Jarvis, -	"	"	Mass.	On furlough.
Thomas W. Freelon, -	"	"	New York,	Independence 74, Boston.
Pardon M. Whipple, -	"	"	New York,	West India squadron.
James Williams, -	"	"	Maryland,	Sloop Peacock, Pacific ocean.
Samuel W. Lecompte, -	"	"	Maryland,	Mediterranean squadron.
Charles T. Platt, -	"	"	New York,	West India squadron.
Wm. M. Armstrong, -	March 3,	1821,	Kentucky,	Frigate Constitution, Mediterranean.
William F. Shields, -	"	"	Georgia,	Mediterranean.
Garret J. Pendergrast, -	"	"	Kentucky,	West India squadron.
William C. Nicholson, -	"	"	Maryland,	Frigate United States, Pacific ocean.
James B. Cooper, -	April 22,	1822,	N. Jersey,	Philadelphia station.
J. W. Sherburne, acting, -	July 4,	"	N. Hamp.	Surveying coast of Florida.
Daniel H. Mackay, -	January 13,	1825,	New York,	North Carolina 74, Mediterranean.
Edward W. Carpenter, -	"	"	New York,	Sloop Erie, Mediterranean.
John L. Saunders, -	"	"	Virginia,	Norfolk, Virginia.
Joseph B. Hull, Jun., -	"	"	Conn.	Franklin 74, New York.
Jott S. Paine, -	"	"	Maine,	West India squadron.
John E. Prentiss, -	"	"	Mass.	New York.
Joseph Moorhead, -	"	"	Ohio,	West India squadron.
Samuel B. Phelps, -	"	"	Conn.	Sloop Peacock, Pacific ocean.
William T. Rodgers, -	"	"	New York,	On furlough.
Thomas Pettigru, -	"	"	S. Carolina,	Sloop Erie, Mediterranean.
Augustus Cutts, -	"	"	Maine,	On furlough.
John S. Chauncey, -	"	"	New York,	Sloop Ontario, Mediterranean.
Irvine Shubrick, -	"	"	S. Carolina,	Washington 74, New York.
Charles Ellery, -	"	"	R. Island,	On leave of absence.
Thomas R. Gerry, -	"	"	Mass.	On furlough.
John Kelly, -	"	"	Penn.	Philadelphia.
Hugh Dulany, -	"	"	S. Carolina,	On furlough.
Edmund Byrne, -	"	"	Penn.	West India squadron.
Edward S. Johnson, -	"	"	R. Island,	West India squadron.



## LIEUTENANTS—Continued.

Names.	Date of commission.	Where born.	Where stationed.
William H. Gardner, -	January 13, 1825, -	Maryland, -	West India squadron.
Frederick Jarrett, -	" " -	Penn. -	Corvette Cyane, Mediterranean.
David G. Farragut, -	" " -	Tennessee, -	West India squadron.
Richard S. Pinckney, -	" " -	S. Carolina, -	On leave of absence.
Stephen B. Wilson, -	" " -	New York, -	West India squadron.
Edward C. Rutledge, -	" " -	N. Carolina, -	Charleston, South Carolina.
William S. Harris, -	" " -	Kentucky, -	On leave of absence.
Thomas Dornin, -	" " -	New York, -	West India squadron.
Benjamin S. Grimke, -	" " -	S. Carolina, -	West India squadron.
John P. Tuttle, -	" " -	Conn. -	West India squadron.
Robert B. Cunningham, -	" " -	Virginia, -	West India squadron.
James Glynn, -	" " -	Virginia, -	West India squadron.
Joseph Myers, -	" " -	N. Carolina, -	Corvette Cyane, Mediterranean.
William C. Wetmore, -	" " -	New York, -	New York station.
William B. Nicholson, -	" " -	Maryland, -	On leave of absence.
Thomas R. Gedney, -	" " -	S. Carolina, -	North Carolina 74, Mediterranean.
John Bubier, -	" " -	Mass. -	Frigate United States, Pacific ocean.
Victor M. Randolph, -	" " -	Virginia, -	West India squadron.
Joseph Cutts, Jun., -	" " -	Maine, -	West India squadron.
Jacob Crowninshield, -	" " -	Mass. -	On leave of absence.
Frederick Engle, -	" " -	Penn. -	West India squadron.
Thomas S. Browne, -	" " -	Conn. -	West India squadron.
Alexander J. Dallas Browne, -	" " -	Conn. -	Boston station.
Jesse Smith, -	" " -	Mass. -	On furlough.
John H. Smith, -	" " -	New York, -	West India squadron.
Francis Sanderson, -	" " -	Maryland, -	On leave of absence.
John Rudd, -	" " -	R. Island, -	West India squadron.
Robert Ritchie, -	" " -	Penn. -	West India squadron.
David R. Stewart, -	" " -	Maryland, -	Sloop Ontario, Mediterranean.
William W. McKean, -	" " -	Penn. -	On leave of absence.
Benjamin Tallmadge, Jun., -	" " -	Connecticut -	Frigate Constitution, Mediterranean.
Franklin Buchanan, -	" " -	Penn. -	West India squadron.
Hubbard H. Hobbs, -	" " -	Virginia, -	West India squadron.
Samuel Mercer, -	" " -	Maryland, -	New York.
Charles Lowndes, -	" " -	S. Carolina, -	West India squadron.
Louis M. Goldsborough, -	" " -	D. Colum. -	On leave of absence.
George N. Hollins, -	" " -	Maryland, -	On furlough.
Duncan N. Ingraham, -	" " -	S. Carolina, -	On a survey, south.
John Marston, Jun., -	" " -	Mass. -	On leave of absence.
Henry Bruce, -	" " -	Mass. -	West India squadron.
William D. Newman, -	" " -	New York, -	West India squadron.
Henry A. Adams, -	" " -	Penn. -	On leave of absence.
Alex. B. Pinkham, -	" " -	Mass. -	West India squadron.
William H. Homer, -	" " -	Mass. -	Frigate United States, Pacific ocean.
James D. Knight, -	" " -	S. Carolina, -	On furlough.
Joseph Mattison, -	" " -	New Jersey, -	On leave of absence.
William S. Walker, -	" " -	N. Hamp. -	Navy yard, Charlestown.
Alexander Slidell, -	" " -	New York, -	On furlough.
James G. Boughan, -	" " -	Virginia, -	Frigate Constellation, West India sq'dron.
George F. Pearson, -	" " -	N. Hamp. -	West India squadron.

## SURGEONS.

Edward Cutbush, -	June 24, 1799, -	Penn. -	Naval hospital, Washington.
Samuel R. Marshall, -	January 16, 1800, -	Penn. -	Naval hospital, New York.
Lewis Heerman, -	November 27, 1804, -	Germany, -	Hospital, New Orleans.
Jonathan Cowdery, -	" " -	Mass. -	Rendezvous, Norfolk, Virginia.
Samuel D. Heap, -	" " -	Penn. -	Mediterranean.
Robert L. Thorn, -	March 3, 1809, -	New York, -	Navy yard, Portsmouth, New Hampshire.
William P. C. Barton, -	April 28, -	Penn. -	Philadelphia.
George Logan, -	April 14, 1810, -	S. Carolina, -	Charleston, South Carolina, ill health.
Robert S. Kearney, -	July 28, -	Ireland, -	Washington City, ill health.
Thomas Harris, -	July 6, 1812, -	Penn. -	Naval hospital, Philadelphia.
William Turk, -	July 24, 1813, -	New York, -	Frigate Constitution, Mediterranean.
Hyde Ray, -	" " -	Maryland, -	Awaiting orders.
Walter W. Buchanan, -	" " -	N. Jersey, -	On furlough.
Gerard Dayers, -	" " -	Flanders, -	Boston station.
Benjamin P. Kissam, -	" " -	New York, -	Corvette Cyane, Mediterranean.
John A. Kearney, -	" " -	Ireland, -	Navy yard, Charlestown, Massachusetts.
Baily Washington, -	" " -	Virginia, -	North Carolina 74, Mediterranean.
Charles B. Hamilton, -	April 15, 1814, -	Virginia, -	Marine barracks, head-quarters.
William Swift, -	" " -	Mass. -	New York rendezvous.
Richard K. Hoffman, -	July 16, -	New York, -	New York station.
Thomas B. Salter, -	May 22, 1815, -	N. Jersey, -	On leave of absence.
Peter Christie, -	April 27, 1816, -	N. Jersey, -	West India squadron.
Samuel Jackson, -	March 27, 1818, -	New York, -	Sloop Erie, Mediterranean.
Andrew B. Cook, -	" " -	New York, -	Navy yard, Brooklyn, New York.
John H. Gordon, -	" " -	Penn. -	Rendezvous, Philadelphia.
Leonard Osborne, -	" " -	Maryland, -	Sloop Ontario, Mediterranean.
Thomas Williamson, -	" " -	Maryland, -	Hospital, Gosport, Virginia.
George S. Sproston, -	" " -	Maryland, -	Baltimore station.
Elnathan Judson, -	" " -	Mass. -	Corvette John Adams, West India station.

## SURGEONS—Continued.

Names.	Date of commission.	Where born.	Where stationed.
Benajah Ticknor, acting,	July 10, 1824,	Vermont,	West India squadron.
Mordecai Morgan, do.	"	Penn.	Frigate Constellation, West India sq'dron.
Thomas J. Boyd, do.	"	Delaware,	West India squadron.
John W. Peaco, do.	"	Maryland,	Philadelphia station.
William Birchmore, do.	"	England,	Navy yard, Charlestown, Massachusetts.

## SURGEONS' MATES.

John Harrison,	January 16, 1805,	Maryland,	Hospital, Washington, Dist. of Columbia.
William Belt,	September 23, 1811,	Maryland,	Sloop Peacock, Pacific ocean.
Alexander M. Montgomery,	July 16, 1814,	N. Jersey,	New York.
Benjamin A. Welles,	December 10, "	Maryland,	Sloop Peacock, Pacific ocean.
William D. Conway,	"	Ireland,	On furlough.
James Norris,	"	New Hamp.	Not on duty, ill health.
Charles Chase,	"	Maine,	Navy yard, Portsmouth, New Hampshire.
Thomas V. Wiesenthal,	"	Maryland,	Sloop Hornet, West India station.
John S. Wiley,	December 20, 1815,	Maryland,	Naval hospital, New York.
James R. Boyce,	April 27, 1816,	Virginia,	On leave of absence.
Richard Stevens,	December 28, 1818,	New York,	Absent in Europe.
John Fitzhugh, Jun.	"	Maryland,	Frigate United States, Pacific ocean.
David S. Edwards,	"	Conn.	On leave of absence.
James Cornick,	March 28, 1820,	Virginia,	On leave of absence.
William Williamson,	"	N. Jersey,	New York, ill health.
William D. Babbitt,	"	Mass.	On leave of absence.
Joseph B. Stillman,	"	Mass.	Schooner Shark, West India squadron.
George Terrill,	"	Virginia,	Schooner Porpoise, West India squadron.
E. L. Duberry,	May 26, 1824,	Penn.	West India squadron.
Stephen Rapalje,	"	New York,	West India squadron.
John Haslett,	"	S. Carolina,	Brig Spark, West India station.
H. W. Bassett,	"	Maryland,	West India squadron.
Benjamin R. Tinslar,	"	New York,	Frigate United States, Pacific ocean.
C. H. Van Brunt,	"	N. Jersey,	West India squadron.
Waters Smith,	"	Florida,	Frigate Constitution, Mediterranean.
Isaac Hulse,	"	New York,	Hospital, Gosport, Virginia.
Cornelius Moore,	"	New York,	Corvette Cyane, Mediterranean.
Thomas J. Bradner,	"	New York,	Frigate United States, Pacific ocean.
Benjamin F. Bache, acting,	July 9, "	Penn.	North Carolina 74, Mediterranean.
Samuel Biddle, do.	July 10, "	Penn.	Schooner Grampus, West India station.
Charles B. Jaudon, do.	July 12, "	Penn.	North Carolina 74, Mediterranean.
Robert P. Macomber, do.	July 13, "	R. Island,	Sloop Ontario, Mediterranean.
De Witt Birch,	July 14, "	New York,	Frigate Constitution, Mediterranean.
Augustus A. Adee, do.	July 15, "	New York,	Corvette John Adams, West India station.
John R. Chandler, do.	November 16, "	D. Columbia	North Carolina 74, Mediterranean.
Thomas Dillard, do.	November 30, "	Virginia,	On leave of absence.
Augustin P. Beers, do.	"	New York,	North Carolina 74, Mediterranean.
Richard Kennon, do.	December 1, "	Virginia,	Frigate Constellation, West India sq'dron.
John H. Inlay, do.	"	N. Jersey,	"
William A. Browning, do.	"	Missis.	West India squadron.

## PURSERS.

Isaac Garretson,	April 25, 1812,	Penn.	Baltimore station.
Clement S. Hunt,	"	Maryland,	Newport, Rhode Island.
Gwinn Harris,	"	Maryland,	On leave of absence.
John H. Carr,	"	England,	Philadelphia.
Nathaniel Lyde,	"	Mass.	Navy yard, Portsmouth, New Hampshire.
Samuel Hambleton,	"	Maryland,	Frigate Congress.
Robert C. Ludlow,	"	New York,	Navy yard, Charlestown, Massachusetts.
John B. Timberlake,	"	Virginia,	Frigate Constitution, Mediterranean.
Thomas I. Chew,	"	Mass.	Washington 74, New York, ord.
Thomas Shields,	"	Delaware,	On leave of absence.
Lewis Deblois,	"	Mass.	On furlough, Boston.
Francis A. Thornton,	"	Virginia,	West India squadron.
James M. Halsey,	"	New York,	North Carolina 74, Mediterranean.
Edward Fitzgerald,	"	Penn.	Franklin 74, New York, ord.
Alexander P. Darrah,	"	Delaware,	Navy yard, Gosport, Virginia.
William S. Rogers,	February 26, 1813,	R. Island,	Independence 74, Boston, ord.
Samuel P. Todd,	March 1, "	Penn.	Philadelphia navy yard and station.
George Beale,	July 24, "	Virginia,	Frigate United States, Pacific ocean.
James H. Clark,	"	New York,	Frigate Guerriere, Norfolk, ord.
Joseph Wilson,	"	Mass.	On leave of absence.
Joseph B. Wilkinson,	March 26, 1814,	Kentucky,	New Orleans station.
William Sinclair,	"	Mass.	Charleston, South Carolina, station.
John A. Todd,	March 1, 1815,	Penn.	On leave of absence.
Timothy Winn,	May 17, "	Mass.	Navy yard, Washington, D. C.
William M. Sands,	May 20, "	New York,	Sackett's Harbor.
Joseph H. Terry,	June 6, "	New York,	Corvette Cyane, Mediterranean.
Thomas Breese,	July 8, "	R. Island,	On leave of absence.
Gardner Thomas,	July 12, "	Mass.	Sloop Hornet, West India station.
Ashton Y. Humphreys,	July 22, "	Penn.	Sloop Peacock, Pacific ocean.



## PURSERS—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
John Debee, -	December 29, 1817, -	N. Jersey,	Frigate Macedonian, Norfolk.
Charles O. Handy, -	" " -	R. Island,	Corvette John Adams, W. India station.
Silas Butler, -	" " -	New York,	Navy yard, Brooklyn, New York.
Edward N. Cox, -	March 28, 1820, -	New York,	New York.
Nathaniel H. Perry, -	March 28, 1820, -	R. Island,	Sloop Erie, Mediterranean.
J. N. Hambleton, -	May 26, 1824, -	Maryland,	On leave of absence.
Joseph Watson, -	" " -	Mass.	On leave of absence.
William McMurtree, -	" " -	Penn.	Sloop Ontario, Mediterranean.
Garret R. Barry, acting, -	January 15, " -	Penn.	Schooner Grampus, West India station.
William P. Zantzing, do. -	August 2, " -	Penn.	Brig Spark, West India station.
Daniel M. F. Thornton, do. -	December 30, " -	Virginia,	Schooner Shark, West India station.

## CHAPLAINS.

John Cooke, -	May 19, 1812, -	England,	Not on duty.
Cheever Felch, -	May 12, 1815, -	Mass.	Surveying.
Nathaniel Andrews, -	August 16, 1816, -	England,	On leave of absence.
James Brooks, -	December 28, 1818, -	Virginia,	New York.
James Everett, -	December 28, " -	Mass.	Navy yard, Charlestown, Massachusetts.
Addison Searle, -	April 27, 1820, -	N. Hamp.	On leave of absence.
Burgess Allison, -	March 3, 1823, -	New Jersey,	Navy yard, Washington, D. C.
Cave Jones, -	May 26, 1824, -	New York,	Navy yard, Brooklyn, New York.
John McCarty, acting, -	July 30, " -	New York,	Frigate Constitution, Mediterranean.
John W. Grier, do. -	October 18, " -	Penn.	North Carolina 74, Mediterranean.

## MIDSHIPMEN.

George Adams, -	January 1, 1818, -	Delaware,	Awaiting orders.
Henry J. Auchmuty, -	May 10, 1820, -	R. Island,	On leave of absence.
Isaac H. Abbot, -	May 10, " -	Maine,	On leave of absence.
James W. Abbot, -	May 1, 1822, -	Michigan,	Frigate Constellation, West India station.
Robert W. Alden, -	May 1, " -	N. Hamp.	West India squadron.
Joseph Arnold, -	March 4, 1823, -	Georgia,	Frigate Constitution, Mediterranean.
Charles M. Armstrong, -	" " -	N. Jersey,	Frigate Constitution, Mediterranean.
Gurden C. Ashton, -	December 9, " -	Virginia,	West India squadron.
Mark T. Anderson, -	January 1, 1825, -	Tennessee,	Awaiting orders.
William H. Alexander, -	March 1, " -	Penn.	Awaiting orders.
Samuel Barron, -	January 1, 1812, -	Virginia,	On leave of absence.
Russell Baldwin, -	May 17, 1813, -	New York,	On furlough.
Timothy G. Benham, -	November 30, 1814, -	Conn.	West India squadron.
Joseph Bowman, -	July 8, 1815, -	Penn.	West India squadron.
Archibald R. Bogardus, -	December 26, " -	New York,	On furlough.
Oscar Bullus, -	January 1, 1817, -	D. Columb.	Washington 74, New York.
Abraham Bennett, -	July 4, " -	Delaware,	Franklin 74, New York.
Robert S. Bullus, -	January 1, 1818, -	New York,	Awaiting orders.
George S. Blake, -	" " -	Mass.	On furlough.
Joshua Barney, -	" " -	Maryland,	Sloop Ontario, Mediterranean.
Theodorus Bailly, Jun. -	" " -	New York,	On leave of absence.
Joseph R. Blake, -	" " -	Virginia,	Sloop Peacock, Pacific ocean.
T. McKean Buchanan, -	November 3, " -	Maryland,	Corvette Cyane, Mediterranean.
Edward B. Boutwell, -	March 3, 1819, -	Virginia,	Sloop Ontario, Mediterranean.
Joseph R. Brown, -	July 10, " -	Penn.	Philadelphia station.
John Q. Adams Boyd, -	December 13, " -	D. Columb.	Frigate United States, Pacific ocean.
John E. Bispham, -	December 13, " -	Penn.	Frigate United States, Pacific ocean.
Samuel M. Breckenridge, -	December 15, " -	Kentucky,	On leave of absence.
Edward O. Blanchard, -	May 10, 1820, -	Mississippi,	North Carolina 74, Mediterranean.
Augustus Barnhouse, -	May 10, " -	Virginia,	Frigate Constitution, Mediterranean.
Theodorick Bland, Jun. -	July 16, 1821, -	Maryland,	Awaiting orders.
John C. Bunner, -	May 1, 1822, -	New York,	Mediterranean squadron.
Patrick F. Bradlee, -	September 1, " -	Mass.	Frigate United States, Pacific ocean.
John L. Ball, -	December 4, " -	Virginia,	North Carolina 74, Mediterranean.
George Briard, -	March 4, 1823, -	N. Hamp.	West India squadron.
Robert L. Browning, -	" " -	Kentucky,	West India squadron.
Henry H. Bell, -	August 4, " -	N. Carolina,	Sloop Erie, Mediterranean.
Edward Boyd, -	August 19, " -	New York,	Sloop Erie, Mediterranean.
Junius Boyle, -	August 27, " -	Maryland,	Frigate United States, Pacific ocean.
John Randolph Bryan, -	October 4, " -	Georgia,	Sloop Peacock, Pacific ocean.
Owen Burns, -	December 1, 1824, -	N. Carolina,	Awaiting orders.
Jared B. Beckham, -	" " -	Georgia,	Frigate Constellation, West India station.
George M. Bache, -	January 1, 1825, -	Penn.	
Thomas Ballue, -	" " -	Tennessee.	
Anthony W. Baker, -	" " -	Louisiana.	
Joshua J. Boyd, -	" " -	Michigan.	
Lloyd A. Buchanan, -	March 1, " -	Maryland.	
Francis Bartlett, -	" " -	Vermont.	
Joseph S. Cornwell, -	January 1, 1812, -	New York,	Frigate Constellation, West India station.
Enos R. Childs, -	June 18, " -	Maryland,	On furlough, sick.
Joseph S. Cannon, -	February 26, 1814, -	Delaware,	Frigate Constellation, West India station.
Charles B. Childs, -	January 28, 1815, -	New York,	On leave of absence.
William H. Campbell, -	May 30, 1816, -	Maryland,	Frigate United States, Pacific ocean.
James E. Calhoun, -	May 30, " -	S. Carolina,	Frigate Constitution, Mediterranean.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
John Redman Cox, Jun.	July 4, 1817,	Penn.	On leave of absence.
John Addison Carr,	July 4, "	Maryland,	North Carolina 74, Mediterranean.
Samuel B. Cocke,	January 1, 1816,	Virginia,	West India squadron.
John Cassin,	November 3, "	Penn.	Sloop Erie, Mediterranean.
John Colhoun,	January 25, 1821,	Penn.	Frigate United States, Pacific ocean.
Thomas T. Craven,	May 1, 1822,	D. Columb.	Frigate United States, Pacific ocean.
Charles W. Chauncey,	May 1, "	New York,	North Carolina 74, Mediterranean.
William C. Carrington,	February 6, 1823,	N. Carolina,	West India squadron.
Horatio Nelson Cady,	March 4, "	New Hamp.	Frigate Constellation, West India station.
Philander F. Canedy,	"	Vermont,	Corvette Cyane, Mediterranean.
Walter C. Cutts,	"	Maine,	Frigate United States, Pacific ocean.
Jerome Callan,	"	Penn.	West India squadron.
Frederick Chatard,	November 16, 1824,	Maryland,	North Carolina 74, Mediterranean.
Charles Crillon,	December 1, "	Penn.	
John B. Cutting, Jun.	January 1, 1825,	Virginia,	
John C. Carter,	"	Kentucky,	
James S. Crosby,	"	Louisiana,	
Alfred Cutler,	"	Indiana,	
A. Chambers,	"	N. Carolina,	
Richard S. Cox,	"	N. Jersey,	
Samuel F. Dupont,	March 1, 1815,	New Jersey,	North Carolina 74, Mediterranean.
Albert E. Downes,	December 19, 1815,	Mass.	Frigate United States, Pacific ocean.
Fitz Allen Deas,	January 1, 1818,	S. Carolina,	Awaiting orders.
Nathaniel W. Duke,	July 4, 1821,	Kentucky,	Sloop Erie, Mediterranean.
Thomas Dimmock,	May 1, 1822,	Mass.	Corvette Cyane, Mediterranean.
John A. Davis,	March 4, 1823,	N. Carolina,	West India squadron.
John Doyle,	"	Maine,	Brig Spark, West India station.
Charles H. Davis,	June 17, "	Mass.	Frigate United States, Pacific ocean.
Charles H. Duryee,	August 12, "	New York,	Sloop Erie, Mediterranean.
Ezra T. Doughty,	August 19, "	New York,	New York station.
Joseph O. Devezin,	May 3, 1824,	Louisiana,	New Orleans.
Henry Etting,	October 16, "	Maryland,	On leave of absence.
Henry Eagle, Jun.	January 1, 1818,	New York,	Sloop Erie, Mediterranean.
Francis B. Ellison,	January 1, "	New York,	Washington 74, New York.
William B. Everett,	May 28, 1819,	Maryland,	Navy yard, Charlestown, Massachusetts.
Thomas L. Emerson,	February 1, 1823,	Vermont,	Sloop Ontario, Mediterranean.
Alex. H. Edwards,	March 4, "	Michigan,	Frigate Constitution, Mediterranean.
William Foster,	March 4, "	New Jersey,	West India squadron.
Lewis C. F. Fatio,	February 4, 1814,	Penn.	West India squadron.
Andrew H. Foot,	March 8, 1822,	Conn.	Sloop Peacock, Pacific ocean.
Ebenezer Farrand,	December 4, "	New York,	West India squadron.
Archibald B. Fairfax,	March 4, 1823,	Virginia,	Awaiting orders.
Robert Fitzhugh,	August 4, "	New York,	Awaiting orders.
John J. R. Flournoy,	January 1, 1825,	Kentucky,	On furlough.
James T. Gerry,	March 1, "	Mass.	West India squadron.
William Green,	December 20, 1815,	Virginia,	Sloop Erie, Mediterranean.
Alexander G. Gordon,	January 1, 1818,	D. Colum.	Sloop Ontario, Mediterranean.
William M. Glendy,	"	Mass.	Navy yard, Charlestown, Massachusetts.
Charles W. Gay,	"	Virginia,	North Carolina 74, Mediterranean.
John Graham,	October 27, "	Kentucky,	West India squadron.
Sylvanus Godon,	February 27, 1819,	Penn.	Corvette John Adams, W. India station.
Farnfold Green,	March 4, "	N. Carolina,	Frigate Constellation, West India station.
Alexander Gibson,	May 1, 1822,	Virginia,	North Carolina 74, Mediterranean.
John J. Glasson,	July 4, "	New York,	Frigate Constitution, Mediterranean.
Guert Ganssevoort,	February 1, 1823,	New York,	North Carolina 74, Mediterranean.
Israel S. Griffin,	March 4, "	Maryland,	Frigate United States, Pacific ocean.
William F. Grymes,	"	Virginia,	West India squadron.
Helmuth J. Gaedicke,	"	West Indies	Frigate Constitution, Mediterranean.
James B. Glentworth,	August 19, "	Penn.	North Carolina 74, Mediterranean.
John R. Goldsborough,	"	D. Colum.	Awaiting orders.
John Graham,	November 16, 1824,	Connecticut	Awaiting orders.
Archibald M. Green,	January 1, 1825,	Virginia,	West India squadron.
Levi M. Harby,	March 1, "	S. Carolina,	Washington 74, New York.
William L. Howard,	June 18, 1812,	New Jersey	On furlough.
William L. Hudson,	January 10, 1815,	New York,	On furlough.
Lucius C. Heylin,	January 1, 1816,	Penn.	On leave of absence.
Alexander H. Hopkinson,	January 1, 1817,	Penn.	Norfolk.
Peyton T. Henley,	September 25, "	Virginia,	Corvette Cyane, Mediterranean.
Stern Humphreys,	January 1, 1818,	New York,	Frigate Constitution, Mediterranean.
Andrew A. Harwood,	"	Penn.	Frigate Constellation, West India station.
Charles E. Hawkins,	"	New York,	Awaiting orders.
John Hamilton,	March 4, "	New York,	Surveying.
James T. Homans,	July 4, "	Mass.	Navy yard, Gosport, Virginia.
Cary H. Hansford,	December 3, 1819,	Virginia,	On leave of absence.
Paul Hamilton Hayne,	May 10, 1820,	S. Carolina,	Sloop Peacock, Pacific ocean.
Jefferson Hansford,	December 4, 1821,	Virginia,	Sloop Peacock, Pacific ocean.
Thomas J. Harris,	May 1, 1822,	Penn.	North Carolina 74, Mediterranean.
William W. Hunter,	"	Louisiana,	Sloop Ontario, Mediterranean.
John W. Hunt, Jun.	"	Kentucky,	Sloop Peacock, Pacific ocean.
Samuel F. Hazard,	January 1, 1823,	R. Island,	Frigate Constitution, Mediterranean.
Edward Hoban,	February 1, "	D. Colum.	Sloop Peacock, Pacific ocean.
Neil M. Howison,	"	Virginia,	Frigate Constellation, West India station.
Edward M. Hubbard,	March 4, "	Maine,	Frigate Constitution, Mediterranean.
James A. Hemphill,	"	Penn.	North Carolina 74, Mediterranean.
John E. Holt,	"	Virginia,	West India squadron.
C. P. C. Harrison,	June 4, "	West Indies	



## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
William C. Holmes, -	August 25, 1823, -	Mass.	Sloop Peacock, Pacific ocean.
William E. Hunt, -	October 28, " -	N. Jersey.	Frigate United States, Pacific ocean.
Henry Hoff, -	" " -	S. Carolina.	West India squadron.
Horatio M. Houston, -	May 12, 1824, -	Penn.	North Carolina 74, Mediterranean.
Charles M. Hopkins, -	August 9, " -	Vermont,	North Carolina 74, Mediterranean.
George M. Hooe, -	October 21, " -	Virginia,	North Carolina 74, Mediterranean.
Charles G. Hunter, -	November 16, " -	N. Jersey,	North Carolina 74, Mediterranean.
William A. Howard, -	January 1, 1825, -	Maine.	
John S. Hart, -	" " -	Kentucky.	
Robert B. Hitchcock, -	" " -	Connecticut	
George Hurst, -	" " -	Penn.	
Pleasant M. Huie, -	" " -	N. Carolina.	
Mark Hale, -	March 1, " -	Vermont.	
Timothy A. Hunt, -	" " -	Connecticut	
George Izard, Jun., -	January 1, 1818, -	Penn.	On leave of absence.
Jonathan Ingersoll, -	March 4, 1823, -	Conn.	Corvette Cyane, Mediterranean.
Harry Ingersoll, -	February 28, 1824, -	Penn.	Awaiting orders.
William F. Irving, -	January 1, 1825, -	New York,	Awaiting orders.
Richard A. Jones, -	June 18, 1812, -	Delaware,	Frigate Constellation, West India station.
Joshua H. Justin, -	November 30, 1814, -	R. Island,	Awaiting orders.
Robert W. Jones, -	January 1, 1818, -	New York,	Franklin 74, New York.
Zachariah F. Johnston, -	January 1, " -	Maryland,	West India squadron.
Charles H. Jackson, -	March 4, " -	Georgia,	On leave of absence.
Kinsey Johns, -	January 1, 1823, -	Maryland,	West India squadron.
Robert Jones, -	March 4, " -	Louisiana,	Corvette Cyane, Mediterranean.
John T. Jenkins, -	" " -	New York,	Frigate Constitution, Mediterranean.
Stephen Johnston, -	June 28, " -	Ohio,	Frigate Constellation, West India station.
Joseph W. Jarvis, -	January 1, 1825, -	N. Carolina,	Awaiting orders.
William H. Kennon, -	January 1, 1817, -	Virginia,	Frigate United States, Pacific ocean.
Stephen B. Kingston, -	January 1, " -	Penn.	Philadelphia station.
C. H. A. H. Kennedy, -	February 10, 1819, -	Virginia,	North Carolina 74, Mediterranean.
Augustus H. Kilty, -	July 4, 1821, -	Maryland,	Awaiting orders.
Francis Key, -	May 15, 1823, -	D. Colum.	West India squadron.
Thomas J. Leib, -	September 1, 1811, -	Penn.	Frigate Constellation, West India station.
Arthur Lewis, -	January 1, 1817, -	Virginia,	Sloop Peacock, Pacific ocean.
Andrew K. Long, -	January 1, 1817, -	Maryland,	Frigate Constellation, West India station.
John H. Little, -	" " -	Maryland,	On leave of absence.
William F. Lynch, -	January 26, 1819, -	Virginia,	West India squadron.
James L. Lardner, -	May 10, 1820, -	Penn.	On leave of absence.
Edward S. Lewis, -	May 10, " -	Conn.	Frigate Constitution, Mediterranean.
Samuel Lockwood, -	July 12, " -	Conn.	Frigate Constellation, West India station.
Sidney Smith Lee, -	December 30, " -	Virginia,	North Carolina 74, Mediterranean.
Nathaniel C. Lawrence, -	May 1, 1822, -	New York,	Frigate United States, Pacific ocean.
William Leggett, -	December 4, " -	Illinois,	Corvette Cyane, Mediterranean.
James B. Lardner, -	" " -	Penn.	West India squadron.
William B. Lyne, -	March 4, 1823, -	N. Carolina,	Frigate Constellation, West India station.
Robert J. Livingston, -	April 15, 1824, -	New York,	Awaiting orders.
Joshua W. Larkin, -	December 1, " -	N. Hamp.	Frigate Constellation, West India station.
Joseph Lanman, -	January 1, 1825, -	Connecticut	Awaiting orders.
William Lindsay, -	" " -	Alabama,	Awaiting orders.
Daniel S. McCawley, -	February 1, 1814, -	Penn.	On furlough.
Robert F. Martin, -	May 1, " -	S. Carolina,	West India squadron.
Humphrey A. H. Morris, -	January 1, 1817, -	England,	On furlough.
George A. Magruder, -	" " -	Virginia,	West India squadron.
T. Jefferson Manning, -	" " -	New Jersey,	On leave of absence.
John Marshall, -	" " 1818, -	Virginia,	On leave of absence.
Alexander M. Mull, -	" " -	Maryland,	Sloop Ontario, Mediterranean.
Charles V. Morris, -	" " -	New York,	On leave of absence.
Henry W. Morris, -	August 21, 1819, -	New York,	Frigate Constitution, Mediterranean.
John Manning, -	May 10, 1820, -	N. Carolina,	Sloop Peacock, Pacific ocean.
Richard D. Millen, -	" " -	Georgia,	Frigate Constitution, Mediterranean.
Richard R. McMullin, -	" " -	New York,	Frigate Constellation, West India station.
John White Mooers, -	" " -	New York,	Frigate Constitution, Mediterranean.
Richard Hunt Morris, -	" " -	Vermont,	Frigate Constitution, Mediterranean.
John H. Marshall, -	" " -	Virginia,	Frigate Constitution, Mediterranean.
Francis Mallary, -	May 1, 1822, -	Virginia,	Norfolk station.
A. H. Mitchell, -	March 4, 1823, -	Tennessee,	Awaiting orders.
Charles H. McBlair, -	" " -	Maryland,	Frigate United States, Pacific ocean.
William M. A. Moore, -	August 19, " -	Virginia,	Frigate United States, Pacific ocean.
Samuel Evans Munn, -	August 27, " -	New York,	Sloop Ontario, Mediterranean.
Albert McDaniel, -	" " -	D. Colum.	Frigate United States, Pacific ocean.
Murray Mason, -	November 14, " -	D. Colum.	Sloop Ontario, Mediterranean.
John Hall Maulsby, -	April 21, 1824, -	Maryland,	Frigate Constellation, West India station.
John Stoney Missroon, -	June 27, " -	S. Carolina,	Frigate Constellation, West India station.
A. H. Marbury, -	July 14, " -	D. Colum.	West India squadron.
William McBlair, -	November 16, " -	Maryland,	North Carolina 74, Mediterranean.
Henry Mifflin, -	December 1, " -	Penn.	
Augustus Marast, -	January 1, 1825, -	Alabama.	
Edward W. Moore, -	" " -	Virginia.	
John Mitchell, -	February 1, " -	Florida.	
Matthew F. Maury, -	" " -	Tennessee.	
Henry Moor, -	March 1, " -	Maine.	
James U. Marshall, -	" " -	Kentucky.	
Robert H. Nichols, -	September 1, 1811, -	New York,	West India squadron.
John S. Nicholas, -	June 6, 1815, -	Virginia,	On furlough.
Joseph M. Nicholson, -	August 30, 1816, -	Maryland,	West India squadron.

## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
Frederick A. Neville,	May 10, 1820,	Ohio,	On leave of absence.
Lloyd B. Newell,	"	Georgia,	Frigate Constitution, Mediterranean.
William H. Noland,	December 13, 1823,	Virginia,	Sloop Ontario, Mediterranean.
James Noble,	May 27, 1824,	Indiana,	North Carolina 74, Mediterranean.
Jefferson Naylor,	January 1, 1825,	Missis.	Awaiting orders.
William S. Ogden,	July 26, 1820,	New York,	On leave of absence.
Gabriel A. O'Brien,	January 1, 1825,	Penn.	Awaiting orders.
Henry H. Ogden,	March 1, " "	New York,	Awaiting orders.
David H. Porter,	August 4, 1814,	Penn.	West India squadron.
John W. Palmer,	November 30,	Conn.	On leave of absence.
William P. Piercy,	March 15, 1815,	Penn.	West India squadron.
John Pope,	May 30, 1816,	Maine,	Frigate Constitution, Mediterranean.
Levin M. Powell,	March 1, 1817,	Virginia,	North Carolina 74, Mediterranean.
Elisha Peck,	March 4, " "	Connecticut	On leave of absence.
John H. Pleasonton,	July 4, " "	D. Columbia	Sloop Erie, Mediterranean.
Reuben R. Pinkham,	January 1, 1818,	Mass.	On furlough.
William Pearson,	"	New Jersey,	On leave of absence.
Hugh Y. Purviance,	November 3, " "	Maryland,	North Carolina 74, Mediterranean.
Henry Pinkney,	"	Maryland,	Frigate United States, Pacific ocean.
Alexander F. Porter,	March 19, 1819,	Delaware,	West India squadron.
James M. Prevost,	November 12, " "	New York,	On leave of absence.
Amasa Paine, Jun.,	May 1, 1822,	Vermont,	Frigate Constitution, Mediterranean.
Charles W. Pickering,	"	N. Hamp.	Baltimore.
Lawrence Pennington,	November 22, " "	Penn.	Frigate United States, Pacific ocean.
William D. Porter,	January 1, 1823,	Mass.	Franklin 74, New York.
James S. Palmer,	January 1, 1825,	New Jersey,	Awaiting orders.
Charles H. Poor,	March 1, " "	Mass.	Awaiting orders.
Samuel Renshaw,	July 4, 1805,	Penn.	Rendezvous, Philadelphia.
Edmund M. Russell,	June 18, 1812,	Mass.	On furlough.
John G. Rodgers,	July 4, 1817,	Maryland,	Frigate Constellation, West India station.
John M. Rinker,	January 1, 1818,	Penn.	On leave of absence.
Cadwalader Ringgold,	March 4, 1819,	Maryland,	"
Hillary Rhodes,	May 10, 1820,	D. Columbia	Awaiting orders.
Robert G. Robb,	September 6, 1821,	Virginia,	Frigate Constitution, Mediterranean.
Daniel L. Randolph,	May 1, 1823,	R. Island,	North Carolina 74, Mediterranean.
Quintin Ratcliffe,	February 1, 1823,	Virginia,	Sloop Peacock, Pacific ocean.
Frederick Rodgers,	March 4, " "	Maryland,	North Carolina 74, Mediterranean.
William Rowan,	"	Ohio,	West India squadron.
H. E. V. Robinson,	March 4, " "	Missouri,	West India squadron.
James H. Rowan,	August 19, " "	New York,	Sloop Ontario, Mediterranean.
Horatio N. Russell,	January 1, 1825,	Mass.	"
Charles S. Renshaw,	"	Penn.	"
John A. Russ,	March 1, " "	Maine,	"
William Radford,	"	Missouri,	"
John Swartwout,	November 9, 1813,	New York,	Sloop Peacock, Pacific ocean.
Henry D. Scott,	May 30, 1816,	Maryland,	Awaiting orders.
William Seton,	July 4, 1817,	New York,	Corvette Cyane, Mediterranean.
Thomas O. Selfridge,	January 1, 1818,	Mass.	North Carolina 74, Mediterranean.
Albert G. Slaughter,	November 3, " "	Virginia,	On leave of absence.
Isaac S. Sterrett,	March 24, 1819,	Maryland,	North Carolina 74, Mediterranean.
Thompson D. Shaw,	May 10, 1820,	Penn.	On furlough.
Samuel Swartwout,	"	New York,	Frigate Constitution, Mediterranean.
Thomas Sands,	"	Maryland,	West India squadron.
Charles F. Shoemaker,	"	Penn.	West India squadron.
Joseph Stallings,	"	Maryland,	West India squadron.
Samuel W. Stockton,	December 1, 1821,	New Jersey,	Frigate United States, Pacific ocean.
Sanford A. Street,	March 4, 1822,	New York,	Sloop Ontario, Mediterranean.
David M. Stokes,	May 1, " "	N. Carolina,	Frigate Constellation, West India station.
Francis Stone,	"	New Jersey,	West India squadron.
Edward Schermerhorn,	"	New York,	Frigate United States, Pacific ocean.
William J. Slidell,	January 1, 1823,	New York,	North Carolina 74, Mediterranean.
Philip A. Stockton,	February 1, " "	N. Jersey,	Frigate Constitution, Mediterranean.
Arthur Sinclair, Jun.,	March 4, " "	Virginia,	Frigate Constellation, West India station.
William Smith,	"	Kentucky,	West India squadron.
Henry Skinner, Jun.,	"	Penn.	West India squadron.
Gray Skipwith,	"	Tennessee,	Frigate Constitution, Mediterranean.
Augustus R. Strong,	June 20, " "	Ohio,	Frigate United States, Pacific ocean.
Lloyd L. Spillman,	August 19, " "	Virginia,	Sloop Peacock, Pacific ocean.
Jon. W. Swift,	August 25, " "	Mass.	Corvette Cyane, Mediterranean.
Parmenio Shuman,	May 12, 1824,	Maryland,	Awaiting orders.
Carey Selden,	November 16, " "	Virginia,	North Carolina 74, Mediterranean.
James Southard,	"	N. Jersey,	North Carolina 74, Mediterranean.
James B. Sullivan,	December 1, " "	Mass.	Awaiting orders.
Benjamin S. Slye,	January 1, 1825,	D. Colum.	West India squadron.
John C. Sharp,	"	Virginia,	Awaiting orders.
N. P. Slaughter,	March 1, " "	Kentucky,	Awaiting orders.
William B. G. Taylor,	February 13, 1815,	N. Carolina	On furlough.
Alexander Thompson,	October 26, " "	New York,	West India squadron.
John Leeds Thomas,	January 1, 1818,	Maryland,	On furlough.
Griffin Tompkins,	July 11, " "	New York,	Norfolk station.
Elias Taylor,	January 1, 1819,	New Jersey,	West India squadron.
Robert D. Thorburn,	March 30, 1820,	Virginia,	North Carolina 74, Mediterranean.
Charles C. Turner,	May 10, " "	Virginia,	Frigate Constitution, Mediterranean.
Edward J. Tilton,	May 1, 1822,	Delaware,	Frigate Constellation, West India station.
Henry Knox Thatcher,	March 4, 1823,	Maine,	Frigate United States, Pacific ocean.
Benjamin J. Totten,	"	Ohio,	Corvette Cyane, Mediterranean.



## MIDSHIPMEN—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
John W. Turk, -	March 4, 1823, -	New York, -	Frigate Constellation, West India station.
Peter Turner, -	" " " -	R. Island, -	Awaiting orders.
Charles A. Thompson, -	August 27, " -	Maryland, -	Frigate United States, Pacific ocean.
Bushrod W. Turner, -	October 21, 1824, -	Virginia, -	North Carolina 74, Mediterranean.
Alfred Taylor, -	January 1, 1825, -	Virginia, -	
Paul H. Trapier, -	" " " -	S. Carolina, -	
William R. Trotter, -	" " " -	Kentucky, -	
Henry Tooley, -	" " " -	Missis. -	
George P. Upshur, -	April 23, 1818, -	Virginia, -	Frigate United States, Pacific ocean.
James K. Vallette, -	June 1, 1815, -	Penn. -	West India squadron.
Gersham J. Van Brunt, -	January 1, 1818, -	New Jersey, -	West India squadron.
Alexander Vandyke, -	May 10, 1820, -	Tennessee, -	North Carolina 74, Mediterranean.
H. H. Van Rensselaer, -	" " " -	New York, -	Schooner Dolphin, Pacific ocean.
Edward M. Vail, -	December 1, 1821, -	France, -	Sloop Ontario, Mediterranean.
Richard R. Usher, -	March 4, 1823, -	New York, -	Navy yard, Charlestown.
Pedro Cariera Valdes, -	June 16, " -	Chili, -	Frigate United States, Pacific ocean.
William S. J. Washington, -	February 5, " -	Virginia, -	West India squadron.
Clem. S. Whittington, -	June 13, " -	Maryland, -	Frigate Constellation, West India station.
George F. Weaver, -	August 3, 1816, -	Virginia, -	West India squadron.
James P. Wilson, -	January 1, 1817, -	Maryland, -	On leave of absence.
William G. Woolsey, -	" " " -	Penn. -	Franklin 74, New York.
Charles Wilkes, Jun. -	" " " -	New York, -	On furlough.
Dudley Walker, -	May 8, " -	Mass. -	Navy yard, Charlestown.
John W. West, -	November 3, " -	Penn. -	West India squadron.
William Conway Whittle, -	May 10, 1820, -	Virginia, -	Navy yard, Gosport, Virginia.
Hampton Westcott, -	" " " -	New Jersey, -	Sloop Erie, Mediterranean.
Simon W. Walsh, -	February 13, 1821, -	Missis. -	On leave of absence.
Edwin Welsh, -	May 1, 1822, -	Alabama, -	West India squadron.
George J. Willard, -	" " " -	Ohio, -	Awaiting orders.
James M. Watson, -	February 1, 1823, -	Virginia, -	Sloop Peacock, Pacific ocean.
George B. Wilkinson, -	" " " -	Virginia, -	North Carolina 74, Mediterranean.
James H. Ward, -	March 4, " -	Connecticut, -	Frigate Constitution, Mediterranean.
Gabriel G. Williamson, -	June 2, 1824, -	Virginia, -	North Carolina 74, Mediterranean.
T. M. Washington, -	October 21, " -	Maryland, -	North Carolina 74, Mediterranean.
Charles E. Wadsworth, -	December 1, " -	D. Columbia, -	On leave of absence.
Dudley G. Woodbridge, -	January 1, 1825, -	Mass. -	Awaiting orders.
William J. Wiswall, -	" " " -	New York, -	Awaiting orders.
Thomas S. Wayne, -	" " " -	Georgia, -	West India squadron.
Edward Worthington, -	March 1, " -	Kentucky, -	Awaiting orders.
William W. Whitcroft, acting -	" " " -	Maryland, -	West India squadron.
Thomas H. Yeatman, -	May 1, 1822, -	Ohio, -	Frigate Constellation, West India station.
John Young, -	March 4, 1823, -	Penn. -	Corvette Cyane, Mediterranean.

## SAILINGMASTERS.

Edward Barry, -	February 28, 1809, -	Ireland, -	Navy yard, Washington.
Abraham B. Bloodgood, -	June 25, 1812, -	New York, -	New York station.
Cornelius Bennett, -	December 9, " -	Mass. -	Newport, Rhode Island.
Salvatore Catalani, -	August 9, 1809, -	Sicily, -	Navy yard, Washington, D. C.
John Clough, -	July 3, 1813, -	Mass. -	Receiving ship, New York.
Alex. Cunningham, -	November 15, 1815, -	S. Carolina, -	Norfolk, Virginia.
John Carlton, -	July 4, " -	Mass. -	Frigate United States, Pacific ocean.
Peter Carson, -	November 1, 1816, -	Penn. -	North Carolina 74, Mediterranean.
Biscoe S. Doxey, -	June 24, 1812, -	Maryland, -	Baltimore.
Marmaduke Dove, -	August 29, " -	Maryland, -	Navy yard, Washington, D. C.
Daniel Dobbins, -	September 16, " -	Penn. -	Awaiting orders.
George F. de la Roche, -	August 3, 1813, -	New York, -	On furlough.
Shubael Downes, -	September 12, " -	Mass. -	Boston station.
Richard Dealy, -	December 6, 1814, -	Ireland, -	On furlough.
S. J. Dusenberry, -	June 2, 1821, -	New York, -	Ohio 74, New York.
Francis H. Ellison, -	July 3, 1813, -	England, -	Navy yard, Brooklyn, New York.
Jonathan D. Ferris, -	February 28, 1809, -	New York, -	New Orleans.
Augustus Ford, -	March 28, 1810, -	R. Island, -	Sackett's Harbor.
James Ferguson, -	May 27, 1814, -	New York, -	Awaiting orders.
Samuel C. Hixon, -	April 30, 1814, -	Mass. -	Boston station.
Daniel Jones, -	May 8, 1812, -	England, -	Steam frigate Fulton.
William Knight, -	October 2, 1799, -	Penn. -	Navy yard, Philadelphia.
Simon Kingston, -	June 29, 1812, -	England, -	Philadelphia.
Robert Knox, -	July 20, " -	Mass. -	Navy yard, Charlestown.
Joseph Lindsay, -	March 17, 1814, -	Mass. -	White Hall, Lake Champlain.
Jacob Mull, -	February 13, 1809, -	Maryland, -	North Carolina 74, Mediterranean.
Francis Mallaby, -	July 2, 1813, -	New York, -	On furlough.
William T. Malbone, -	April 4, 1814, -	R. Island, -	Surveying.
Philip S. Meyer, -	November 18, " -	New York, -	On furlough.
William Miller, -	January 28, 1815, -	Scotland, -	Philadelphia.
Alex. W. Macomb, -	July 25, 1813, -	New York, -	On furlough.
David Phipps, -	January 1, 1801, -	Maine, -	Steam frigate Fulton.
Lewis B. Page, -	March 9, 1809, -	Virginia, -	Navy yard, Gosport, Virginia.
James B. Potts, -	July 24, 1812, -	England, -	Navy yard, Gosport, Virginia.
William W. Polk, -	July 18, 1814, -	Maryland, -	Receiving ship, New York.
N. A. Prentiss, acting, -	January 22, 1823, -	Mass. -	Navy yard, Portsmouth, N. Hampshire.
John Quinn, -	November 1, 1816, -	Penn. -	On furlough.
Thomas Rutter, -	November 9, 1813, -	Maryland, -	On furlough.

## SAILINGMASTERS—Continued.

Names.	Date of warrant.	Where born.	Where stationed.
John Robinson, -	November 27, 1815, -	Mass.	Boston station.
Nathaniel Stoddley, -	August 14, 1813, -	N. Hamp.	Navy yard, Portsmouth, N. Hampshire.
Daniel S. Stellwagon, -	May 14, 1814, -	Penn.	Philadelphia.
Robert S. Tatem, -	July 21, " -	Penn.	Navy yard, Gosport, Virginia.
James Tewksbury, -	December 14, 1815, -	Mass.	Erie, Pennsylvania.
William Vaughan, -	August 22, 1813, -	Penn.	Sackett's Harbor.
Charles F. Waldo, -	March 10, 1813, -	Mass.	Navy yard, Charlestown.
Joseph Williston, -	November 26, 1814, -	Mass.	Frigate Constitution, Mediterranean.
Nahum Warren, -	February 6, 1815, -	N. Hamp.	Corvette Cyane, Mediterranean.
Henry Worthington, -	May 2, " -	Maryland,	New York station.

## BOATSWAINS.

James Banks, -	July 21, 1817, -	New York,	New York station.
John Ball, -	October 14, 1824, -	-	Frigate Constitution, Mediterranean.
Stephen G. Clark, -	January 1, 1817, -	Mass.	Navy yard, Charlestown.
Eli Dill, -	June 25, 1813, -	-	On leave of absence.
James Evans, -	January 1, 1819, -	Penn.	Frigate United States, Pacific ocean.
David Eaton, -	August 8, 1811, -	-	Navy yard, Washington.
Simon Jordon, -	October 9, 1813, -	-	Navy yard, Brooklyn, New York.
Edward Linscott, -	March 29, 1809, -	Maine,	Navy yard, Gosport, Virginia.
James Menzies, -	December 15, 1819, -	Mass.	North Carolina 74, Mediterranean.
Thomas R. Smith, -	November 5, 1814, -	-	New York station.
William Smith, -	January 1, 1819, -	Mass.	Corvette Cyane, Mediterranean.
John Smith, -	December 7, " -	Maryland,	Sloop Ontario, Mediterranean.
James Thayer, -	April 1, 1822, -	New York,	Sloop Hornet, West India station.
John Woods, -	July 8, 1815, -	-	Navy yard, Philadelphia.
David Wesley, -	June 8, 1822, -	-	Corvette John Adams, West India station.
John Welsh, -	January 4, 1823, -	-	Schooner Porpoise, West India station.

## GUNNERS.

J. Andrews, -	November 24, 1823, -	-	Corvette Cyane, Mediterranean.
Thomas Barry, -	July 2, 1814, -	Penn.	Navy yard, Washington.
James Bogman, -	December 14, 1815, -	R. Island,	Navy Yard, Gosport, Virginia.
John Blight, -	May 3, 1821, -	New York,	Navy yard, Brooklyn, New York.
James Cosgrove, -	August 30, 1813, -	Virginia,	Navy yard, Brooklyn, New York.
John Fair, -	July 8, 1815, -	England,	Awaiting orders.
George Jackson, -	February 2, 1810, -	N. Carolina,	New Orleans.
Stephen Jones, -	May 6, 1813, -	New York,	Steam frigate Fulton, New York.
John Lord, -	June 17, 1817, -	Mass.	Frigate Constitution, Mediterranean.
George Marshall, -	July 15, 1809, -	Greece,	North Carolina 74, Mediterranean.
Walter Corcoran, -	June 8, 1822, -	Ireland,	Sloop Hornet, West India station.
Samuel Hebbard, -	January 23, " -	-	Sloop Erie, Mediterranean.
Elijah Whitten, -	January 1, 1818, -	Mass.	Sloop Peacock, Pacific ocean.
Thomas Stanley, -	August 16, 1823, -	England,	West India squadron.
Samuel Butler, -	December 6, 1824, -	-	Frigate Constellation, West India station.
Asa Curtis, -	March 1, 1825, -	-	Navy yard, Charlestown.

## CARPENTERS.

Thomas Armstrong, -	June 17, 1822, -	Penn.	North Carolina 74, Mediterranean.
John Deacon, -	- - -	-	Schooner Shark, West India station.
Zaccheus R. Fuller, -	April 12, 1815, -	Mass.	Boston station, sick.
John Fisher, -	March 20, 1823, -	Virginia,	Awaiting orders.
John Justice, -	December 12, 1820, -	N. Jersey,	Erie station, Pennsylvania.
Samuel Phillips, -	May 24, 1821, -	N. Jersey,	Frigate Constellation, West India station.
Nehemiah Parker, -	January 27, 1820, -	Mass.	Navy yard, Charlestown.
John Snider, -	January 1, 1818, -	Penn.	Corvette John Adams, West India station.
William E. Sheffield, -	April 6, 1820, -	Connectic't,	New York station.
Richard Thomas, -	January 22, 1814, -	-	Frigate Constitution, Mediterranean.

## SAILMAKERS.

Nathan S. Angell, -	June 1, 1822, -	Connecticut	Navy yard, Gosport, Virginia.
William H. Baldwin, -	May 21, 1817, -	N. Carolina,	Awaiting orders.
Samuel B. Bannister, -	June 24, " -	Mass.	Awaiting orders.
Benjamin B. Burchsted, -	April 5, 1821, -	Mass.	Awaiting orders.
James R. Childs, -	June 8, 1822, -	Maryland,	Sloop Hornet, West India station.
Charles Cassell, -	September 27, 1813, -	Genoa,	Navy yard, Washington.
Isaac Hall, -	April 1, 1822, -	Maryland,	North Carolina 74, Mediterranean.
N. B. Peed, -	October 22, 1823, -	Virginia,	Frigate United States, Pacific ocean.
Amos Lewis, -	January 3, 1825, -	Mass.	Frigate Constellation, West India station.
Henry Van Voorhees, -	August 11, 1819, -	-	Sloop Peacock, Pacific ocean.



## UNITED STATES' MARINE CORPS.

## LIEUTENANT COLONEL COMMANDANT.

Names.	Date of commission.	Date of brevets.	Where born.	Where stationed.
Archibald Henderson,	Oct. 17, 1820,	-	Virginia.	Head-quarters.

## CAPTAINS.

Richard Smith,	March 13, 1812,	Major by brev.	Maryland,	New York.
Robert D. Wainwright,	Sept. 29, 1812,	June 18, 1814, Major by brev.	S. Carolina,	Boston.
William Anderson,	June 18, 1814,	March 3, 1823,	Penn.	Norfolk, Virginia.
Samuel Miller,	" "	Major by brev.	Mass.	Philadelphia.
John M. Gamble,	" "	Aug. 24, 1814, Major by brev.	N. Jersey,	Under orders.
Samuel E. Watson,	March 28, 1820,	-	Virginia,	Portsmouth, New Hampshire.
William H. Freeman,	July 17, 1821,	-	Connecticut	New York.
Joseph L. Kuhn, P. M.	June 28, 1823,	-	Maryland,	Head-quarters.
Charles R. Broom,	March 7, 1824,	-	Delaware,	North Carolina 74.

## FIRST LIEUTENANTS.

Names.	Date of commission.	Where born.	Where stationed.
Levi Twiggs,	June 18, 1814,	Georgia,	Philadelphia.
John Harris,	" "	Penn.	Boston.
Thomas A. Linton,	April 18, 1817,	Virginia,	Norfolk, Virginia.
Richard T. Auchmuty,	" "	R. Island,	Head-quarters.
James Edelin,	" "	Maryland,	Frigate United States, Pacific ocean.
P. G. Howle, A. & I.,	" "	Virginia,	Head-quarters.
Elijah J. Weed, Q. M.	March 3, 1819,	Penn.	Head-quarters.
Joseph C. Hall,	" "	Maryland,	Navy yard, D. C. commanding.
William W. Dulany,	June 19, " "	D. Columb.	Frigate Constellation, West India station.
Thomas S. English,	August 11, " "	Mass.	Philadelphia.
Henry W. Gardner,	September 30, " "	Mass.	Frigate Constitution, Mediterranean.
Thomas B. Barton,	October 17, 1820,	Penn.	West India squadron.
George W. Walker,	March 3, 1821,	D. Colum.	New York.
Charles Grymes,	July 20, " "	Virginia,	Head-quarters.
George D. Brewerton,	September 17, " "	New York,	Philadelphia.
Ward Marston,	October 30, " "	Mass.	Boston.
Charles C. Tupper,	January 21, 1823,	Indiana,	Head-quarters.
Augustus A. Nicholson,	May 27, " "	S. Carolina,	North Carolina 74, Mediterranean.
James McCawley, Jr.	October 6, " "	Penn.	Sloop Hornet.
Benjamin Macomber,	April 2, 1823,	R. Island,	Corvette Cyane, Mediterranean.
Abraham N. Brevoort,	September 26, " "	New York,	Sloop Erie, Mediterranean.
Samuel S. Coejeman,	March 8, 1824,	N. Jersey,	Sloop Peacock, Pacific ocean.
Andrew Ross,	October 1, " "	Louisiana,	West India squadron.
William A. Bloodgood,	December 1, " "	New York,	Boston.

## SECOND LIEUTENANTS.

Richard Douglass,	May 10, 1823,	Penn.	Philadelphia.
Job G. Williams,	" "	Mass.	Philadelphia.
Charles F. Spering,	" "	Penn.	Sloop Ontario.
Alvin Edson,	" "	Vermont,	Boston.
Horatio N. Crabb,	" "	Penn.	Corvette John Adams, West India station.
John Lowry,	" "	Virginia,	On sick furlough.
Henry B. Tyler,	March 3, 1823,	Virginia,	Frigate Constitution, Mediterranean.
Joseph Le C. Hardy,	" "	New York,	New York.
George F. Lindsay,	April 1, " "	Virginia,	New York.
William A. Randolph,	July 30, " "	S. Carolina,	Head-quarters.
Landon N. Carter,	May 26, 1824,	Virginia,	Mediterranean.
John G. Reynolds,	" "	New Jersey,	Portsmouth, New Hampshire.
Henry W. Fowler,	" "	New York,	Head-quarters.
William T. Bourne,	October 1, " "	Mass.	Norfolk, Virginia.

## NAVAL AGENTS.

Names.	Date of commission.	Where born.	Where residing.
Enoch G. Parrott, - - -	April 23, 1821, -	N. Hamp.	Portsmouth, New Hampshire.
Amos Binney, - - -	February 15, " -	Mass.	Boston.
Joseph Hull, - - -	March 3, " -	Connecticut	Middletown, Connecticut.
James K. Paulding, - - -	January 8, 1834, -	New York,	New York.
George Harrison, - - -	March 3, 1831, -	Penn.	Philadelphia.
James Riddle, - - -	" " -	Delaware,	Newcastle, Delaware.
James Beatty, - - -	" " -	Maryland,	Baltimore.
John Randall, - - -	" " -	Maryland,	Annapolis, Maryland.
Miles King, - - -	May 2, 1832, -	Virginia,	Norfolk, Virginia.
John P. Henry, - - -	March 3, 1819, -	Georgia,	Savannah, Georgia.
Nathaniel Cox, - - -	January 3, 1825, -	Louisiana,	New Orleans.
Richard McCall, - - -	- - -	Penn.	Gibraltar, Mediterranean.
Baring, Brothers, & Co. - - -	- - -	England,	London.

NOTE.—Naval agents receive "one per cent." on their expenditures, not to exceed two thousand dollars.

## NAVAL STOREKEEPERS.

Names.	Where born.	Where residing.	Salary.
John P. Decatur, - - -	Maryland, - - -	Navy yard, Portsmouth, N. H.	\$1,500
George Bates, - - -	Massachusetts, - - -	Charlestown, Mass.	1,700
Tunis Craven, - - -	New Jersey, - - -	Navy yard, Brooklyn, N. Y.	1,700
Robert Kennedy, - - -	Pennsylvania, - - -	Philadelphia, - - -	1,200
David Brearly, - - -	New Jersey, - - -	Navy yard, Washington, -	1,700
Gabriel Gault, - - -	Virginia, - - -	Navy yard, Gosport, Virginia,	1,700
Samuel T. Anderson, - - -	Maryland, - - -	New Orleans, - - -	1,700

## NAVAL CONSTRUCTORS.

William Doughty, - - -	Pennsylvania, - - -	Washington City, - - -	\$2,300
John Floyd, - - -	New York, - - -	New York, - - -	2,000
Francis Grice, - - -	- - -	Gosport, Va. - - -	2,000

## VESSELS OF WAR OF THE UNITED STATES' NAVY, 1825.

LINE OF BATTLE SHIPS.				FRIGATES OF THE SECOND CLASS.				BRIG.				
Independence,	-	-	74	Congress,	-	-	36	Spark,	-	-	12	
Washington,	-	-	74	Constellation,	-	-	36	SCHOONERS.				
Franklin,	-	-	74	Macedonian,	-	-	36	Nonesuch,	12	Fox,	3	
Columbus,	-	-	74	Fulton steam frigate,	-	-	30	Porpoise,	12	Terrier,	3	
Ohio,	-	-	74	CORVETTES.				Dolphin,	12	Steam galliot		
North Carolina,	-	-	74	John Adams,	-	-	24	Shark,	12	Sea Gull,	3	
Delaware,	-	-	74	Cyane,	-	-	24	Grampus,	12	Decoy, store ship	6	
FRIGATES OF THE FIRST CLASS.				SLOOPS OF WAR.				GUNBOATS.				
Constitution,	-	-	44	Hornet,	-	-	18	Nos. 95, 72, 76, 67, and 8, of one gun each,				5
United States,	-	-	44	Ontario,	-	-	18					
Guerriere,	-	-	44	Erie,	-	-	18					
Java,	-	-	44	Peacock,	-	-	18	Row GALLEYS.—Sand Fly, Gallinipper,				
Potomac,	-	-	44	Alert, store ship, (rates)	-	-	18	Midge, Mosquito, and Gnat.				

## Recapitulation.

7 Line of battle ships.  
5 Frigates of first class.  
4 Frigates of second class.  
2 Corvettes.  
5 Sloops of war.  
1 Brig.

8 Schooners.  
1 Steam galliot.  
1 Store ship (armed.)  
5 Gunboats.  
5 Row galleys.

Now on the stocks, at the different navy yards, five line of battle ships and five frigates of the first class.



*Pay and subsistence allowed in the Navy of the United States to officers and petty officers.*

Rank or station.	Pay per month.	No. of rations pr. day.	Rank or station.	Pay per month.	No. of rations pr. day.
Captain of a vessel of 32 guns and upwards,	\$100	8	Carpenter,	\$20	2
Captain of a vessel of 20, and under 32 guns,	75	6	Midshipman,	19	1
Master commandant,	60	5	Master's mate,	20	1
Lieutenant commanding,	50	4	Captain's clerk,	25	1
Lieutenant,	40	3	Boatswain's mate,	19	1
Chaplain,	40	2	Carpenter's mate,	19	1
Surgeon,	50	2	Coxswain,	18	1
Surgeon's mate,	30	2	Quarter-gunner,	18	1
Sailing-master,	40	2	Quartermaster,	18	1
Purser,	40	2	Master-at-arms,	18	1
Schoolmaster,	25	2	Armorer,	18	1
Boatswain,	20	2	Steward,	18	1
Gunner,	20	2	Cooper,	18	1
Sailmaker,	20	2	Cook,	18	1

*Pay of the officers of the United States' Marine Corps.*

Lieutenant Colonel commandant,	\$75	6	First Lieutenant,	\$30	3
Captain,	40	3	Second Lieutenant,	25	2

NOTE. Whenever any officer shall be employed in the command of a squadron, on separate service, the allowance of rations shall be double during the continuance of such command, and no longer, except in the case of the commanding officer of the navy, whose allowance while in service shall always be at the rate of sixteen rations per day, agreeably to an act of Congress passed 25th February, 1799.

N. B. The commandant of marines receives, in addition to his pay, eight dollars per month for the forage of three horses. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

## RECAPITULATION.

Captains,	-	-	-	-	24
Master commandants,	-	-	-	-	29
Lieutenants,	-	-	-	-	298
Surgeons,	-	-	-	-	34
Surgeons' mates,	-	-	-	-	40
Pursers,	-	-	-	-	40
Chaplains,	-	-	-	-	10
Midshipmen,	-	-	-	-	356
Sailing-masters,	-	-	-	-	48
Boatswains,	-	-	-	-	16
Gunners,	-	-	-	-	16
Carpenters,	-	-	-	-	10
Sailmakers,	-	-	-	-	10

## No. 253.

## CONDITION AND DISPOSITION OF THE NAVY.

[The following documents were communicated, at the 1st session of the 18th Congress, by the President of the United States, with his message of December 2, 1823.]

SIR: NAVY DEPARTMENT, December 1, 1823.  
In obedience to the request contained in your letter of the 10th instant, I submit, respectfully, the following "statement of the administration of this Department during the present year, comprehending the number of vessels commissioned; the number in ordinary, fit for service, or requiring repairs; the progress made in building vessels; with the disbursements of the Department, and the service in which the vessels have been employed; with such observations on the whole subject as are deemed proper."

Letter from the Commissioners of the Navy, with papers A, B, C, D, and E, which accompany it, exhibit—  
1. The vessels of war in commission, with the service in which they are employed. (See A.)  
2. The vessels in ordinary on the Atlantic board and on the lakes, with the state of repairs of each vessel. (See B and C.)

3. The progress made in building under the law "to increase the navy of the United States." (See D.) By this it appears that four ships of the line have heretofore been built, and that five ships of the line and five frigates of the first class are now building; some of which *might* be launched in thirty days, and all, except one, in one hundred and twenty days.

4. A general view of the improvements at the several building yards. In some of the yards additional improvements are now necessary for their comfortable and economical administration.

5. The disbursements of the Department during the first three quarters of the present year, up to the 30th of September. The disbursements of the year 1822 appear by the report made to Congress in the month of February last. It appears that \$1,984,520 74 have been drawn from the Treasury between the 1st of January and the 30th September, leaving, on the latter day, \$3,218,168 66 unexpended of the amount applicable to the service of the

year. Of this unexpended balance a large proportion will be used during the remaining quarter; and a minute statement of the whole will be furnished to Congress in the annual report required from this Department.

On paper A it is to be remarked that the frigate *Constitution*, sloop of war *Ontario*, and schooner *Nonesuch*, are in the Mediterranean, under the command of Captain Jones. No change in the amount of force in that sea has been made within the year. It has been found competent to all the purposes for which it is maintained. Our commerce there has been amply protected, the officers and seamen have enjoyed good health, and no circumstance has occurred worthy of particular notice. While our relations with other Powers continue friendly, any large augmentation of that portion of our naval force will not be necessary. In the coming year it is not proposed materially to increase or diminish it. The *Cyane* and *Eric* will, in a short time, relieve the *Constitution* and *Ontario*, that they may return home, discharge their crews, (whose term of service will soon expire,) refit, and resume their station. For this purpose the *Eric*, Captain Deacon, sailed from New York on the 8th of November, and the *Cyane*, Captain Creighton, will sail in a few days.

On the same paper (A) it is to be further remarked that the Franklin ship of the line, and the schooner *Dolphin* of twelve guns, are still in the Pacific ocean, where they have remained for more than two years, under the command of Captain Stewart. By the presence of this force on the coasts of Chili and Peru depredations on our growing commerce have been, in a great degree, prevented, and respect for our interests and flag secured. Captain Stewart will return to the United States in the course of this winter, or early in the ensuing spring; and in the place of the Franklin it is proposed to substitute the frigate *United States*, and the Peacock sloop of war, of eighteen guns. Such a division of the force, it is believed, will more extensively protect the flag and commerce of the United States, and permit the commanding officer, with the larger vessel, to be absent from the usual cruising grounds for a short time, should circumstances render such absence necessary. Captain Hull will sail in a few days from Norfolk in command of these vessels.

The *Cyane*, Captain Spence, and the *Shark*, commanded by Lieutenant M. C. Perry, have, for short periods, cruised upon the coast of Africa, to carry into effect the intentions of the Government in the suppression of the slave trade, and the protection of the agency for liberated Africans established at Cape Mesurado. While Captain Spence was at Sierra Leone and the cape, he fitted out the *Augusta*, a small schooner which was found on the coast, deserted and dismantled, and placed it under the command of Lieutenant Dashiell, to cruise in the neighborhood of the cape, with the conviction that its presence was at that time essential to the protection of the agency, and might be useful in preventing the traffic in slaves. It still remains upon the coast. During the time that Captain Spence and Lieutenant Perry were cruising, they neither saw nor heard of any vessel under the American flag engaged in the slave trade. If citizens of the United States are still employed in that traffic, they seem to have been driven to conceal themselves under the flags of other nations.

The agency at Cape Mesurado for receiving the recaptured and liberated Africans enjoyed favorable prospects until last fall, when it was assailed by a large body of natives, and in danger of being entirely destroyed. Some of the liberated Africans were killed in the contest. The extracts of letters from Captain Spence, Lieutenant Perry, and Messrs. Ashmun and Ayres, will show the manner in which they were able to defend themselves, with the aid of a midshipman and several men belonging to a British vessel of war, then in the neighborhood. The establishment, having passed through this trial, now promises to accomplish all the benefits anticipated from it. In order to afford it the necessary protection, and to continue our exertions to repress the slave trade, it is proposed, as the most efficient and economical arrangement, that the commander of the West India squadron shall, from time to time, detach one or more of the vessels belonging to his command to cruise along the African coast, occasionally touching at Cape Mesurado, and ministering to the wants of the people there, and following, in their return, the usual track of the slave ships. Eleven Africans, none of whom could speak the English language, were, some months ago, brought by a Captain Chase, as mariners, into the port of Baltimore, and were there taken into the possession of the officers of the Government, and an investigation instituted into the supposed violation of our laws in introducing them. By means of an interpreter, who understood the language of all except one or two of them, it was subsequently discovered that they belonged to tribes in the neighborhood of Mesurado, and some of them were of the head men of their tribes: it was therefore believed that their restoration by this Government would produce a salutary effect, and an inquiry was directed to be made, through the interpreter, whether they were willing to return to Africa. Such being found to be their wish, they were, in the early part of October, sent to our agent at Mesurado, with directions to permit their return to their several homes by the best and most expeditious means. So far as the Department is yet apprized of the expenditures for the agency during the present year, they have amounted to \$7,287 48.

On the western side of the Atlantic ocean, and in the Gulf of Mexico, the operations of our naval force have been more active. Several vessels were in commission there at the close of the last year. To these were added, under the authority of the law passed at the last session of Congress, "authorizing an additional naval force for the suppression of piracy," the steam galliot *Sea Gull*; eight small schooners, the *Greyhound*, *Jackal*, *Fox*, *Wild Cat*, *Beagle*, *Ferret*, *Weasel*, and *Terrier*; five barges, the *Mosquito*, *Gnat*, *Midge*, *Sand Fly*, and *Gallinipper*; and one transport ship, the *Decoy*. Captain David Porter was appointed to the command of the squadron, and sailed from Norfolk about the 10th February last. His station was at Thompson's Island, from which he despatched his vessels in such way as he judged best suited to attain his objects. The annexed extracts from his letters and reports exhibit the results. The size of most of the vessels, the nature of the duties, and the exposure of the officers and men, called for a display of perseverance and fortitude seldom required of those engaged in our service. But the call was well answered; every thing was accomplished which was anticipated from the expedition. Piracy, as a system, has been repressed in the neighborhood of the island of Cuba, and now requires only to be watched by a proper force to be prevented from afflicting commerce any further in that quarter. The public authorities of the island of Cuba manifested a friendly disposition towards the squadron, and rendered much assistance in the pursuit of its objects. On the 5th March, as Lieutenant Cocke, in obedience to the orders of Captain Porter, was entering the harbor of St. John's, Porto Rico, in the schooner *Fox*, he was killed by a shot from the castle. Extracts from the correspondence between Captain Porter and the Governor of the island, on this subject, are annexed.

The squadron was healthy and prosperous until about the middle of August, when a malignant fever broke out at the station, and destroyed many valuable lives. The first reports of this calamity were brought to the Department on the 17th September. At the time they left the island, Captain Porter and most of the medical officers were sick, and there was great cause to fear that the squadron would be deprived of its commanding officer, and of the medical assistance necessary to its safety. Under these circumstances, it was considered expedient to send to the station an officer of rank and experience, with a sufficient number of surgeons to furnish, in any event, the aid necessary for the safety and proper conduct of the squadron, with power to remove it, should that be found necessary. Captain Rodgers cheerfully consented to encounter the hazard and responsibility attendant on such an expedition. He sailed from New York as soon as a vessel could be prepared for the purpose; but, before his arrival, Captain Porter had become convalescent, and, with the greater part of the squadron, had returned to the United States. The reports of these officers will fully explain their views of the causes of the disease, and the means by which a recurrence of it may be prevented. It is believed that the Florida station is incalculably important to some of the best interests of the Union, and that it ought not to be deserted until every expedient has failed to render it a secure and healthy position for our vessels. I feel great confidence in the opinion that it may be made such, without encountering great hazard of the evils we have heretofore suffered.

For the protection of commerce and the suppression of piracy in the western Atlantic and Gulf of Mexico, it is proposed in the ensuing year to continue Thompson's Island as the station for the vessels employed in those objects; to place there a ship of the line, armed and manned as a frigate, for which purpose the *Independence* is well fitted; and to attach to the command the John Adams and *Hornet*, and one other sloop of war, with four of the larger schooners, the *Grampus*, *Porpoise*, *Shark*, and *Spark*, one of the small schooners, and the barges. This force is competent to protect all our interests. The ship of the line, placed in a proper position, will afford comfortable accommodations to those who are obliged to remain at the station, and prevent the necessity of intercourse with the



island when danger is suspected. The cruises of the other vessels, except those which visit the coast of Africa, may be limited to four, five, or six weeks, and, on their return, their crews may be exchanged for others, who, during that time, have been stationary. By these means, and a proper attention to cleanliness both in the men and the vessels, and avoiding intercourse with places known to be sickly, the health of all will probably be preserved. For the proper execution of such a system, full reliance may be placed in our officers.

The island itself, by clearing, draining, and cultivating, will after a time probably become more healthful. It will be perceived that this distribution of force includes only one of the small schooners; they were admirably calculated for the end for which they were purchased, and have effected it.

But piracy being for the present repressed, and requiring only such a force as will prevent its revival, they are no longer necessary; and, being both very expensive and utterly subversive of all discipline, it is respectfully recommended that they be sold, retaining one for the present season, after which it may be sold.

The Porpoise and a small schooner have been employed, under the command of Lieutenant Ramage, in the survey of a part of the Florida coast. It is proposed that those vessels be placed under the control of the commanding officer of the Florida station, and, if it be found proper to continue the survey, that instructions for that purpose be given to that officer.

Many of the officers having died during the present year, it is thought proper to annex a list of the times and places of their deaths.

No observations on the organization and discipline of the navy seem to be required; that subject has heretofore been presented for consideration.

Very respectfully, &c.,

SAMUEL L. SOUTHARD.

The President of the United States.

SIR:

NAVY COMMISSIONER'S OFFICE, November 13, 1823.

The Commissioners of the Navy have had the honor of receiving your letter of the 10th instant, and beg leave to submit the accompanying exhibits, A, B, C, D, E.

A. Presents a view of the vessels of war now in commission.

B. Vessels in ordinary on the Atlantic board.

C. Vessels on Lakes Champlain, Erie, and Ontario.

D. Ships on the stocks, showing the number built and building under the "Act for the gradual increase of the navy."

E. A general view of the improvements at the several building yards.

With respect to the state and condition of the vessels in ordinary and on the lakes, the Commissioners submit the latest information received by them upon the subject. It is presumed to be substantially correct; but having some days since called upon the several commandants for special and detailed reports, they expect to have it in their power very shortly to afford minute information, not only as to the hulls of the ships, but as to the state of their masts, spars, sails, rigging, armament, boats, &c.

I have the honor to be, &c.,

J. CHAUNCEY.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

#### A.

##### *Vessels of war in commission, November 10, 1823.*

Franklin, ship of the line,	-	-	-	Pacific.
United States,	44,	-	-	Preparing to relieve the Franklin.
Constitution,	44,	-	-	Mediterranean.
Congress,	36,	-	-	Carrying minister to Spain and to South America.
Cyane,	24,	-	-	Mediterranean.
John Adams,	24,	-	-	West Indies.
Ontario,	18,	-	-	Mediterranean.
Erie,	18,	-	-	Mediterranean.
Peacock,	18,	-	-	West Indies.
Hornet,	18,	-	-	West Indies.
Spark (brig,)	14,	-	-	West Indies.
Nonesuch,	12,	-	-	Mediterranean.
Porpoise,	12,	-	-	Surveying Florida coast.
Dolphin,	12,	-	-	Pacific.
Grampus,	12, }	-	-	West Indies.
Shark,	12, }	-	-	

#### RECAPITULATION.

- 1 ship of the line.
- 2 44 gun frigates.
- 1 36 " frigate.
- 2 24 " ships.
- 4 18 " sloops.
- 1 14 " brig.
- 5 12 " schooners.

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##### *In commission, specially equipped for the suppression of piracy.*

- 1 steam galliot, Sea Gull.
- 8 small schooners, viz : Greyhound, Jackal, Fox, Wild Cat, Beagle, Ferret, Weasel, and Terrier.
- 5 barges, Mosquito, Gnat, Midge, Sand Fly, and Gallinipper.
- 1 transport ship, Decoy.

#### B.

##### *Vessels in ordinary—Atlantic board.*

- Independence, ship of the line, }
  - Washington, do. }
  - Columbus, do. }
  - Delaware, do. }
  - North Carolina, do. }
  - Ohio, do. }
- The hulls of these ships are in good order, though it would be proper to examine their bottoms before sending them to sea. Their upper works and decks require some caulking.
- Have never been in commission—hulls in good order—bottoms would require examination before they go to sea, and their upper works and decks would probably require some caulking.

Guerriere, -	-	44,	requires repairs.
Java -	-	44,	very much decayed.
Constellation,	-	36,	} require some repairs.
Macedonian,	-	36,	
Fulton, steam frigate,	used as a receiving vessel.		
Alert, -	-		receiving vessel, in good order as such.
Asp, -	-		receiving vessel, much decayed.

## RECAPITULATION.

6 ships of the line.  
 2 44 gun frigates.  
 2 36 do. do.  
 1 steam frigate, used as a receiving vessel.  
 1 receiving ship, and the Asp, [a small schooner, utterly worthless.]

## NAVY YARD TENDERS.

Gunboat, No. 67, tender to the yard at Washington.  
 Do. No. 95, tender to the yard at Boston.

## C.

*Vessels of war on the lakes.**Lake Champlain.*

Confiance,	32 guns,	} Very much decayed.
Saratoga,	24	
Eagle,	18	
Ticonderoga,	16	
Linnet,	16	
Galley,	Allen, 1	} Hulls in tolerable condition.
	Burrows, 2	
	Boxer, 2	
	Centipede, 2	
	Viper, 2	
	Nettle, 2	

*Lake Erie.*

Lawrence, 18 guns, } Sunk, and much decayed.  
 Detroit, 24 guns, }

Porcupine, 1 gun, rotten.  
 Queen Charlotte, 20 guns, sunk and decayed.  
 Ghent, 4 guns, in bad condition.

*Lake Ontario.*

Chippewa, 74 guns, } On the stocks—under cover—  
 New Orleans, 74 guns, } sound.  
 Superior, 44 guns, }  
 Mohawk, 36 } Sunk and decayed.  
 Pike, 26 }  
 Madison, 18 }  
 Sylph, 14 }  
 Jefferson, 18 }  
 Jones, 18 }  
 Oneida, 14 guns, useless.  
 Lady of the Lake, 1 gun, in tolerable condition.  
 14 gun-boats, in a state of decay.

## D.

*Ships of war on the stocks.**Of the line.*

1 at Portsmouth, could be launched in 60 days.  
 1 at Boston, could be launched in 30 days.  
 1 at Boston, could be launched in 90 days.  
 1 at Philadelphia, could be launched in 180 days.  
 1 at Gosport, Virginia, could be launched in 120 days.

*Frigates of the first class.*

1 at Washington, (the Potomac,) could be launched in 30 days.

1 at Washington, could be launched in 90 days.  
 1 at Philadelphia, could be launched in 30 days.  
 1 at New York, could be launched in 30 days.  
 1 at Portsmouth, New Hampshire, could be launched in 60 days.

## RECAPITULATION.

5 ships of the line.  
 5 frigates.

NOTE.—The above vessels could, if required for service, be launched in the time respectively stated; but their equipment would take a considerably longer time.

These vessels are building under the law for the gradual increase of the navy; and the following were also built under that law.

Columbus, Delaware, North Carolina, Ohio—ships of the line.

Making the number "built and building," as follows: 9 ships of the line, and 5 frigates of the first class.

## E.

*General view of the improvements at the several building yards.**At Norfolk.*

A brick wall around the yard.  
 A comfortable dwelling-house for commandant.  
 A large and convenient brick smith's shop.  
 Two large brick warehouses.  
 A few frame buildings for joiner's and cooper's shops.  
 Very convenient houses and quarters for marines.  
 One building slip, and substantial house for seventy-four Mast sheers.

*At Washington.*

A brick wall around the land sides.  
 A comfortable dwelling-house for commandant.  
 A house for the second officer.  
 Large and convenient smith, anchor, chain cable, and caboose shops.  
 Two large and convenient storehouses.  
 Quarters for marine officer and guard.  
 Block machinery and saw-mill, worked by steam.  
 Plumber's and brass founder's shop.  
 Armorer's shop and laboratory.

Quarters for laboratory officer.  
 Mast sheds and joiner's shops.  
 Timber sheds, rigging and sail lofts.  
 Inclined plane, with house over it.  
 Building slip, extensive timber docks.  
 A dock in progress.  
 Mast sheers.

*At Philadelphia.*

A wall on two sides.  
 No quarters for any officer in the yard except the marine officer; good extensive barracks.  
 An extensive brick smith's shop.  
 One small wooden building, used for hospital.  
 Four wooden buildings, used for officers and joiner's shop, and temporary storehouses.  
 A wooden mast shed.  
 Two building slips.  
 Two ship-houses.  
 Mast sheers.



*At New York.*

Enclosed by a temporary wooden fence.  
 A house for commandant.  
 A wooden smith's shop.  
 Warehouses of brick, 130 feet long by 40 deep, are building, and will be enclosed this fall.  
 One other warehouse, old, and entirely out of repair, and so situated that it must be taken down when the other storehouses shall be ready to receive the stores.  
 Some temporary wooden workshops and timber sheds.  
 Good marine barracks.  
 Two building slips; of these one not yet finished.  
 One ship-house for seventy-four.

*At Boston.*

Enclosed with a wooden fence, in great decay.  
 A comfortable dwelling-house for commandant.  
 A brick smith's shop.  
 Good warehouses, sufficient for the present.  
 Wooden workshops and sheds.

Good brick marine barracks.  
 Two building slips.  
 Two ship-houses for seventy-fours.  
 Timber docks.  
 Mast sheers.

*At Portsmouth.*

On an island, not enclosed.  
 A house for commandant.  
 A wooden building, used as marine barracks, &c.  
 Another used as quarters for an officer.  
 A new brick store, 75 by 40 feet, building.  
 A wooden storehouse.  
 Timber sheds and workshop, of wood.  
 Wooden houses, which are used as quarters for the store-keeper, surgeon's mate, the warrant officers, except the master, and the ordinary of the yard.  
 Two building slips.  
 Two ship-houses; one of them new, the other slightly built, and requiring some repairs next summer.  
 Timber docks.

*Statement of the appropriations for the service of the Navy Department, exhibiting the amount applicable, the amount expended, and the balance under each head, on the 30th day of September, 1823.*

Appropriations.	Balances on the 1st day of January, 1823.	Appropriated for 1823.	Amount to credit by refunding requisitions from Jan. 1 to Sept. 30, 1823.	Total amount applicable to the service up to September 30, 1823.	Am't drawn from the Treasury from January 1 to September 30, 1823.	Balances on September 30, 1823.
Pay and subsistence of officers, and pay of seamen, - - - -	\$190,165 62	\$929,503 12	\$65,238 06	1,184,906 80	\$648,137 95	\$536,768 85
Provisions, - - - -	86,734 54	220,000 00	25,857 00	332,591 54	171,332 09	161,259 45
Contingent expenses, - -	42,396 71	220,000 00	11,067 50	273,464 21	121,944 81	151,519 40
Navy yards, docks, and wharves, -	159 01	82,000 00	348 73	82,507 74	64,260 77	18,246 97
Ordnance and ordnance stores, including small arms, manufacture of powder, &c.	21,046 86	20,000 00	8,939 07	49,985 93	13,769 73	36,216 20
Medicines, hospital stores, and all expenses on account of the sick, -	14,758 70	20,000 00	500 00	35,258 70	17,278 72	17,979 98
Repairs of vessels, - - -	113,615 14	350,000 00	12,578 78	476,193 92	310,614 31	165,579 61
Gradual increase of the navy, -	443,677 12	500,000 00	63,589 53	1,007,266 65	302,619 93	704,646 72
Shells, shot, and military stores, -	4,035 95	-	-	4,035 95	-	4,035 95
Surveying certain parts of the coast of North Carolina, - - -	430 38	-	7 00	437 38	409 00	28 38
Surveying the coast of Florida, -	2,850 00	-	-	2,850 00	1,337 50	1,512 50
Pay of superintendents, naval constructors, storekeepers, &c. - -	29 61	44,650 00	-	44,679 61	28,817 19	15,862 42
Pay of laborers, &c. and fuel for engine, Erecting and completing houses over ships in ordinary, &c. - -	218 64	30,000 00	-	30,218 64	14,933 62	15,285 02
Construction of a dock and wharves in connexion with the inclined plane, -	-	80,000 00	-	80,000 00	1,520 60	78,479 40
Prohibition of the slave trade, - -	-	50,000 00	-	50,000 00	15,322 29	34,677 71
Suppression of piracy, - - -	19,570 17	50,000 00	472 88	70,043 05	6,011 64	64,031 41
Purchase of timber, - - -	147,585 00	-	-	147,585 00	101,977 95	45,607 05
Repairs of vessels damaged in action, -	11,450 82	-	100 00	11,550 82	-	11,550 82
Repairing, &c. the frigates Chesapeake, Constellation, and Adams, -	984 00	-	-	984 00	-	984 00
Building seventy-fours and frigates, -	450 00	-	-	450 00	-	450 00
Act for the relief of the widows and orphans of those lost in the U. S. brig Epervier, - - -	4 00	-	-	4 00	-	4 00
Captors of Algerine vessels, (act April 27, 1816,) - - -	7,481 70	-	-	7,481 70	-	7,481 70
Purchase of vessels to carry from eight to sixteen guns each, - - -	-	-	-	-	-	-
Pay and subsistence of the marine corps, -	49,137 87	176,474 00	2,433 39	228,035 26	119,806 28	108,228 98
Clothing of the marine corps, - -	1,447 98	29,000 00	232 75	30,680 73	24,427 00	6,253 73
Contingent expenses of the marine corps, -	2,852 62	14,000 00	-	16,852 62	12,990 79	3,861 83
Military stores of the marine corps, -	10,500 35	-	-	10,500 35	3,885 25	6,615 10
Fuel of the marine corps, - - -	765 02	6,857 50	-	7,622 52	3,123 32	4,499 20
Dollars,	1,172,347 81	2,822,484 62	207,856 97	4,202,689 40	1,984,520 74	2,218,168 66

## RECAPITULATION.

1st column, "Amount of balances on the 1st day of January, 1823," - - -	\$1,172,347 81
2d column, "Amount appropriated for the year 1823," - - -	2,822,484 62
3d column, "Amount to credit by refunding requisitions," - - -	207,856 97
4th column, making this column of "Total amount applicable to the service up to Sept. 30, 1823," - - -	\$4,202,689 40
5th column, from which deduct this column of "Amount drawn from the Treasury from January 1 to September 30, 1823," - - -	1,984,520 74
6th column, will leave this column of "Balances on September 30, 1823," - - -	\$2,218,168 66

*List of United States naval officers who have died since January 1, 1823.*

Names.	Rank.	Where.	When.
John H. Dent, - - - -	Captain, - -	Charleston, S. Carolina, -	1823, September.
John Shaw, - - - -	Captain, - -	Philadelphia, - -	September 17.
William H. Watson, - - - -	Lieutenant, - -	Thompson's Island, - -	September 13.
William H. Cocke, - - - -	Lieutenant, - -	West Indies, - -	March 6.
John M. Maury, - - - -	Lieutenant, - -	Ship Decoy, - -	June.
Richard Dashiell, - - - -	Lieutenant, - -	Coast of Africa, - -	June 22.
George W. Hamersley, - - - -	Lieutenant, - -	Thompson's Island, - -	
Nathaniel Carter, Jun., - - - -	Lieutenant, - -	Thompson's Island, - -	September 6.
William H. Mott, - - - -	Lieutenant, - -	New York, - -	July 4.
Richard M. Potter, - - - -	Lieutenant, - -	Thompson's Island, - -	August 11.
Richard C. Edgar, - - - -	Surgeon, - -	Thompson's Island, - -	
John Dix, - - - -	Surgeon, - -	Coast of Africa, - -	
M. C. Atwood, - - - -	Purser, - -	Coast of Africa, - -	
Benjamin F. Bourne, - - - -	Purser, - -	New York, - -	November 10.
Andrew Hunter, - - - -	Chaplain, - -	Washington, D. C., - -	February 24.
David P. Adams, - - - -	Chaplain, - -	Thompson's Island, - -	September 20.
John Ireland, - - - -	Chaplain, - -	New York, - -	March.
George W. Somerville, - - - -	Midshipman, - -	Thompson's Island, - -	August 28.
Arthur Bainbridge, - - - -	Midshipman, - -	Thompson's Island, - -	September 15.
Edward Barnewell, - - - -	Midshipman, - -	Schooner Porpoise, - -	September 17.
James A. Kirk, - - - -	Midshipman, - -	Coast of Africa, - -	
James P. McCall, - - - -	Midshipman, - -	Norfolk, - -	October 10.
Joseph G. Smith, - - - -	Midshipman, - -	Ship Decoy, - -	
George W. Simms, - - - -	Midshipman, - -	Thompson's Island, - -	October 4.
Robert Taylor, - - - -	Midshipman, - -	Thompson's Island, - -	
Rolla Weems, - - - -	Midshipman, - -	Norfolk, - -	October.
Miles King, - - - -	Midshipman, - -	Thompson's Island, - -	September 2.
R. M. Benbridge, - - - -	Midshipman, - -	Thompson's Island, - -	September 6.
John Drew, - - - -	Sailingmaster, - -	Boston, - -	April.
Robert Steed, - - - -	Midshipman, - -	Thompson's Island, - -	June 8.
Edward Rumney, - - - -	Sailingmaster, - -	Drowned, - -	March 31.
Samuel Rinker, - - - -	Sailingmaster, - -	Philadelphia, - -	
William L. Reynolds, - - - -	Boatswain, - -	Coast of Africa, - -	
William Cunningham, - - - -	Gunner, - -	Coast of Africa, - -	
Samuel Morrison, - - - -	Gunner, - -	Thompson's Island, - -	August 31.
Samuel Marshall, - - - -	Midshipman, - -	Thompson's Island, - -	August 24.
W. M. Rittenhouse, - - - -	Midshipman, - -	Thompson's Island, - -	
John Reed, Jun., - - - -	Midshipman, - -	Thompson's Island, - -	August 29.
Alfred Grayson, - - - -	Captain of marines, - -	Ship Decoy, - -	June 27.
George Cooper, - - - -	Lieutenant of marines, - -	Boston, - -	
Stephen M. Rogers, - - - -	Lieutenant of marines, - -	Thompson's Island, - -	September 27.
Henry Gilliam, - - - -	Lieutenant, - -	Thompson's Island, - -	
Anthony Grice, - - - -	Carpenter, - -	Thompson's Island, - -	August 27.
Henry Dyson, - - - -	Midshipman, - -	Brig Spark, - -	November 26.
David Navarro, - - - -	Sailmaker, - -	Thompson's Island, - -	October 2.
Benjamin Follett, - - - -	- - - -	- - - -	November.

## CORRESPONDENCE OF CAPTAIN ROBERT T. SPENCE, DR. ELI AYRES, AND J. ASHMUN, RELATIVE TO THE ESTABLISHMENT AT CAPE MESURADO.

SIR:

CAPE MESURADO, November 26, 1823, (morning.)

I had the honor of writing you, by the *Shark*, on the 9th ultimo, and subsequently by the "*Strong*," in a very weak and sickly condition. We are now engaged in a bloody and perilous war with all the native tribes around us. On the morning of the 11th, we were attacked by eight hundred, who were repulsed, after doing us some injury, the loss of nearly one hundred killed on the spot.

Subsequently, we have been employed in a negotiation for peace, which I fear will fail. We expect another assault to be made on us in two or three days. The force is powerful in numbers, poorly armed, and cowardly. We hope, with God's help, to hold out until aid arrives from some quarter. Now, if a vessel of war lay in the road, all these hostile movements would probably have been prevented.

The spirits and health of our little number are much better than could be expected. We have six guns mounted on our lines, which we have supported by a musket-shot-proof barricade: we have so contracted them as to include only about two-thirds of the town; the families without retiring within.

I am nearly reinstated in the enjoyment of health. We are obliged to increase our stock of provisions, ammunition, &c., by every vessel arriving in the road, provided she has them.

I have this day drawn on Mr. Beattie for \$272 10; and enclose you, sir, herewith the bill of Captain Daily. We very much need an increase of our numbers—men with *no*, or with *small* families; more hard shot, provisions, and clothing; stone and other masons.

We can now with difficulty muster thirty men fit for duty. These are obliged to stand upon their arms night and day; but, with a sufficient supply of good provisions and clothing, the habit will eventually sit easy, and occasion no waste of constitutional vigor.

I shall endeavor to do my own duty, and make the people do theirs. Human weakness can reach no further. The two additional guns at Norfolk, twenty-five soldiers, and the fortification spoken of in the preceding letter, (which, from the abundance of stone on the very ground, can soon be erected,) in my opinion, would secure to us a peace as lasting and universal as could be desired; while the people of the agency could pursue the work for which they came to Africa, and improvements in husbandry and the arts rapidly extend their influence in this part of Africa.

I have the honor, sir, to be your most obedient servant,

J. ASHMUN,

*Acting Agent for liberated Africans.*Hon. SMITH THOMPSON, *Secretary of the Navy U. S.*



SIR:

NOVEMBER 26, (evening.)

Our negotiation with our perfidious enemies seems to have entirely failed of its object. They are bent on our ruin. We can only resolve to stand, and wait assistances. The presence of one vessel of war would deter them forever from attacking the settlement. Ten additional laborers, with one or two well acquainted with stonemason work, united with what assistance we could give them, would, in four weeks time, complete a tower, battery, and wall, which, I beg leave to repeat, would so entirely command the whole surrounding country as to insure here, as it has invariably done elsewhere, perpetual peace, or something very nearly resembling it. We have only had time to begin the labor; and, while our people all lie on their arms nearly every night, never can finish it. Permit us, sir, in these circumstances, to hope for the aid asked, without being disappointed.

To aggravate our other losses, we have had seven of our children carried captive, the oldest about twelve; we hear from them daily; they appear to be as well treated as savage tenderness knows how to express itself towards them. According to a custom of the country, it may be confidently expected the children will be restored, of course, on the settlement of peace.

Respectfully, your obedient servant,

J. A.

*Loss on the American side in the engagement of the 11th.*

Killed, one man and one woman, - - - -	2
Mortally injured, and since dead, - - - -	1 man.
Desperately injured, one woman and one man, - - - -	2 by bursting his own musket.
Badly injured, two men, - - - -	2
Slightly injured, - - - -	1 woman.
Carried captive, - - - -	7 children.
Whole number of sufferers, - - - -	15

J. ASHMUN.

*Extract of a letter from J. Ashmun, Acting Agent of the United States for liberated Africans, to the Secretary of the Navy, dated*

AMERICAN AGENCY, CAPE MESURADO, December 7, 1822.

In haste, I beg leave to inform you that, on Sunday morning last, the 2d, we sustained, with the loss of one killed and two badly wounded, a second attack of the natives; their numbers are rated at 1,500.

The Africans sent here by the Government of the United States are all still unhurt, with the exception of the one wounded by the bursting of his own piece.

Our whole fighting force, including ten of the African youths, is now twenty-five. We have lost in killed and wounded, in the actions of the 11th November and 2d instant, seven of our best men. We are at present reinforced by thirteen men, marines, under the command of a midshipman belonging to His Britannic Majesty's ship the *Driver*, provisioned for six weeks, and whose detention will cause no charge to the American Government. A promising negotiation has been opened by Captain Laing, British lieutenant of infantry, passenger in the schooner *Prince Regent*, from whom we obtained our men, and a moderate addition to our ammunition. No bill of it has been presented.

It consists of—

- 2 barrels, 100 lbs. each, cannon powder,
- 28 barrels of 6 lb. shot,
- 1,000 musket balls, and
- 1 keg of musket cartridges.

But Captain Laing's exertions in negotiating a peace, and probably securing to us a *truce*, has laid the American Government and society under the greatest obligations. They positively refused even to treat, freely, with an American; but promised, on penalty of the severest visitation, to abide by whatever terms the English, through Governor McCarthy, shall prescribe. I had begun to treat with them often before; but, invariably, they violated their promises, and finally assured us that they would die in the struggle, or destroy us; and fully convinced me that all overtures for peace were fruitless till they had suffered another repulse. This they have suffered; and in this situation Captain Laing found them.

Be assured, sir, that British mediation shall extend, in this business, to no improper length, if I live, and have wisdom to judge correctly on the subject.

The calling in of their aid I believe to have been absolutely necessary to our existence here twenty days longer, and the promptness with which it came evinced it to be the dictate of friendship and sensibility of feeling.

I can, sir, affirm with confidence, that at least two thousand slaves are annually shipped from the bay made by the projection of Capes Mount and Mesurado: an armed vessel stationed there, and twenty-four soldiers ashore, would divert the traffic, at least, to some other part of the coast, and greatly reduce its extent.

*Extract of a letter from Lieutenant Commandant M. C. Perry to the Secretary of the Navy, dated*

U. S. SCHOONER SHARK, NORFOLK, December 12, 1822.

On the 25th of July, off Havana, I fell in with the United States frigate *Macedonian*, Captain Biddle, from whom I received orders to proceed, so soon as I could make arrangements, to the coast of Africa. Being at that time entirely destitute of provisions, stores, &c., I was partly supplied by Captain Biddle; but these supplies came very far short of the quantity required for so long a cruise, and it consequently became necessary for us to stop at some port in the West Indies, to complete the necessary requisitions; therefore, after touching at Thompson's Island, where we overhauled and cleaned the vessel, and despatched the piratical prize schooner *Bandara D'Sangare* to the United States, we sailed on our cruise, putting into Nassau, N. P., for the requisite supplies, whence we departed on the 14th of August, and arrived upon the coast of Africa on the 23d of the ensuing month. After remaining on the coast until the 17th of October, I, in obedience to orders, directed my course towards the West Indies, and made Barbadoes in fifteen days; there it became necessary to the health and comfort of the crew that we should stop for refreshments and provisions. These being procured, we sailed for the Mona passage, thence to Jamaica, for convoy and water. From Jamaica we passed around Cape Antonio, through the Gulf of Florida, to this port.

At the period of our departure from Mesurado, (the 8th of October,) the settlers were occupied in the improvement of their settlements, clearing the land, erecting houses, and perfecting their fortifications; and I am of opinion that the termination of the next dry season will leave them in a state comparatively prosperous. They apprehended no hostilities from the natives, and appeared much pleased with their situation.

During my stay upon the coast, I could not even hear of an American slaving vessel; and I am fully impressed with the belief that there is not one at present afloat.

*Extract of a letter from J. Ashmun to R. T. Spence, Esq., commanding the United States ship Cyane, off Mesurado, dated*

SIR:

CAPE MESURADO, March 31, 1823.

Owing to the extraordinary reverses to which the establishment at this place, including an asylum for liberated captives, and a colony of free colored people from the United States, has been subjected, and the circumstance of no vessel arriving from America with supplies during this trying period, we are reduced to the necessity of applying to you for such relief and supplies as our more urgent wants require, and your situation may enable you to furnish.

The absence of a small armed vessel from the roads of Mesurado certainly invited those aggressions of the native tribes, in consequence of which all our improvements have been nearly suspended for several months, and the settlement surrounded with the horrors of a savage war. A slight insight into the policy of these tribes will discover that they never will venture to assail an establishment on shore which has the support of even the most inconsiderable naval force. Your foresight has produced for us this important means of security, by repairing, manning, and allotting to the protection of the establishment the schooner Augusta; her presence at Mesurado will likewise have a most salutary influence in checking the sale and transportation of slaves in the neighborhood of the cape.

These inhuman practices, I regret to state, are to the present hour continued here without restraint or disguise. Permit me to suggest the propriety of an application to our Government to have this vessel commissioned to employ her force against such American vessels as may visit that part of the coast included between Capes Mount and Mesurado. This service she might, in my opinion, render the cause of humanity, without the least detriment to that to which she is specifically appointed.

I have already had the honor to represent to our Government my views in relation not only to the utility, but the absolute necessity, of an efficient and well constructed work of defence, both for our security against the insults and aggressions of the natives, and to add respectability to the establishment in the estimation of foreigners.

Since those representations were communicated, we have unhappily been able to add the corroborative testimony of experience to their truth and importance. The native tribes, lured on by the hopes of getting possession of our stores, and observing nothing formidable in our means of defence, have attempted, by the utmost exertion of their power, our extermination. And a ship of war was actually sent by the acting commander of a large naval force employed on this coast, to erect a foreign flag in the midst of our settlement, and transfer the jurisdiction of the cape and neighboring coast, and the allegiance of our people, to his own Government. To such insults and injuries the establishment must always consider to be liable while destitute of the work in question. A just regard to the character of the nation imperiously demands, in my opinion, that the agency which it has seen fit to establish on this coast, for the most benevolent of purposes, should enjoy such a protection. I am happy, sir, to perceive that on this subject your views perfectly accord with my own, and was prepared, on your arrival, to ask for a part of the aid which, in anticipation of my request, you, sir, so promptly offered from your ship, for the erection of a *permanent and powerful fortification*. The labor and expense which the entire completion of this work will require must necessarily be considerable; but its utility will be still greater; and I have that confidence in the wisdom and liberality of our Government, that I would cheerfully share any pecuniary responsibility incurred in its erection, although without the authority of a specific order.

Vitally connected with the welfare of the settlement is the preservation of the lives, and, as far as possible, the health of the agents of Government. Nothing will contribute more essentially to this desirable end than a comfortable habitation. Several valuable lives have been unquestionably sacrificed for want of this convenience, and, in alluding to this subject, the recollection of an irreparable personal loss powerfully intrudes itself upon my feelings. The accompanying circumstances were distressing. A female of most delicate constitution, lying under the influence of a mortal fever, in the corner of a miserable hut, to ventilate which in a proper manner was impossible, on a couch literally dripping with water, which a roof of thatch was unable to exclude; recovery, in such circumstances, was impossible; and the mortal struggle almost brought relief to the agonized feelings of surviving friendship.

A due regard to the preservation of my own life, and that of my successors, determined me to erect a comfortable house for the residence of the agents; but, destitute both of suitable materials and of good mechanics, I could hardly have effected my purpose without the aid, in both these respects, which has been received from the Cyane. Against the important advantages of having a commodious house erected at this time in the settlement, no judicious person will weigh the expenses incurred by the purchase of lumber, and the subsistence and pay of the workmen. The house is nearly completed, in a most airy situation, and commands one of the finest prospects in Western Africa.

The propriety of soliciting the aid of workmen from on board the ship under your command will, I hope, sir, be obvious, when I inform you that, of our small company of laborers, consisting only of thirty individuals, seven of the very best were either killed or entirely disabled in our conflicts with the natives, and that, the want of mechanical skill aside, the remainder are, to the present hour, obliged to mount guard every second night. Without help from the ship, we must either have left these works unattempted or unfinished, or have accomplished them in a most rude and inappropriate style.

The other improvements, to which the industry of a number of your crew has been directed, are scarcely less important; and, all together, will afford us that security against external annoyance, and those domestic accommodations during a rainy season of several months continuance, which we could not otherwise have hoped to enjoy.

*Extract of a letter from Captain R. T. Spence to J. Ashmun, dated*

SIR:

U. S. SHIP CYANE, WESTERN AFRICA, MESURADO, April 1, 1823.

Your communication of the 31st ultimo I have had the honor to receive. Arriving on the coast of Africa after a long cruise in the West Indies, with my crew enfeebled by the heat of that climate, my own health in a precarious state, and that of some of my officers equally so, I should have felt it my duty to return, after a short tarry, immediately to the United States, had it not been for circumstances the most unexpected. Informed of your destitute situation, occasioned by the disasters of a war brought on by difficulties growing out of the nature of your settlement; moved by a sympathy and commiseration which suffering ought always to excite; wholly regardless of all personal sacrifice, I assumed a responsibility which the emergency doubtless will justify; and, in anticipation of your requisition, provided such a supply of necessary subsistence as will enable you to go through the approaching rains without fear of famine, *thereby insuring, I trust, your final success*.

The officers and crew of the Cyane have been engaged day and night in repairing and getting in readiness for the service for which she will hereafter be applied the schooner Augusta, found at Sierra Leone deserted and nearly destroyed. I shall leave her on the coast when I go hence, in a condition not less good than when first launched, with the exception of her copper, which, however, will be sufficient for several years to come. She is placed in charge of a careful officer, well provided and suitably armed. I promise myself that much good will result from her continued presence, and trust that your own expectations will be fully realized from her remaining in the vicinity of the cape.

It gives me great pleasure to contribute to your personal comfort, not so much to your comfort in accommodation as to rescuing you from a hovel which a continuance in would almost forbid a hope of your recovery, and which, from the surgeon's report, I am induced to believe would insure your death during the ensuing rainy season.

The tower I have commenced I trust will prove to you a "tower of strength;" the impression it is calculated to make, and the security it cannot fail to afford, will produce a two-fold operation, and be of infinite importance in many respects, all of which are too obvious to require exposition.



SIR:

MONROVIA, June 18, 1823.

We arrived at Mesurado on the 24th May, after a passage of thirty-two days from Cape Henry. I find the colonists have all been employed by Captain Spence, since his arrival here, on a fortification, which was not completed when I arrived. A few days after I arrived about one-sixth part of the wall tumbled to its base, and the rest has given way in every direction. I believe it will be less work to build a new one than to repair the old. Previous to the attack of the natives our people had got gardens enclosed, and vegetables flourishing finely; and had it not been for this event, and they could have had a small part of their labor to bestow on their lots, they would have been amply prepared to have maintained themselves; but when the enemy came upon them, they were obliged to take up their garden fences to make a palisade of defence; their gardens were all destroyed, and not so much as a hill of beans is growing in the colony. The rainy season has now fully commenced, and very little labor can be done until the next dry season, which will be in November. This will make it necessary to continue the laborers at the public expense longer than I had contemplated in my former report, as I had expected a much more favorable state of affairs here.

One of the captured Africans was killed in the battle, and there is much jealousy of the natives against them, for fear of retaliation for their being sold. I would, therefore, respectfully recommend to Government not to send out any more captured Africans until the requisite buildings can be erected, and a regular establishment made for them. Should it please God to restore my health and preserve my life, this will be accomplished in the dry season, and a regular system of management entered upon, when any number likely to be in the possession of Government could be managed. But should I be called away by death, it would be highly dangerous, from the spirit which these have manifested, to multiply their number without more efficient government being held over them than has been. If it should please God to spare my life, I will endeavor to have the buildings erected early in the next season.

A fatality has attended every proceeding on this affair; but if I live, and am supported so I can stay here, I hope soon to alter matters and set them on a better footing. But should any of the common casualties happen to the trading company formed in Baltimore that they should fail to comply with their contract, and I find myself neglected by both Government and society, out of provisions, clothing, &c., I shall leave the place and cause in despair.

The United States schooner *Augusta* has undergone a partial repair, but so slightly that she was thought to be hardly seaworthy; but Mr. Dashiell, who was left in command of her, has ventured in her to Sierra Leone to get some further repairs, to enable her to ride out the rains. He was in a very bad state of health. This system of repairing out here is very expensive, and is so partially done and poorly commanded and manned as to be of no service to the colony. I beg leave to press, with the utmost urgency, as a security to the captured Africans and the success of this cause, that Government keep here a vessel prudently commanded and well manned.

There is but one man who came out with me but what is down with fever. I was taken a week ago, and have not been able to see them since; but they are all doing well. We have had five deaths, most of them from foolish obstinacy. I hope the worst is over with me. I have got so I can sit up a few minutes at a time, in which way this letter is written.

I have the honor to be, your most obedient,

E. AYRES.

The Hon. SMITH THOMPSON, *Secretary Navy United States.*

*Extract of a letter from Captain Robert T. Spence to the Secretary of the Navy, dated*

U. S. SHIP *CYANE*, QUARANTINE GROUND, NEW YORK, June 27, 1823.

After an absence of twelve months from the United States, in the West Indies and on the coast of Africa, I have the honor to announce my arrival at this anchorage, last from a cruise among the Windward Islands.

Up to the 24th of March, on which day my latest communications were addressed to you from Sierra Leone, you have been made acquainted with my official proceedings; under that date I informed you of the precarious situation of the colony at Cape Mesurado, and of my intention to take prompt and effectual steps for its rescue and preservation. The schooner *Augusta* having been speedily equipped, and made ready for sea by the activity of my officers, and such supply of necessary articles as would relieve the immediate wants of the colonists taken on board, together with about forty Kroomen (whose labor had been secured free of any expense to the United States), I proceeded, without a moment's delay, to the settlement, examining with due care the intermediate coast. On my anchoring, after a short passage at Cape Mesurado, I received from Mr. Ashmun, the resident agent, letter marked A, which, with other communications hereto appended, disclose the indigent and distressed condition of the colony, and forcibly show that my arrival was not only most opportune, and my anticipation of their wants provident, but in every respect essential to their future safety and preservation. The presence of the ship, at this critical juncture, appeared, indeed, providential; for, without the succor it was my good fortune to afford, every thing might have been apprehended. A renewal of war was in agitation among the hostile Princes; and, from all we could learn and observe, the conclusion was unavoidable, that the entire extermination of the colonists must have been the consequence. The head men were in the highest degree exasperated, appearing in no manner inclined to be appeased, declaring that they had never entertained a design of selling the cape; that they had been over-reached; that they never possessed a full understanding of the agreement, (or "book;") and, finally, that they never had sold, and never would consent to give up Cape Mesurado, the abode of one of their ideal beings of superstitious veneration!

Having made such provision for the maintenance of the "agency" during the approaching inclement season of the "rains," (nearly at hand,) and, by a friendly intercourse and other means, mollified, as far as practicable, the excited temper of the neighboring chiefs; having afforded all the aid to the establishment which, under other circumstances, might have been deemed sufficient, my own health much impaired, my purser's wholly gone, and that of my officers by no means vigorous; having also placed a suitable vessel in the immediate vicinity of the colony—a cautionary measure, which should not be relinquished—I should have felt justified, considering the sickly season was about to set in, (particularly as the stores and supplies of the ship, from extraordinary calls, had become inadequate for a full expenditure for any length of time,) in leaving the coast for the United States; but, sir, I could not persuade myself to adopt this course while much remained to be done for the security of a settlement, the object of which appears to be fraught with such benefits to our common country; especially as your instructions enjoined on me to do every thing for the agent and colonists which they might require, and it being the object of an officer to acquire the Government's rather than his own approbation; to which end I was ready to encounter any hardship, and to make any sacrifice.

The cause alleged on the part of the chiefs for making war on the peaceable settlers at Mesurado is merged in the statement previously given, namely, their never having had any intention to sell the cape, the spot consecrated to one of their deities, or beings of superstitious idolatry; that collusion had been practised in the purchases; that it was not a fair and fully explained contract, as they were ignorant of the paper they had signed, with others equally absurd and fallacious, founded neither in reason nor truth. Such, however, were the causes set forth by them in the various interviews had with the officers of this ship, during our stay, for their inexhaustible and unprovoked enmity. But other latent inducements existed far more operative, which, doubtless, formed the true and only cause of hostilities committed by them on an unoffending people; the most prominent of these may be discovered in the embarrassments thrown in the way of the slave trade by a contiguous active check, restraining, by its presence, a trade they never can willingly forego, as also in the hope they entertained of being able to obtain, without risk or loss, the spoil and plunder of a successful war: for they had been led to believe, by emissaries sent among them by slave factors, that there would be much booty of stores, goods, &c. &c. In these alluring hopes and prospects, at all times cogent with beings of their propensities and uncivilized habits, may be seen the leading motives for attacking the establishment at Cape Mesurado.

Seeing these to have been their incitements; apprehending their present inaction was merely a truce for more vigorous preparation; finding that the chieftains were far from being inclined to abandon either their claims or intentions, but waited only for a season better suited to further both; convinced, also, that the defenceless condition of the colony invited aggression, I determined, in despite of the plausible objections my own mind furnished to a longer continuance on the coast, to exert myself during the short period I was permitted to remain, with a view of placing the settlement in the last possible state of defence. This wish became strengthened by information received from Dr. Dix (whose friendly and social interviews with the Princes enabled him to obtain much useful matter) that another attempt on the colony was positively meditated when the season inimical to the health of its defenders should set in; that they were sanguine in the hopes of then accomplishing their object by the combined operation of war, sickness, and famine. My determination on this point received also additional strength from a perspective of the fatal consequences which would inevitably result from renewed incursions on the part of these barbarians. While the means of security were inadequate to inspire confidence on the side of the assailed, or apprehension on the part of the assailants, expulsion was certain. The entire extermination of a remnant of colonists, who, confiding in promises made them previously to embarking, had consented to leave the happiest country in the world to sojourn in the land of their forefathers, was not only possible, but too probable. Added to which, the loss of a footing happily acquired in a situation second to none on the whole line of coast after leaving Sierra Leone, and the consequent extinction of all future prospect of ever being again able to effect an establishment at a place so eligible, on terms so advantageous to the society, and creditable to those who negotiated the purchase. A Martello tower I conceived well suited to effect the object in view. A fortress of this character was desirable on many accounts; nay, appeared indispensable, not only to the end of affording protection and giving security in the hour of invasion, but as being also the best calculated to produce a change of policy on the part of the natives, and well suited to make such an impression as would deter them from a renewal of aggression, and thereby prevent the calamitous consequences justly to be apprehended; at all events, the consequences of harassing and vexatious predations. Again, I considered it expedient to make also a proper impression on the minds of foreigners jealous of an establishment whose continuance and prosperity threaten an annihilation of the slave trade in that particular section of the country lying adjacent to the river Mesurado; this, with me, was a consideration not without its influence. The foundation of the fortress being commenced, with the assistance of the Kroo-men, its progress was rapid; alacrity gave animation and activity, and promised a speedy completion of a competent defence. In fifteen days a circular massive work of stone, measuring one hundred and twelve feet in circumference, eight feet in thickness and ten feet in elevation, was seen to tower above the surrounding heights, commanding the site for the town, and a wide range of the circumjacent country; capable of intercepting, by its position, any movement made either within or without the bar of Mesurado river.

In my expectations I was not disappointed. During the time this work was progressing, I had frequent opportunities of discovering its effect in neutralizing, in no small degree, the menacing designs of the natives; every day brought me additional proof of a change in their intentions, wrought by an amicable and conciliatory conduct, conjoined with preparations for defence, formidable to any eye, but, with them, to all appearance impracticable. I was happy in perceiving this revolution in their sentiments, this change in their designs, as a friendly understanding with the powerful chiefs of the neighboring villages is the true policy to be observed on the part of the emigrants at Mesurado. While this fortress was advancing, other operations, calculated in an eminent manner to improve the settlement, were also undertaken and carried through; indeed, nothing was left undone which I had the power to do, conceiving that both the spirit and letter of your instructions required the performance of every thing which a limited means rendered practicable, tending in any way to insure the success of an establishment instituted for colonizing the free men of color of the United States, and for the reception of captured emancipated slaves—objects commanding the approbation of every humane heart, and the benedictions of thousands who are to be benefited by their accomplishment. While I witnessed with satisfaction these laudable undertakings drawing to a completion, I felt no small impatience to leave the coast before the commencement of the “rains,” frequent tornadoes warning me of their approach, leaving impressions on my mind by no means tending to reconcile me to a stay of many days. The health of my crew was, at this time, comparatively good, considering the length of time we had experienced the debilitating effect of tropical heat; and I felt no small anxiety to preserve them in this state for the service they were yet to encounter in the West Indies—a hope fondly indulged, but in which I was cruelly disappointed. Our labors were nearly at a close when my surgeon was suddenly taken down, and on the sixth day was no more! The sick list received several names in the course of a few days: cases, at first apparently slight, speedily assumed the symptoms of the coast fever. The appearance of this disease determined me, especially as the castle was finished, to delay no time in removing from the coast. In pursuance of this resolution, the crew were forthwith embarked, and the ship immediately put to sea. This measure, carried into effect with promptitude, encouraged a hope that there would be an end to a malady understood to be peculiar to the African coast, generated by the miasma and poisonous exhalations from vegetable decomposition and deleterious atmosphere thrown from waters, which, after the annual deluge has subsided, become stagnant and pestiferous. Such was my expectation from so salutary a change. This expectation, doubtless, would have been realized, had the winds been sufficiently fresh and favorable to have enabled us to reach, in a short time, a higher latitude. It was not, however, our good fortune to be thus propitiated, but the reverse was our lot: fogs, calms, with an alternation of rains and intense suns, rendered our situation truly deplorable, and rapidly increased our sick list; so that on the 25th of April, seven days after putting the ship to sea, the sick report contained the names of sixty of my officers and crew, and was for some time diminished only by death—not in fact diminished; for death but made room for others brought down with similar symptoms, and threatened with a similar fate. The extreme humidity of the atmosphere, and the confined state of the ship, in consequence of torrents of rain, had changed in a great degree the character of this distemper, giving it all the features of the typhus. The symptoms were not altogether exclusively those attendant on this fever; they assumed a compound and multifarious appearance; not always equally violent, but, in most cases, equally fatal: in many instances a general suffusion took place, the body exhibiting a deep yellow tinge, together with a highly discolored tongue; delirium, madness, instant prostration of strength, with convulsive contortions, carrying the victim off suddenly. In other cases the symptoms were wholly different: vital decay, producing a slow and destructive debility, resulting in extinction of life.

SIR:

MONROVIA, AFRICA, July 18, 1823.

A few days after landing in Africa, all the new comers were taken ill; there has but one escaped the sickness. We have lost eight of our number. The colonists who were out before have been very healthy; there has not been a case of fever among them since I have been out. We are all now on the mend, but attended with a great degree of debility.

The captured Africans have been constantly employed in the defence of the colony during the late war with the natives, and since that time the urgency of the affairs of the colony has been such that they have been constantly employed in preparing a defence for the place, which has deprived them of the opportunity of acquiring that information of agriculture and the mechanical arts which would benefit them in acquiring a livelihood in civilized life, according to the humane intentions of the President, expressed in his message to Congress, and approved by them.

Owing to this circumstance, I thought it my bounden duty to retain them a year longer at the charge of the United States, to accomplish this purpose. I have placed them under the care of the Rev. Lot Carey, a colored man; a part of each day they are to attend, and the remainder of their time to labor under the immediate care of Mr. Carey, in clearing and cultivating the land, whereby they will acquire a knowledge that will benefit them through life. Their labor is always to be under my immediate direction.

I have not been able to settle the accounts of Mr. Macauley yet. The *Augusta* left here a few days after my arrival for the north, and has not returned, and probably will not until after the rains, so that I am without the possibility of communication with Sierra Leone, and unable to accomplish it.



The goods received in the colony from the Trading Company of Baltimore will enable me to dispense with the necessity of drawing bills on London for necessities, but can draw directly on the Government.

I have the honor to be, your most obedient, &c.,

E. AYRES.

The Hon. SMITH THOMPSON, *Secretary United States Navy.*

CORRESPONDENCE OF COMMODORE DAVID PORTER AND OFFICERS OF THE SQUADRON UNDER HIS COMMAND, IN RELATION TO THE SUPPRESSION OF PIRACY.

SIR:

U. S. SHIP PEACOCK, ST. THOMAS, *March 3, 1823.*

I have the honor to inform you that I this morning arrived at this place, with all the squadron under my command, except the Greyhound, which vessel separated in a gale.

I have despatched Lieutenant Commandant Perry, with the Shark and three small schooners, to scour the south side of Porto Rico, and shall sail to-morrow with the rest of the squadron for St. John's, where I have been informed several privateers have been fitted out, which have done considerable injury to our commerce.

I am also informed that there is a large British naval force in those seas, a squadron of which, apparently on the look out, I fell in with this morning.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

Hon. S. THOMPSON, *Secretary of the Navy.*

SIR:

UNITED STATES SHIP PEACOCK, *March 4, 1823.*

You will proceed to the port of St. John's, in the harbor of Porto Rico, and deliver the accompanying letter to the Governor.

You will there wait, if necessary, two days for the answer, apprizing him of your intentions so to do; and at the expiration of that time you will proceed to join me either off the harbor or at the port of Aguada, at the west end of the island, where I shall wait the squadron.

I have the honor to be, very respectfully, your obedient servant,

D. PORTER.

Captain JOHN PORTER, *United States schooner Greyhound.*

YOUR EXCELLENCY:

UNITED STATES SHIP PEACOCK, *March 4, 1823.*

I have the honor to inform you that, in pursuance of orders from my Government, I have taken command of all the United States naval forces in these seas, for the protection of the commerce of the United States against all unlawful interruptions, to guard the rights both of property and person of our citizens whenever it shall become necessary, and for the suppression of piracy and the slave trade.

As great complaints have been made of the interruption and injury to our commerce by privateers fitted out from Spanish ports, I must beg your excellency to furnish me with a descriptive list of vessels legally commissioned to cruise from Porto Rico, with a set of the blank forms of their papers, that I may know how and when to respect them if I should meet with any of them.

I must also beg your excellency to inform me how far they have been instructed to interrupt our trade with Mexico and the Colombian republic, and whatever instructions or authorities they may have affecting our commerce generally.

As the suppression of piracy, the principal motive for my visit to these seas, is an object that concerns all nations, (all being parties against them, and may be considered allies,) I confidently look to all for co-operation whenever it may be necessary, or at least their favorable and friendly support; and to none more than those most exposed to their depredations.

I therefore look with confidence to your excellency for the aid of such means as may be in your power for their suppression; and, in the absence of means, I beg to assure your excellency that, whatever course may be pursued by me to destroy those enemies of the human race, it will have no other aim; and I shall observe the utmost caution not to encroach on the rights or willingly offend the feelings of others, either in substance or in form, in all the measures which may be adopted to accomplish the end in view.

It will afford me sincere pleasure should I be so fortunate as to fulfil the expectations of my Government, and at the same time preserve harmony and a good understanding with those with whom I may be so unfortunate as to come in collision or discussion in relation thereto; indeed, it will add much to my happiness if it can be avoided altogether.

That such is my sincere wish, and that the objects set forth by me are the only ones which brought me to these seas, I beg leave to assure your excellency in the most positive and unequivocal terms.

With the highest respect, I have the honor to be your excellency's very obedient, humble servant,

D. PORTER.

To His Excellency the GOVERNOR of Porto Rico.

MOST EXCELLENT SIR:

OFFICE OF THE CAPTAIN GENERAL OF PUERTO RICO, *March 6, 1823.*

I have this moment received the very estimable letter of your excellency, dated the 4th of the present month, in which your excellency has been pleased to communicate to me the important commission which has been intrusted to you by a Government that claims the respect of all the territories within its influence.

I have the satisfaction of forwarding to your excellency a nominal report of the privateer vessels which have been armed and despatched for the purpose of cruising, by the competent authority in this island, agreeably to the request which your excellency has made me in the letter of that date; and I am extremely sorry to find myself so situated that I cannot comply with the wishes of your excellency in regard to my transmitting you a set of *blank forms*, for the purpose of enabling your excellency how and when to respect their commissions. The diplomas which they receive come from our court, already signed by His Most Catholic Majesty and the minister to whom this office pertains, leaving, in these cases, the naval authority here limited only to the filling of the blank spaces in them with the name of the captain and of the vessel. Thus situated, it is impossible for me to accede to your circumspect views in this particular object; but, nevertheless, if it should on occasion appear requisite to your excellency, the said diplomas or commissions can be examined, together with a blank signature of the captain of this port, in order that a sufficient ground may be established for comparing this signature with those which may be presented, keeping in view the prospectus of those with which the said privateers are cruising.

I am likewise asked by your excellency for information how far my instructions are extended for interrupting the commerce of the United States with Mexico and the republic of Colombia; and for your gratification it is my duty to declare, that I find myself sufficiently instructed to state that the blockade which was established on all the coasts and ports of the provinces of Venezuela has been raised. Under these circumstances, I consider the com-

merce of the United States to be in a free capacity for an intercourse with that of the places formerly blockaded; reserving, however, for lawful capture the vessels of any nation which shall be found conveying implements of war to the insurgents, or people disposed to co-operate with them in their military resistance. I can give your excellency no certain information concerning Mexico; but it is my opinion that the circumstances and condition are to be found the same as those of Venezuela.

The very important objects to which your mission into these seas is directed, and your good intentions and views, afford me the greatest satisfaction, and hasten me to manifest myself to your excellency, as at the instant I now do, in order to assure you that all within the scope of my authority and faculty in this island is one of the places most interested in the flourishing of commerce, and the revival, if possible, of good faith and due respect to the property of the citizens. Trusting that your excellency may be able to fulfil the desires of your Government in this important charge, and that they may be ever more and more happy in their election,

I have the honor of being, with the greatest respect, your excellency's most attentive and sure servant, &c.

MIGUEL DE LA TORRE.

Don DAVID PORTER,

*Commandant of the squadron of U. S. of America in the offing of this port.*

MOST EXCELLENT SIR:

OFFICE OF THE CAPTAIN GENERAL OF PUERTO RICO, March 6, 1823.

At noon this day, just as I arrived from the village of Caguas, where I received at eight o'clock this morning the official letter of the King's lieutenant commandant of this place, advising me of the arrival of the squadron under the command of your excellency, with a disposition to enter this port, I have been inauspiciously informed of the misfortune occurring in the death of the commander of a schooner of war belonging to the squadron, which, it seems, persisted in entering the port, notwithstanding his having been warned by the fort to desist from his undertaking by a discharge of two cannons, the first with a blank cartridge, and the other at an elevation with a ball. But the garrison, in seeing his obstinacy, followed with an extraordinary rigor the orders for hindering the entrance of the squadron until my arrival, according to the determination formed by the said lieutenant of the place yesterday.

I wish to persuade the mind of your excellency into a consciousness of the sorrow which this event, so mournful and unfortunate, has caused me; so much the more painful, inasmuch as it has happened in a place in the district under my command, and on an individual under the orders of your excellency, and a citizen of the United States; of a nation with whom, in all acceptations, the Spaniards of both hemispheres are found united.

So unexpected a misfortune, which it seems ought never to be feared in friendly establishments, appears to carry on itself a character of criminality, which more and more aggrieves my feelings.

But the juncture of the circumstances which have conspired towards this fatality, according to the information received by me, is such, that if your excellency will be pleased to examine it with impartiality, you will perceive that if the facts are not sufficient to mitigate the regret, they are at least enough to prove that there has been no intention of failing in regard to your excellency, or of offending any citizen of the United States, and much less their Government.

The lieutenant of the King and commandant of the place, grounded on various reasons, (of which it is not important to trouble your excellency with a citation, but of which, however, I will point out a few,) believed that he ought not to permit the entering of the squadron until my arrival. One of his motives arose from his recollecting that, during the last year, an expedition was armed in the ports of North America against this island, and placed under the command of a man named Ducondray Holstein, which expedition actually went into the port of Saint Bartholomew under the American flag. And among his other reasons were the following: It has been reported here that another similar expedition is this year in preparation; that the schooners alluded to, on their entering yesterday, would not receive the pilots on board unless they practised with particular plans of the harbor and the leads in their hand, of which the captain of the port made his complaint; that when the officers came on shore a rumor was spread that they were saying Spain had ceded this island and that of Cuba to the English, which relation they confirmed to the lieutenant of the King, as he himself has assured me; that their not having presented to him the writing, nor any expression from your excellency, he suspected he had found something alarming in these rumors, and not sufficient proof that these were national vessels merely by the uniforms in which the officers were dressed.

These are some of the reasons which he has informed me he had in view in not consenting to the entrance of the squadron until my arrival; and, in consequence of them, he despatched his orders to the Castle of the Moro, not for the purpose of committing hostilities, but merely preventive orders. He sent an adjutant at half past six o'clock in the morning, accompanied by an interpreter, on board one of the schooners under the command of your excellency, to entreat her commander to be so good as to call on the Government in order to agree with them on the means and form of making known to your excellency this their determination. Unfortunately, the commander of the American vessel deferred in the first place his seeing the lieutenant of the King until one o'clock in the afternoon; and, provoked by the adjutant to view it as an urgent cause, and to consider duly the cause of his being disturbed, and of which he was fully informed, this commander promised the adjutant that he would go to the Government as soon as he could dress himself. By an unheard-of fatality he did not accomplish this promise until after his hearing the firing of the cannons at the Moro, which might have been avoided had he only presented himself for an interview with the commandant of the place. The remissness of this officer, and the pertinacity of him who commanded the schooner, in his not suspending his entering in spite of the cannon that was fired without a shot, and without waiting for a pilot; but, notwithstanding this, and the second discharge of a gun at an elevation, to crowd sail in order at all events to gain the port—these acts, most excellent sir, have been the means of depriving the United States of a citizen, your excellency of an officer, of filling Puerto Rico with mourning, and myself with inexpressible sorrow. I feel it to be my duty to assure your excellency that the orders issued by the lieutenant of the King and commandant general of the place were by no means intended to commit hostilities or offences against the vessel, but, as the firing was made at an elevation, either the tumbling of the sea, or perhaps some bad pointing, must have been the cause why the fourth discharge should produce such a fatal effect.

Immediately on my return to this place, I gave orders that all the vessels under the command of your excellency, of whatsoever description, may enter freely into this harbor as into a port of friends, where they will meet that reception which the law of nations assigns to those who claim a title in civilization, and other privileges secured by the treaties of friendship existing between the two nations. In this act I anticipated for myself the satisfaction of being able to manifest personally all the consideration which your person merits from me, and my regret for so mournful and disagreeable an event.

May God guard your excellency many years.

MIGUEL DE LA TORRE.

Don DAVID PORTER,

*The Most Excellent Commander of the Anglo-American squadron in the offing of Puerto Rico.*

OFFICE OF THE CAPTAIN GENERAL OF PUERTO RICO, March 7, 1823.

MOST EXCELLENT SIR:

One of the first objects of my attention, as soon as I was informed of the mournful accident, concerning which I wrote to your excellency in my letter of yesterday, was to acquaint myself with the actual condition of the wounded individual, in order that he should be located where the duties of friendship might be exercised for his accommodation and comforts; but, being certified that he had died during the transaction before related, I could do



no otherwise than give my orders that his funeral should be conducted with all the decorum and manifestation of respect due to an honorable officer of his character and station, and cause his corpse to be attended to the grave by a procession composed of the principal chieftains, authorities, and other officers of this garrison. In this act, I could wish that your excellency might recognise an expression of the lively sorrow which has been excited in me by this misfortune.

May God preserve your excellency many years.

MIGUEL DE LA TORRE.

Don DAVID PORTER,

*The Most Excellent Commander-in-chief of the Anglo-American squadron in the offing of this port.*

YOUR EXCELLENCY:

U. S. SHIP PEACOCK, AGUADA, March 8, 1823.

On the 3d of this month I despatched from the squadron under my command the United States schooner Greyhound, commanded by Captain John Porter of the United States navy, who was the bearer of a letter from me to your excellency, written in strict conformity with instructions which I had received from my Government, propounding certain inquiries to enable your excellency to put me in possession of such information as would place it in my power to fulfil the benevolent intentions of the Government of the United States without infringing on the rights of Spain as a belligerent.

The commander of the Greyhound was directed to remain in St. John's two days for your excellency's answer, and then to join me off the port, or at this place, where I proposed watering the squadron under my command.

On the second day after his arrival at St. John's I directed the commander of the United States schooner Fox to proceed there with his vessel, to ascertain at what time it was probable your reply would be obtained, with orders to return immediately, and apprise the commander of the United States schooner Beagle, another of my squadron, of my intention to come to this place.

On the arrival of the Fox within gun-shot of the castle, I was much surprised to observe that six guns were fired at her; but knowing of no cause to justify such an act of violence, I should have thought that perhaps I might have been mistaken, had not the commanders of all three of those vessels failed to obey my instructions, which could not have happened but for some violent detention by the authorities at St. John's.

Until, however, I am better satisfied of the fact, I shall refrain from the expression of my sentiments on the subject, and shall for the present merely observe that their character could not have been misunderstood, as my squadron, at the time of the departure of the Fox, was lying in full view of the castle, with their colors flying, and a British squadron under the command of Sir Thomas Cochrane, which had several times communicated with me, and well knew the vessels arrived there the day previous to the last mentioned vessel, and on the day previous to my arrival off the port.

I know not whether my suspicions are correct, but I have, in the event of their being so, directed the senior officer to abandon the vessels, and leave the island of Porto Rico as soon as possible; leaving it to my country, to whom I shall make known the facts, to resent the outrage as it may think proper, and which it will no doubt do promptly and effectually.

Your excellency must be aware that it is always in my power to retaliate, and even in this place; but it would be a poor return for the friendship and hospitality I have received from its inhabitants; and I cannot reconcile it to myself that the innocent should be made to suffer for offences not their own.

With great respect, I have the honor to be your excellency's most obedient, humble servant,

D. PORTER.

YOUR EXCELLENCY:

U. S. SHIP PEACOCK, AGUADA, March 11, 1823.

I have the honor to acknowledge the receipt of your several favors of the 6th and 7th of this month.

That which is in reply to the letter I had the honor to address you on the 4th is perfectly satisfactory in all its details; and the promptness with which you have been pleased to attend to it, as well as its contents, will, no doubt, be highly gratifying to the Government of the United States.

I know not how to touch on the melancholy subject of your other letters, without giving vent to some of those feelings which operate at this moment on my mind. I shall endeavor, however, to treat it coolly and dispassionately, and hope, by a few facts, to convince your excellency that there was not the shadow of an excuse for interdicting the entrance of my squadron into the harbor of St. John's; that nothing can justify the order, issued by your second in command, to fire upon any of the vessels composing it; and that the act of firing was, to say the least of it, an act of the most unpardonable cruelty and barbarity. It is painful to me to see that your excellency has labored to justify the act, and to throw the blame on the commander of one of the United States vessels then in port.

A statement in the Echo of the 8th, drawn by the same hand that penned your letter to me, is given to the public, with the same object in view. Your excellency may have reasoned yourself into a belief of the correctness of the inferences you have in both cases drawn from information given you, or both may have been considered as necessary and proper to prevent excitement; but I must be excused for saying to your excellency that the charge is only an aggravation to the outrage which had already been committed. It was not the duty of that officer to move at the beck and call of the King's lieutenant, or to leave the duty unexecuted which I had sent him to perform, (to communicate to me the hostile intentions of a subaltern;) which, had they been fully explained to him, he never could have believed he would have dared to have carried into effect; but they never were explained, and no such conversation took place between the King's lieutenant and the American officer, as is related by your excellency. Your excellency has been misinformed on the subject; and had it taken place, and had it been the duty of the American officer to have communicated to me the intention to prevent my coming into port, it would have been impracticable for him to have executed it, as the sea raged with such violence at the time that no vessel or boat could possibly have left the harbor. It is not magnanimous in your excellency to resort to such means to excuse the bad conduct of those under your command.

The officer you would implicate was the bearer of a despatch from me to your excellency, apprising you of the benevolent intentions of my Government in fitting out the squadron I have the honor to command.

He had been two days in your port, and was possessed of a copy of my letter to you, which had been seen by your second in command, at the moment of his presenting himself to him, which was on the day of his arrival. And if any doubts existed as to his character, or the character of the vessel under his command, being in the power of the authorities of Porto Rico, they could easily have satisfied themselves. But he had been received and treated as an American officer; and it is only to endeavor to palliate or excuse the conduct of the offending individual, that your excellency has sought for facts, which would never have been brought into notice but for the lamentable circumstance which gave rise to these painful remarks.

He informed your second of the character of my squadron. A British squadron was then lying in the port, which knew me, and (there cannot be a doubt) had communicated intelligence of my intentions to visit Porto Rico.

The sloop of war, on board which my pendant was flying, with some small vessels of my squadron, were lying in full view of the castle with their colors hoisted; the schooner which was fired into was standing directly into port in open day; she could not have escaped after the first shot was fired, or have given up her intention of going into St. John's, had she been so disposed, or had she understood what was intended by the firing. But let me ask your excellency, who, for an instant, could have supposed that a small schooner, of scarcely forty tons burden, mounting only three guns, with a complement of twenty-five officers and men, would have occasioned any alarm to the city of St. John's, surrounded as it is by fortresses, rendered as impregnable as nature and the art of man can make them? Was it not more natural to believe that the firing was intended to compel her approach? and even if the intention

was not complied with, ought not her feeble condition to have claimed, from those in your fortress, some mercy? But no! the vessel, after the death of her lamented commander, was compelled to anchor between the forts, where a tremendous sea was running, which jeopardized the lives of every one on board; to send the small boat on shore, where the young midshipman, who commanded her, was insulted by having a heavy gun pointed into the boat, and threatened with destruction if he attempted to move from his position; he was then taken like a criminal, and placed under guard.

These are facts, your excellency, and incontrovertible ones.

Let me ask your excellency what better proofs you have of the character of my squadron now, than were produced on the first day of the arrival of the officer you wish to implicate? What further examination has been made, that the authorities of Porto Rico are better satisfied of our being Americans now than they were before? None.

I repeat it, that the character of my squadron was well known in St. John's. Even in this obscure place I found American newspapers containing all the details respecting it; and at St. Thomas's I saw persons direct from St. John's, who informed me that its equipment and object were well known there. There has, in fact, been a degree of publicity given to the expedition, and an interest felt in it, that have been rarely equalled. The whole of the civilized world was interested in its success. It is in vain, then, to say that we were taken for lawless invaders, and it is unjust to endeavor to stain the character of my country by a charge of the frequency of hostile expeditions against the Spanish possessions, or offer them as an excuse for the conduct of the offender. Bad men escape, sometimes, the vigilance of the most rigid authorities; and no Government deserves reproach when it does its utmost to detect and bring them to punishment.

I find your coasts lined with troops since my arrival here; I find reinforcements daily coming in, as I am informed, by your order, to protect the inhabitants from my resentment; I have found every precaution taken to keep me in profound ignorance of the lamentable occurrence; but these things were all in vain. I saw the insult offered to the flag of my country. I have satisfied your military commander that their force is despicable when compared to that at my disposal; and I have convinced the inhabitants that, although they are at my mercy, they will not be made answerable for the offences of an individual.

It is not, then, becoming to the character of your excellency to resort to subterfuge, in order to divert the odium of the act from one officer to attach blame to another.

I will further ask why a rigor should be exercised towards vessels bearing the American flag that was not extended to the British squadron, or to the French frigate which arrived subsequently to the attack on Lieutenant Commandant Cocke? In the one case, there was only a small schooner to fire at; in the other, there were vessels of force.

Had he fallen in battle, and by the hand of a declared enemy, we should have been reconciled to his fate by the proud satisfaction that he died in the performance of his duty to his country; but to be thus cruelly torn from us, and by the hand of a dastard, whose aim was the more sure from a confidence in his own safety and the defenceless condition of his object, admits of no consolation.

Your excellency, in conversation with the officer you wish to implicate, adverted to the affair of the Panchita as some palliation for the offence; and there is too much reason to apprehend that the officer who gave the order to prevent the entrance of my squadron, as well as those who executed it, thought this a fair opportunity to retaliate; otherwise, why heat shot in the furnaces to destroy my squadron? why open two batteries on the schooner? and why fire round shot and langrage while the lamented victim was hailing the fort? and why the remark of the man who pointed the gun, that the shot was intended to avenge the Panchita?

Your excellency will recollect that, in the case of the Panchita, there was an equality of force. Such an occurrence would not have taken place had there been as great a disparity as in the present instance. The cases are not, therefore, parallel; and if the satisfaction of retaliation was sought for, the offenders have failed in their object; it is yet to be obtained.

I shall leave the island to-morrow morning with a heavy heart, and shall, without delay, communicate to my Government the melancholy result of my visit here, which was intended for the benefit of the civilized world in general.

With the highest respect, I have the honor to be your excellency's most obedient, humble servant,

D. PORTER.

To His Excellency the GOVERNOR of Porto Rico.

SIR:

U. S. SHIP PEACOCK, MATANZAS, March 28, 1823.

I have the honor to inform you that I arrived here on the 26th, after giving to the north coast of St. Domingo and Cuba as thorough an examination as was practicable with the two schooners and the boats of this ship, with the greater part of her crew; while all the keys off shore, pointed out to me as the rendezvous of pirates, were examined by the ship.

The service has been very fatiguing to those employed, for more than a week past in open boats, and in the most dangerous and intricate navigation in the world; but it has been performed cheerfully, and I wish I could say successfully. But we have not, in this long route, been able to detect a single pirate, although our suspicions rested on many; nor can I conceive how we shall ever be able to detect them, for they are one day fishermen, another droguers, wood-cutters, salt gatherers, or pirates, as best suits them.

Every Spaniard is armed with a knife; and this weapon, according to their mode of warfare, is enough for them. Were we to apprehend every suspicious Spaniard and vessel, their coasting trade would soon be entirely broken up. Since my arrival here, I have heard of the most horrid atrocities committed by them. They now spare no one; whole ships' crews are indiscriminately burnt with their vessels; and there has been an instance, recently, of the murder of a crew under the walls of the Moro.

I have written to the Captain General a letter similar to the one I wrote to the Captain General of Porto Rico, calling on him for information and co-operation, and await his reply, which I expect to-morrow or next day; and shall then proceed to Thompson's Island, to make arrangements for the most energetic operations. I shall there meet all the force which I despatched from Aguadilla, with the exception of the Shark.

On my arrival here I found a fleet of American vessels waiting for convoy, some of which had been ready for sea twenty days; and was surprised and mortified to find that all our vessels of war had left this coast, and our commerce here entirely unprotected.

The only protection I can give them is the two small vessels, which will convoy them beyond the reach of pirates, and, after examining a bay to windward, which has been their resort for some time, will join the squadron at the place of rendezvous. The departure of those vessels of war stationed here for the protection of our commerce, and which I calculated on finding here, has caused me some embarrassment, as it becomes necessary to employ part of the force which was intended for the pursuit and destruction of pirates, to give that protection to our trade which it has a right to. The reasons for their departure are unknown to me, and I must leave it to their commanders to make the necessary explanations. Five piratical vessels have, for some weeks, been watching the fleet, in the bay, which I shall cause to be examined; and since our arrival, as you will find by the enclosed copy of a note from a highly respectable source, they have dispersed and disarmed.

I shall do all in my power, with whatever force may be at my disposal, to give protection to our commerce, and effect the destruction of the pirates; and protection shall be the primary object. But, to fulfil the expectations that have been formed, we shall want at least two or three of the large schooners in addition to those we now have.

I was surprised to learn, on my arrival here, that circulars had been written by the Captain General to the governors and commanders of the different districts of the island, forbidding the entrance of my squadron into any of its ports, or the landing of any part of my forces in pursuit of pirates. The island appears at present in a very



agitated state, and the Government appear to think that the United States would consider it a very desirable acquisition. I shall use every means in my power to satisfy them that my objects are totally unconnected with any thing of a political nature.

All vessels ordered under my command I beg may be directed to report to me at Thompson's Island.

I have the honor to be, very respectfully, your obedient servant,

D. PORTER.

Hon. SMITH THOMPSON, *Secretary of the Navy, Washington City.*

P. S. Since writing the above I have heard of a pirate to leeward, and have despatched the two schooners and boats after her. I shall know the result of the expedition in the course of a few hours, and have good reason to believe it will prove successful.

YOUR EXCELLENCY:

U. S. SHIP PEACOCK, OFF MATANZAS, *March 26, 1823.*

I have the honor to inform you that, in pursuance of orders from my Government, I have taken the command of all the United States naval forces in these seas, for the protection of the commerce of the United States against all unlawful interruptions, to guard the rights both of property and person of our citizens whenever it may become necessary, and for the suppression of piracy and the slave trade.

As great complaints have been made of the interruptions and injury to our commerce by privateers fitted out from Spanish ports, I must beg your excellency to furnish me with a descriptive list of vessels legally commissioned to cruise from Cuba, with a set of blank forms of their papers, that I may know how and when to respect them, if I should meet with any of them.

I must also beg your excellency to inform me how far they have been instructed to interrupt our trade with Mexico and the Colombian republic, and whatever instructions or authorities they may have affecting our commerce generally.

As the suppression of piracy, the principal motive for my visit to these seas, is an object that concerns all nations, (all being parties against them, and may be considered allies,) I confidently look to all for co-operation whenever it may be necessary, or at least their favorable and friendly support; and to none more than those most exposed to their depredations. I therefore look with confidence to your excellency for the aid of such means as may be in your power for their suppression; and, in the absence of means, I beg to assure your excellency that, whatever course may be pursued by me to destroy those enemies of the human race, it will have no other aim; and I shall observe the utmost caution not to encroach on the rights or willingly to offend the feelings of others, either in substance or in form, in all the measures which may be adopted to accomplish the end in view.

It will afford me sincere pleasure should I be so fortunate as to fulfil the expectations of my Government, and at the same time preserve harmony and a good understanding with those with whom I may be so unfortunate as to come in collision or discussion in relation thereto. Indeed, it will add much to my happiness if it can be avoided altogether.

That such is my sincere wish, and that the objects set forth by me are the only ones which brought me to these seas, I beg leave to assure your excellency, in the most positive and unequivocal terms.

With the highest respect, I have the honor to be your excellency's very obedient, humble servant,

D. PORTER,

*Commanding United States naval forces in the West Indies and Gulf of Mexico.*

To His Excellency the CAPTAIN GENERAL of Cuba.

[TRANSLATION.]

SEÑOR:

HAVANA, *March 29, 1823.*

I feel much satisfaction in your arrival into these seas with the commission explained to me in your official letter of the 26th of the present month, which I am now answering, and I offer you, at once, a hearty welcome.

You are pleased to manifest that there have been great complaints on account of the mischief committed on your commerce by corsairs fitted out in the Spanish ports, and wish me to furnish you with a *descriptive list* of the vessels lawfully authorized, at the island of Cuba, for cruising; also a set of blank forms of their *papers*, in order that you may know how and when to respect them, if you were to fall in with any of them. In answer, I must state that, as this business pertains exclusively to the *general marine command* at this station, you will be pleased to address that department for these objects of your requisition.

This Government, commodore, (*senor commodore*) anxiously desires, and loses none of the means in their disposal, to prosecute those enemies of the human race even to annihilation; and you can be well assured that, on all occasions, it is and will be ready to lend every aid that is compatible with the territorial rights and privilege to the nations co-operating for the extermination of these freebooters.

Deign to accept the considerations of my respect and friendship. God preserve you many years.

SEBASTIAN KINDERLAN.

Señor DON D. PORTER,

*Commander of the naval forces of the U. S. in this sea.*

*Extract of a letter from Commodore Porter to the Secretary of the Navy, dated*

U. S. STEAM GALLIOT SEA GULL, MATANZAS, *April 16, 1823.*

SIR:

For the last two weeks our movements and occupations have been so various, that to enter into a full detail would swell too much this communication; to be brief, therefore, I shall merely state that, within that time, we have built our storehouses on Thompson's Island, landed all our stores, collected together all the schooners of the squadron, and stationed them at different points on the coast of Cuba, fitted out all the barges which are also on the coast, and captured one pirate, a pilot-boat schooner, formerly the Pilot, of Norfolk, armed with one long twelve pounder, and commanded by Domingo, the notorious head of this horde of desperadoes, who formerly commanded the Saragariana, the vessel in the attempt to capture which the gallant Allen fell; Domingo and two of his crew only escaping to the shore with their lives, and one was taken.

The Pilot had been in possession of the pirates eight days. I had heard of her capture on my first touching in at Matanzas with the Peacock, and left the two schooners, the Wild Cat and Beagle, to look out for her and the Saragariana to windward, while the Peacock shaped her course toward Havana; but, not finding her, I hastened to Thompson's Island, and, two of the barges being got ready and manned from her fine crew, I despatched Captain Cassin with them and two of the schooners, which soon arrived, to examine from Havana down to Cape Antonio, and thence to Trinidad, on the south side of the island—a piracy having recently been committed near the latter place. Captain Cassin left Thompson's Island on the morning of the —, and next morning received information that the Pilot had been seen off the Moro; he consequently sent Lieutenant Stribling to windward, along shore, with the barges, while he kept a look out for her near Havana. On the same day the Wild Cat and Beagle fell in with her to leeward of Matanzas; chased her, within gun-shot, the greater part of the day, giving and receiving from the Pilot a smart fire; but night coming on, she eluded them by getting close under the land, hauling down all sail, and getting off with her sweeps. In about an hour after this, Lieutenant Stribling ran alongside of her with his two boats, one commanded by himself, the other by midshipman Kelby, acting as lieutenant of the Fox, and took pos-

session of her, after a fire of ten minutes, in which time all the crew, except the captain and three others, one of whom is taken, were killed, the pirate having time to fire his long gun only once; and, what adds to the satisfaction I feel in giving these particulars, which I have obtained from Lieutenant Skinner, who fell in with Lieutenant Stribling and his prize next morning, is, that no one was even wounded on board our boats, so sudden and effectual was the attack, which does great credit to Lieutenant Stribling, and all those concerned with him in this gallant affair.

I have with me here the Sea Gull, three barges, and one of the boats belonging to the Peacock, besides the vessels intended for convoy; the barges I have placed under the command of Lieutenant Cassin of the Peacock, which ship, as well as the Decoy, I have been compelled to lay up, in order to obtain men to man the barges, not having found a single vessel on the station on my arrival.

I shall despatch Lieutenant Cassin to windward as soon as the weather will permit, where I have strong expectations, from information received, of breaking up a nest of these vagabonds. Two schooners, under Lieutenant Commandant Kearney, are stationed off Havana, to give convoy; two are now refitting, to relieve some of the others, and we are now in full operation; but it is greatly to be regretted that I should have been compelled to employ for convoy those small schooners, which were intended solely for the purpose of hunting the pirates out of their hiding holes; but, notwithstanding I have not, including the crew of the Peacock, the number of men required to man one of our large frigates, I hope to effect the object for which I was sent here, and, for a time, give protection to our commerce by convoy; yet the duty is severe, and more than men can long bear. Some respite will be necessary; but it would be unjust in me if I did not say that every officer and man under my command enters with the utmost alacrity and zeal into the severe duties which this novel service imposes on them; and although most of them have scarcely put their feet on shore from their cramped vessels since they have left the United States; although they have suffered all that men could suffer in crossing the Gulf stream in heavy gales in open boats, still not a murmur has been heard from any one. Some, from sickness, and finding themselves unequal to the fatigue, have asked leave to return, and I have indulged them; but, in general, the squadron enjoys uncommon health, and there is every prospect of its continuance.

Domingo, the captain of the Pilot, was in this place yesterday, the day of my arrival, and has since disappeared; he acknowledges the death of all his crew, except those before mentioned.

The Pilot is a remarkable sailer; was a constant trader to Havana. Domingo had long set his heart on having her, and, immediately on capturing her, armed and took the command of her. I hope soon to give you some further account of him and the Saragariana. There was one act of politeness in this singular character, which I cannot omit mentioning: there were a large number of letters for myself and the officers of the squadron on board the Pilot when she was taken, together with many for merchants in Cuba. Domingo possessed himself of all the mercantile letters, and delivered to the captain of the Pilot all those for us; desiring him to send them to us, as he did not wish to deprive us of the opportunity of hearing from our friends. He said he had no ill will against us—we were but doing our duty.

The Peacock, sir, is too firm a ship to keep in a state of idleness; and without her crew I should not have been able to man the barges, by far the most efficient force we have.

In the present state of the establishment at the island, it will be in vain to look for those comforts which the fatigues of the kind of life we now lead make more necessary to us than they would be at other times, without the conveniences which a ship affords.

I do not make this remark so much on my own account as on account of others. The accommodations of the Peacock are small; we have been a great inconvenience to her officers, and it has been the source of great pain to me to witness how much myself and those who necessarily accompanied me, have been to Captain Cassin and his officers, who have made every sacrifice of their own comfort for our accommodation.

It would be extremely satisfactory to me, and I am persuaded would be highly advantageous to the public interest, if I could have a ship and crew for the accommodation of myself and those with me. The Erie would suit me extremely well if she had a poop on her. I want no larger or better ship, and I beg I may not be refused; for at present I am completely on the parish, not living as I could wish, but as I can. This is the only request I have made since I embarked in this enterprise, in which I am individually concerned; and it would not have been made, were I not satisfied that the public interest would be more benefited than my own comfort would be promoted. If I cannot have the Erie, I beg that I may have the Macedonian, or some one other of our frigates; but, whatever ship may be sent, I hope she may be furnished with a poop; it is essentially necessary in this climate, and on such a service.

I have the honor to be, your very obedient servant,

D. PORTER.

SIR:

U. S. SCHOONER FOX, OFF THE HAVANA, April 9, 1823.

Agreeably to your orders of the 5th instant, I proceeded with the schooners Fox and Jackal, and the barges Gallinipper and Mosquito, off this harbor, and despatched Lieutenant Commandant Stephens, in his small boat, into the port.

On his approaching the Moro, he was ordered by the guard to return, as his boat would not be permitted to enter, but that his schooner might.

As it was important that we should communicate with the consul, I ordered the Jackal into the harbor for that purpose; she was suffered to pass, and, returning, brought an urgent request from Mr. Warner, and the entreaty of numerous merchants and shipmasters, to afford convoy to eight or ten American vessels then ready to sail, they having been waiting convoy a considerable time; such was the alarm created by piratical depredations, many atrocious acts having been committed in the very mouth of the harbor, and one only the evening before our arrival, by the noted schooner Pilot. Captain Stephens also informed me that this pirate was then supposed to be in Escondido, or Hidden harbor.

Under those circumstances, I thought myself justifiable in giving convoy, and sent Captain Stephens in to make known to vessels of all nations that I would afford them protection as far as the Gulf, and proceed with them at daylight on the 7th.

On a belief of finding the pirates, I despatched Lieutenant Stribling in the Gallinipper, accompanied by the Mosquito, Lieutenant Kelby, of the Fox, at seven o'clock in the evening, to Escondido. On the morning of the 8th, I fell in with the Wild Cat and Beagle, who had been run off their cruising ground in chase of the pirates, but lost sight of them during the night. As it would not be detaining those vessels more than a few hours, I determined to keep them with the convoy until well off from the land, and run in myself with the Jackal, and pick up the barges. At six o'clock on the 8th, I received a large fleet of vessels of several nations, who claimed our protection, and proceeded with them to windward; at three in the afternoon discovered the barges returning with a stranger in company, which proved (very much to my satisfaction) to be the noted schooner Pilot, which was taken by our barges after a long running fight, for the particulars of which I refer you to the report of Lieutenant Stribling.

I directed the Wild Cat and Beagle to continue with the convoy until morning, the Wild Cat then to return to her station, and the Beagle to return to Matanzas, for your despatches, and proceed with them to Thompson's Island. I called in the Jackal and barges, and with the prize stood in for the Moro.

As the Pilot will be of considerable importance to the expedition, I shall keep her with me, and have made the necessary arrangements, and this evening will proceed from this on my cruise.

As I believed it would have a good effect, I sent the prize into Havana, to show her, and get a little water.

I am, very respectfully, your obedient servant,

S. CASSIN.

Commodore D. PORTER.



SIR:

LATE PIRATICAL SCHOONER PILOT, OFF HAVANA, *April 8, 1823.*

In obedience to your orders, I proceeded, at half past 7 o'clock last evening, with the barges Gallinipper and Mosquito, to examine the coast to windward, as high up as Escondido, for pirates. In consequence of the lightness of the wind, we were compelled to make use of our oars most of the time; this morning, at daylight, several small sail were in sight; we boarded a number, and found them coasters. At 7 A. M. discovered a schooner about three miles to the eastward, of a suspicious appearance, and immediately gave chase; the stranger apparently full of men, and sweeping in shore. At 8 h. 15 m. fired two muskets, to bring the chase to. On firing the second gun, she commenced firing with round and grape, and musketry. We returned it with our muskets, at the same time making every exertion to get alongside of her; at 8 h. 30 m. the schooner succeeded in gaining the shore; in an instant we were on board of her, and succeeded in getting on shore. We however secured one man, and found two of her crew killed—one on board, the other on shore. We have every reason, however, to believe that several were wounded. I landed the marines with some of the seamen; but the thickness of the underwood rendered it imprudent to pursue them. We succeeded in getting off the schooner (late the Pilot, of Norfolk,) without her sustaining any material injury. I am happy to state that not one of our men has been injured; this I consider the more remarkable and providential, as the pirates had every advantage in being in a large vessel, where they could load and fire with quickness and certainty. It may be proper to mention that the schooner, on commencing her fire, hoisted Spanish colors.

The armament consisted of one double fortified six pounder, twenty-three muskets, twenty-one blunderbusses, ten pistols, six fowling-pieces, one swivel blunderbuss, with a number of cane-knives, swords, and dirks. From the prisoner I have ascertained that her complement consisted of thirty-six men.

I cannot, sir, conclude without expressing my thanks to Acting Lieutenant Kelby, Lieutenant Walker of the marine corps, Midshipmen Carr and Bisham, with the crew of both barges, for their steady and gallant conduct in this affair.

I have the honor to be, sir, respectfully, yours, &c.

C. K. STRIBLING.

To Captain L. CASSIN,

*Commanding the division of schooners and barges.*

YOUR EXCELLENCY:

HAVANA, *April 20, 1823.*

Having been informed that an order has been issued by your excellency to the military commanders of districts in this island, forbidding the entrance into the harbors thereof of the squadron under my command, I have therefore to repeat to your excellency that I came by the orders of the Government of the United States, in aid of the local authorities, for the suppression of piracy, and for no other object, as I have always assured your excellency; and I have to beg of you to prevent any unpleasant consequences from the existence of an order so hostile to the interests of Cuba, and so opposed to the friendly and benevolent intentions of my Government; that your excellency will be pleased to cause it to be revoked as early as practicable; and that you will furnish me with a paper bearing your excellency's signature, whereby the friendly character of the forces under my command may be made understood by the aforesaid military commanders as well as by all others in authority with whom I may come in contact; and your excellency will pardon me for urging with great earnestness this request, as the knowledge of this order has been the source of great uneasiness to me, particularly since an admission on the part of your excellency confirms its existence.

I have the honor to be, with high respect, your excellency's very obedient and humble servant,

D. PORTER.

To His Excellency the CAPTAIN GENERAL of Cuba.

SIR:

U. S. STEAM GALLIOT SEA GULL, MATANZAS, *April 24, 1823.*

In my last I informed you that I had despatched the barges to examine a bay to windward of Point Yacos; and, having intelligence of three piratical schooners in the river Palmas, I left this place on the 19th, joined the barges next day near Cayo Blanco, and, after a laborious search of two days, discovered the river, where we found the remains of the vessels which the pirates had burnt evidently a short time before our arrival there. I consequently returned to this place, sending three of the barges along the coast to Havana, to which place I shall proceed after giving convoy to the vessels in this place, having found it necessary to send the two vessels employed here on this service to Thompson's Island to refit.

I believe, sir, I can now say with safety that there is not a pirate afloat on this part of the coast of Cuba larger than an open boat, and even that is doubtful; the Saragariana, in her flight from here, having been taken by two British sloops of war at the east end of the island.

I have the honor to be your very obedient servant,

D. PORTER.

Hon. SMITH THOMPSON.

*Copy of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR:

U. S. GALLIOT SEA GULL, ALLENTON, THOMPSON'S ISLAND, *May 10, 1823.*

Since I last had the honor to address you, I have returned to this place with the Sea Gull and barges, and found here Captain Cassin, with the schooners and barges that accompanied him.

The report of his cruise is enclosed. Our last cruise has been altogether a most arduous and fatiguing one; and, although we have not many trophies to show, it has not been without effect. The result has been the capture of a piratical schooner and a very fine felucca, the destruction of one on shore, the burning of three schooners in the Rio Palmas, and about a dozen of their houses in the different establishments to leeward of Bahia Honda and inside the Colorados reef, the complete dispersion of all their gangs from Rio Palmas to Cape Antonio, and, what will be of no little importance in all our future operations, a most thorough and intimate acquaintance with the whole line of coast from Cayo Blanco to the east, down to Cape Antonio to the west.

We have taken only one prisoner, and I shall endeavor to use such information, as I can squeeze out of him to advantage.

I shall despatch the Peacock to-day for La Vera Cruz to relieve the Shark, and shall now be left with only my small vessels, two of which, with two barges, (which I have found great difficulty in manning from the Sea Gull and store-ship,) I shall send off this evening, under the command of Lieutenant Commandant Watson, on an expedition among the Keys in the Old Straits, and thence around the island, to return by way of Cape Antonio.

Two schooners, under the command of Lieutenant Commandant Rose, are making the circuit by the other route, commencing at Point Yacos, going around Cape Antonio, and returning by the Old Straits; two, under command of Lieutenant Commandant Skinner, are conveying from Havana; and the remaining two are careening, and will in a few days sail for the protection of our commerce; and the three remaining barges are hauled up for want of men.

I beg you, sir, to take into consideration the uncomfortable situation of myself and those with me, and as early as may be possible send me a frigate or a large sloop of war fitted for the climate, or I shall otherwise most reluctantly, on account of health, be compelled to relinquish a service which I have set my heart on accomplishing—the total suppression of piracy in the West Indies and Gulf of Mexico. It has been effected about the north side of Cuba, and, with suitable means, I have no doubt of effecting it elsewhere.

None of the vessels of war belonging to the West India station, except those which I brought with me from the United States, have yet shown themselves; nor can I get any intelligence of them by which I can be enabled to command their service.

When I left Matanzas the country was alarmed by large bands of robbers, well mounted and armed, who had plundered several estates, and committed some murders in the neighborhood of the city. Bodies of horse had been sent in pursuit of them, and the militia were all under arms. Some prisoners had been taken, and it was said that those bands were composed of the freebooters who lately infested the coast, and who, being compelled to abandon the ocean, had taken up this new line of business.

I have the honor to be your very obedient servant,

D. PORTER.

HON. SECRETARY OF THE NAVY.

*Copy of a letter from Captain Stephen Cassin to Commodore David Porter, dated*

SIR:

U. S. SHIP PEACOCK, THOMPSON'S ISLAND, April 28, 1823.

I had the pleasure to inform you, by a sloop from the Havana, bound to this place on the 10th instant, of the successful beginning of my cruise by the capture of the piratical schooner Pilot. After having shown the Pilot in Havana, and obtained a small quantity of water, I proceeded with the division to Cayo Blanco; we entered within the reef, and proceeded westward, making an average of about twenty miles per day, leaving no bay, inlet, or suspicious place, unexplored. On the 16th a sloop boat was observed standing to the eastward; the Mosquito was ordered in chase; the sloop directly altered her course for the land, was run on shore, and abandoned by her crew, who escaped into the bushes. She was found to have arms of different descriptions, shot, and other articles of a suspicious nature, which satisfied me of her piratical character, and I took possession with an intention to destroy her, as she was rotten and an incumbrance to us. At 10 A. M. on the same day we anchored in a noted harbor for pirates, intending to examine it thoroughly; our anchor was scarcely gone before a felucca was discovered standing out for the Gallinipper, which was ahead sounding. On opening our vessels, she immediately hauled down her sails and pulled around the point of an island; the barges were ordered in chase, accompanied by all the boats we could muster. On their getting to where the felucca had disappeared, several houses were discovered, and a number of men busily employed carrying things from them, and at the moment were supposed to be fishermen. It was some time before the felucca was discovered, and, when found, was dismantled and covered with bushes, hastily thrown over.

When the pirates (which they proved to be) found she was discovered, they fired a volley of musketry at our boats, which fortunately proved harmless. The officers and crew immediately landed, and pursued them through the bushes, when a running fight of more than half a mile took place, the pirates frequently turning for a moment and firing, which was returned occasionally, but without effect, from the eagerness with which they were pursued. So closely were they pressed, that they threw off shoes, clothes, and other incumbrances, but, from the thickness of the bushes, and knowledge of their path, all made their escape. Their establishment, which consisted of five houses, was set on fire, and the felucca brought off; she is a fine boat, coppered, pulls sixteen sweeps, and is, in every respect, equal to any of our barges; she appears to have been recently fitted, and I presume was on the eve of making her first cruise. The old boat which was taken in the morning I gave to a fisherman who was serviceable to us as a pilot, she being an incumbrance.

On the 17th we proceeded, examining all places very minutely, and, from the intricacy of the navigation, did not arrive at Cape St. Anthony until the 21st; from the moment we passed within the reef, until getting to the cape, we were obliged to keep the barges ahead sounding. The vessels were all trimmed by the head, and every precaution taken, yet we frequently grounded; many places, for several miles, we found only seven feet water, and frequently less than six, when we were obliged to run out anchors and heave through the mud. I learned on the passage, from the fisherman, that the English attempted the same, but succeeded only part of the way. I also found the British sloop Scout cruising off the cape, from the commander of which we learned they had numbers cruising in that quarter, and on the south side.

The passage within the Colorados, from beginning to end, I found extremely intricate; but I am much gratified by knowing we are the first who accomplished it. We suffered much for water, and the small quantity we were enabled to obtain was such as I apprehended would create disease amongst us.

And for the successful termination of the cruise I tender to Lieutenant Commandants Stephens and Vallette, Lieutenant Stribling, and their officers, my sincere thanks.

I have the honor to be, very respectfully, your obedient servant,

S. CASSIN.

Commodore DAVID PORTER, Commanding the U. S. naval forces in the West Indies.

*Extracts of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SEA GULL, ALLENTON, May 11, 1823.

We are very much in want of one hundred seamen and ordinary seamen, in addition to our present number, to enable us to carry on our operations; and, if we do not obtain them, I shall be under the necessity of discontinuing the employment of the barges; at present I can only man two of them, and to do so am compelled to lay up this vessel and the Decoy.

We shall also want a number of officers of every class; how many I am unable to say yet, but, from present appearances, I am induced to believe that many will, in not a very long time, wish to return to the United States. The service we are employed on is a very harassing one, and, if it should not occasion much waste of life, it will at least try the strength of our constitutions, and our capacity for the endurance of fatigue and privations.

The commanding officer of marines states to me that he requires, in addition to his present force, fifty officers, non-commissioned officers, and privates; and, from the difficulty of supplying the guards which I require, I should presume that a larger number would be necessary.

From the importance of the trade of Cuba and the Gulf of Mexico, the whole of which is now completely protected from this place with a force not equal to one frigate, I presume my requests will not be considered extravagant. The arrivals and departures of American vessels from the port of Havana alone average about thirty per week, and those from Matanzas about twenty. Not a day elapses but that great numbers of American vessels are to be met passing through the Gulf, and since an establishment here they daily, in numbers, pass in sight of us.

I mention these facts to give you an idea of the importance of this station, and to show the propriety of augmenting the force by the additions which I have asked.

A frigate or a large sloop of war is indispensable to us, and we cannot exist with any thing like comfort without one.

Thrown, as we are, on a barren and desolate island that does not supply even water, I hope our situation may be made as free from sufferings as the Department can, without inconvenience to the public interest, make it.



[TRANSLATION.]

HAVANA, May 10, 1823.

In the last conference which you had with his excellency, my predecessor, you, no doubt, became satisfied with the friendly demonstrations and sincere offers of this Government to that of the United States, unequivocally expressed by that chieftain, with explanations of the subjects of your doubts relative to his official letter of the 29th of March, in his last paragraph, in answer to one from you, dated the 26th of the same month.

Having gained an understanding of this case, I have now the satisfaction of declaring to you that this Government has not issued any order for prohibiting the entrance of the vessels in the squadron under your command into the ports of this island; but, on the contrary, your squadron will meet with every aid and co-operation, on the part of the local authorities, in the pursuit of pirates who may shelter themselves in the uninhabited coasts, compatible with the territorial privilege, conformable to the laws of nations. And I can do no less than assure you that the Spanish Government, always a faithful observer of the rights pertaining to each nation, as well as jealous of their own, never would take measures of the kind to which you allude, without proclaiming their intention with that frankness and clearness which are its strong characteristics; and, in the present case, it has had no motive for acting contrary to the sentiments which it has heretofore expressed to you.

And, that you may remain satisfied and convinced, I enclose to you circulars for the different commandants of the military stations on this island, in order that they may afford you all the assistance necessary for the attainment of your important commission. With this I consider your official letter, of the 28th of last month, as answered.

This opportunity allows the pleasure of offering my services to you, with the highest consideration.

God preserve you many years.

Commodore DAVID PORTER,

*Commander of the United States squadron.*

FRANCISCO DIONISIO VIVES.

*Translated copy of a circular letter from the Captain General of Cuba to the commandants at the several military stations in that island.*

OFFICE OF THE CAPTAIN GENERAL OF THE ISLAND OF CUBA,

HAVANA, May 10, 1823.

An American squadron, under the command of Commodore David Porter, being destined to cruise about the coasts of this island in aid of our forces, who are engaged in a like enterprise, namely, the purpose of exterminating the pirates who infest our seas, and cause so much injury to commerce in general, without respecting any flag whatever; and it being an obligation of every civilized nation to annihilate such banditti, who, heedless of their duties in society, employ themselves in such execrable practices, I have thought it proper to give orders that, wherever this squadron may arrive and present itself to the constituted authorities, they must afford it every aid which may be compatible with the territorial privilege, and respect.

God preserve you many years.

FRANCISCO DIONISIO VIVES.

U. S. STEAM VESSEL SEA GULL, ALLENTON,

THOMPSON'S ISLAND, May 16, 1823.

YOUR EXCELLENCY:

I have the honor to acknowledge the receipt of your communication of the 10th, with the circulars accompanying it, and beg leave to return my sincere thanks for your prompt and satisfactory reply to my application of the 4th of this month, as well as assurances of the high sense I entertain of the favorable disposition of the higher authorities of Cuba towards the squadron under my command, which has been manifested by various acts that have greatly facilitated the execution of the duties intrusted to me; and it is the cause of great regret that I should have been under any erroneous impression with regard to orders of any kind issued by your predecessor in office, in any way concerning the operations of my forces; and I beg leave to offer, as my apology, the assurances of those who had stated to me that they had seen the orders; the admission of the Captain General, as understood by the officer whom I sent to him on this subject, that orders of a restrictive nature had been issued; the conduct of the commandants of Marie! and Porto Cabanos, and information received from the commandant of Bahia Honda that some orders with regard to the forces under my command had been received by him. The assurances of your excellency have put the subject forever at rest, and your circulars have relieved my mind from the serious apprehensions under which it labored.

Permit me to embrace this opportunity to felicitate your excellency on your arrival, and to assure you that nothing but a severe indisposition has prevented my paying my respects in person, and to offer you my best wishes for your health and happiness.

I have the honor to be, with the highest respect, your excellency's very obedient and humble servant,

D. PORTER,

*Commanding U. S. naval forces in the West Indies and Gulf of Mexico.*

To His Excellency DON FRANCISCO DIONISIO VIVES,

*Captain General of the island of Cuba and its dependencies.*

SIR:

U. S. GALLIOT SEA GULL, ALLENTON, THOMPSON'S ISLAND, May 19, 1823.

I have the honor to inform you that not a single piratical act has been committed on the coast of Cuba since I organized and arranged my forces.

I have the honor to be your obedient servant,

D. PORTER.

HON. SECRETARY OF THE NAVY.

*Extract of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SIR:

U. S. GALLIOT SEA GULL, ALLENTON, May 22, 1823.

We have a vastly important commerce to Havana and Matanzas, which is now left to the protection of a small schooner of three guns at each place; all the others, with the exception of two coming in to repair, are cruising for pirates on the south side of the island and in the Old Straits of Bahama.

I am at present left with only the Sea Gull, as the storeship is on the point of sailing for a load of water for us, the lagoons on the island having dried up.

I beg, sir, that our situation may be taken into consideration, and that some means may be speedily employed to ameliorate it. The principal thing wanted is a large vessel, and the aid and comforts which she would afford: at present, I have no place to shelter me but the awning of this small vessel. I cannot obtain hands enough for my use

to man a boat. I have no comforts whatever, and I find my health gradually sinking. I would be the last to complain without cause, but the rainy and sickly season is now coming on, and I should fail in my duty were I not to acquaint you with our true situation.

Allow me to suggest that this appears to me to be the most suitable place to give protection to the commerce of the Gulf of Mexico, and that all the forces now employed at New Orleans could be much more advantageously employed here.

*Extract of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SEA GULL, ALLENTON, June 4, 1823.

I yesterday was informed of a piratical schooner on the south side of Cuba, which had captured two vessels, and I immediately despatched the Greyhound in pursuit of her.

It is with regret I inform you that I am compelled to discontinue giving convoy from Havana, as my forces are now so scattered that it cannot be done without neglecting the main object of the expedition. When our cruising was on this side the island, I found less difficulty in the thing.

We are greatly in want of larger vessels and more men, and I sincerely hope that they may be sent as early as possible.

SIR:

U. S. GALLIOT SEA GULL, ALLENTON, June 6, 1823.

We are greatly in want of medical aid on this station. Doctor Williamson, in charge of the hospital, and Doctor Edgar, in charge of the sick in the harbor, have both been taken seriously ill within a few days, which leaves me with only one surgeon's mate. The small vessels are equally in a suffering condition, having but one acting mate between two of them; and, had it not been for the few acting appointments given by me, they would have been entirely destitute.

I beg, sir, that our situation may be taken into consideration, and, as the sickly season is fast approaching, I hope that several surgeon's mates may be sent out to us. Six, at least, in addition to our present number, are required.

I have the honor to be, &c.

D. PORTER.

HON. SECRETARY OF THE NAVY.

*Extracts from a letter of Commodore Porter to the Secretary of the Navy, dated*

SIR:

SEA GULL, ALLENTON, June 24, 1823.

By the Hornet, just arrived, I am informed of the capture of two piratical launches by the Ferret, Lieutenant Commandant Newell, a few leagues to the west of Matanzas.

It appears that they were chased into a small harbor where there was not water sufficient for the schooners; and on the approach of her boat, (carrying only four persons,) they (about forty) commenced a fire on her from behind the rocks, and nearly sunk her. The schooner then opened a fire on them with her nine pounder, drove them from their skulking places, and took possession of the launches.

Such is the account I have received from Lieutenant Shubrick of the Hornet, whose ship fell in with Lieutenant Commandant Newell on his passage.

There is good reason to believe that these are the boats which plundered the American brig Mary Joan, Captain Hubbard, inside the bay of Matanzas, twelve days since.

It appears that these launches were captured about the 19th instant; that their cruise has been only of six days duration; and that they were taken in not more than three days after I received information respecting them.

It is expected that this prompt detection and punishment of the first attempt at piracy, since the arrangement of my forces on the coast, will deter them, at least for a time, from fitting out any new expeditions.

SIR:

U. S. SCHOONER FERRET, THOMPSON'S ISLAND, June 25, 1823.

Pursuant to your instructions, I left this place on the 14th instant, on a cruise to Trinidad, on the south side of Cuba, in company with the Beagle, Captain Newton. On the second day we parted company, and on the third day I made the Havana, on my way to Matanzas. From thence I commenced a diligent search in all the by-ports and bays. On Tuesday sent my boat into Canised, and obtained information that some pirates were still lurking about the coast. During that night I kept close in with the land; and, on Wednesday, at 10 A. M., discovered an armed barge with sixteen oars, and well manned, in a small bay, called Bacuna Yeagua. I immediately sent Lieutenant Durning, with five men, (the most my boat could carry,) to examine all the boats, there being seven in number. He approached within fifty yards of the barge, when the crew showed their character by opening a fire on him with musketry and blunderbusses, which, fortunately, did no other damage than nearly to sink the boat—she having received a ball at the water's edge; five others were found in the boat, which, being nearly spent, had struck the water, and innocently jumped into her. My boat which at no time was suitable for the transportation of men, and now rendered useless, induced me to take possession of a small coaster that was near, and manned her with fifteen men; and at that time intended to stand in, if possible, with the Ferret, in order to cover the men while they took possession of the barge, which then had the American colors union down; but, on approaching, found that the channel would not admit of my entering. It then blowing very hard, and a heavy sea on, I deemed it proper to recall the coaster, which had like to have gotten ashore: for, had that catastrophe occurred, I question much whether the pirates would have had the gratification of butchering them, as they certainly would have been drowned. The sea was then breaking with great violence over the reef that covered the bay. I was then compelled to resort to making tacks close in with the reef, and giving them "long tom," with round and grape, in hopes to destroy the boats; (as to killing any of them it was impossible: for, on the approach of the Ferret, they would completely secure themselves behind the rocks and trees which hung all around the harbor;) but this I was frustrated in by the enormous roughness of the sea, and the wind being on shore prevented me from taking any position from which I could annoy them much. Finding it impossible to do any thing with the means then in my power, I stood out to sea, in hopes to fall in with some vessel from which I could get a suitable boat, (but I am sorry to say that it was not till next morning that my wishes were obtained;) and, if that could not be done, to push to Matanzas to concert a plan with the Governor by which the pirates, as well as their boats, might be taken. I, however, obtained a boat from an English vessel, and immediately bore up for the same place, which was then but a short distance off. I had run but a short time when I discovered a Spanish brig of war lying to off the bay, which proved to be the Matae. On the report being sent to the Governor of Matanzas that one of the United States schooners was engaged with the pirates, he despatched this brig, and, at the same time, took with him a land force, and had arrived there a few minutes before me, and had taken possession of a small schooner boat the pirates had abandoned, and which lay on the beach. I sent in my boat after he had left, and ordered a search, when two of the boats I had seen the day I attacked them were found well sunk up a lagoon, which, upon further examination, extended several miles into the island, and have no doubt but that the large barge is now at the head of it; but, not being prepared with boats, I did not think it proper to send my boats out from the Ferret. The two boats I have brought over, and shall await your orders relative thereto.

On my arrival at Matanzas, I found my mainmast very dangerously sprung, which has made it necessary for me to return here, but not until I had given convoy to eight of our merchantmen from Matanzas and Havana.

I have the honor to be, sir, very respectfully, your obedient servant,

THOS. M. NEWELL.

Commodore DAVID PORTER, Commanding U. S. naval forces, West India station.



[TRANSLATION.]

HAVANA, June 30, 1823.

I have received your official letters, one of which is dated on the 21st, and the other on the 24th of the present month. In the latter I observe a complaint of the conduct of the *provisionally appointed* Governor of Matanzas towards an officer of the sloop of war *Hornet*. I have consequently already made arrangements for a close investigation of this subject, in order to convince you that no other sentiments animate this Government than what have already been manifested to you on several occasions, and from which it will never deviate; and likewise to satisfy you that its views are the same as those of the Government of the United States in the extirpation of the enemies of the human race who have infested the coasts of this pacific island; and I wish you to be fully persuaded that it will never be able to view with indifference any intentional insult committed by its subalterns on the officers of any nation engaged in so laudable an enterprise.

In regard to your letter of the 21st, I would say, that I will accomplish the objects of its contents, without delay, among those who are interested in their respective reclamations; applauding, at the same time, the just comparison which you make of the rights of a strict neutrality towards the nation which I have the honor of serving.

I renew to you my most distinguished consideration. May God preserve you many years.

FRANCISCO DIONISIO VIVES.

To Commodore DAVID PORTER.

SIR:

U. S. SCHOONER GRAMPUS, THOMPSON'S ISLAND, July 3, 1823.

I have the honor to inform you that this vessel sailed from the Balize on the 24th of April, with a convoy for Tolasco, where she arrived on the 1st of May. Sailed thence again on the 6th with convoy towards Vera Cruz; parted with the convoy on the 9th, and arrived at Campeachy on the 13th, where I received information of several piracies committed upon the merchant vessels of the United States; and that the coast of Yucatan, from Cape Catouche to Laguna, was then infested by several gangs of pirates, who had been guilty of every atrocity imaginable. Finding there was a very considerable number of merchant ships at the several ports upon that coast unprotected, and others arriving almost daily, I continued thereabout until the 25th of June, scouring the coast up and down, and occasionally, when any information was had which offered the least chance of detecting these villains, the boats were employed, and sometimes were sent along the coast twenty or thirty leagues from the vessel. On the 22d of May I chased a schooner on shore, to windward of Sisal, which, I have no doubt, was a pirate, from his appearance and conduct; as it was in the night, and upon a part of the coast where I was not sufficiently acquainted, and blowing fresh upon the shore, I had not an opportunity of completing his destruction. On the 11th of June I seized a suspicious vessel in the harbor of Campeachy, and resigned her to the authorities there on that account. This last vessel had just come from New Malaga or Vigia de Chiguila, a little to the windward of Cape Catouche, where the pirates have a very considerable establishment, and came down to Campeachy for the purpose of procuring stores for a vessel then preparing for a cruise. Two seamen, who had been held as prisoners at New Malaga, informed me that this gang was sometimes a hundred and upwards in number; that they held possession of a small fort, having two twenty-four pounders; and that an officer named Molla, who had been placed there by the Government, had joined them: this was corroborated by the authorities at Campeachy, who requested me to land and destroy the place. The pirates issue from their post in barges, small vessels, and in canoes; hover along the shores, enter the harbors, and murder and destroy almost all that fall in their power. On the 2d of June the American schooner *Shibboleth*, Captain Perry, of New York, being then ready for sea, was boarded by a canoe having fourteen of those villains on board; the watch were instantly murdered, eight others of the crew were put in the forecabin, the hatch spiked down, a ton or more of logwood put over it, the head sails set, with the wind off shore, and fire put to the vessel in the cabin: by the most extraordinary exertions these men broke out in time to save their lives; I arrived while the vessel was burning down. The same canoe then proceeded to windward, and, two days afterwards, took the schooner *Augustus* and *John*, off Sisal, and burnt her, having turned the crew adrift in a small boat, with every probability of their perishing. The people of the country were much exasperated, and turned out to hunt them from their shores. A party of dragoons having met them, a skirmish ensued, wherein the captain of dragoons and several of his men were killed, and the pirates, taking to their boats, escaped. One of the seamen I mentioned as having been amongst them stated that he belonged to an English schooner from New Providence, called the *Flyer*; that the crew, with the exception of himself, were instantly butchered; he was detained by them about two months, during which time they had captured nine vessels, some of which were brought in, but the principal part destroyed; and, in some instances, he was certain that the whole crews were murdered. When he left the place (about twenty days since,) they had a Guineaman with two hundred slaves and a large quantity of ivory; two small schooners, Americans; and an English cutter informed me that pirates had a direct and uninterrupted intercourse with Havana, by means of small coasting vessels, that ran regularly to the ports on the coast, and always touched at New Malaga. Frequently some of them would go up to the Havana, and others of the gang come down.

That this infernal horde of villains have established themselves at New Malaga I have no doubt, and, from the information given me by men of the first respectability at Campeachy, Sisal, and other places on the coast, I believe the pirates have been guilty of all the acts as herein stated.

I have the honor to be, very respectfully, your most obedient servant,

F. H. GREGORY, Lt. Comd't U. S. navy.

Commodore DAVID PORTER, Commanding U. S. naval forces, West India station.

SIR:

SEA GULL, ALLENTON, THOMPSON'S ISLAND, July 17, 1823.

It is with infinite satisfaction I do myself the honor to lay before you Lieutenant Commandant Watson's official report of the almost total annihilation of the crews of two piratical vessels by the barges *Gallinipper* and *Mosquito*, under his command.

When we take into consideration the immense superiority of force opposed to him, the advantage and preparation on the part of the pirates, and the result of the action, we cannot but be impressed with the conviction that nothing less than providential influence and protection could have occasioned consequences so fatal to the pirates, and so exempt from injury on our side as to appear almost miraculous.

The five surviving pirates, being desperately wounded, I have, in compliment to the favorable disposition and zealous co-operation of the authorities of Havana, sent to the Captain General of Cuba, to be tried by the laws of Spain.

Enclosed is a copy of my letter to him on the subject.

I cannot close this communication without expressing a hope that the brilliant success of Lieutenant Commandant Watson, and his excellent character as an officer and man, may induce the Department to promote him to a higher grade, as the most suitable reward for his services.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

Hon. SMITH THOMPSON, Secretary of the Navy.

SIR:

U. S. GALLIOT SEA GULL, ALLENTON, THOMPSON'S ISLAND, July 11, 1823.

Having had the honor to report the circumstances attending the cruise of the division under my orders prior to our separation off St. John de los Remedios, I have now to communicate, for your information, my subsequent proceedings in the barges *Gallinipper* and *Mosquito*.

After a strict examination of the coast and islands, from Cape Francis to Cape Blanco, in the vicinity of Port Aycoos, whilst cruising in Signapa bay we discovered a large topsail schooner, with a launch in company, working up to an anchorage, at which several merchant vessels were then lying. Being to windward, I bore up in the Gallinipper for the purpose of ascertaining their characters, and, when within gun-shot, perceiving the large vessel to be well armed and her deck filled with men, I hoisted our colors; on seeing which they displayed the Spanish flag, and the schooner, having braild up her foresail, commenced firing at the Gallinipper. I immediately kept away, and ran down upon her weather quarter, making signal, at the same time, for the Mosquito to close. Having much the advantage in sailing, they did not permit us to do so, but made all sail before the wind for the village of Signapa, to which place we pursued them, and, after a short action, succeeded in taking both vessels and effecting the almost total destruction of their crews, amounting, as nearly as could be ascertained at the time, to fifty or sixty men, but, as we are since informed, to seventy or eighty. They engaged us without colors of any description, having hauled down the Spanish flag after firing the first gun, and, on approaching to board, (our men giving three cheers and discharging their muskets,) the pirates fled precipitately; some to their launch, (lying in shore, from whence a fire was still kept up,) whilst others endeavored to escape by swimming to the land. A volley of musketry, directed at the launch, completed their disorder and drove them into the sea, but the boats, going rapidly through the water, cut off their retreat, with the exception of fifteen, eleven of whom were killed or desperately wounded and taken prisoners by our men who landed in pursuit, and the remaining four apprehended by the local authorities and sent to Matanzas.

The larger vessel was called the Catilina, commanded by the celebrated pirate Diaboleto, taken some weeks since from the Spaniards, between Havana and Matanzas, carried to Signapa bay, where she received her armament; had captured nothing, this being the commencement of her piratical cruise.

I cannot close this communication without performing a most pleasing task in reporting the active gallantry and good conduct of my officers and men, none of whom sustained the slightest injury in the action; the result of which is, I trust, sufficient to satisfy you that all under my orders did their duty; particularly when it is considered that we had but twenty-six men opposed to a force of piratical vessels well supplied with arms of all kinds, amongst which was one long nine and two six pounders.

I have much pleasure in naming, as my associates, Lieutenant Inman, acting sailingmaster Bainbridge, Doctor Babbitt, and midshipmen Harwood and Taylor, and Messrs. Webb and Price, who obeyed and executed all orders and signals with a promptitude and zeal which could not be exceeded.

I have the honor to be, very respectfully, your obedient servant,

W. H. WATSON.

Commodore DAVID PORTER, *Commanding U. S. naval forces in the West Indies.*

U. S. GALLIOT SEA GULL, ALLENTON, THOMPSON'S ISLAND, July 13, 1823.

YOUR EXCELLENCY:

With a full confidence that they will be brought to condign punishment, I send you, to be tried by the laws of Spain, five pirates, taken on board two piratical vessels by two of the barges of my squadron. I also send by the same conveyance two men, making part of the original crew of one of the vessels when she fell into the hands of the pirates.

The witnesses being on the spot, will enable you to make the punishment prompt; and the example, I have no doubt, will be highly salutary.

With sentiments of the highest respect, I have the honor to be, your excellency's very obedient humble servant,

D. PORTER.

*Commanding U. S. naval forces in the West Indies and Gulf of Mexico.*

To His Excellency DON FRANCISCO DIONISIO VIVES,

*Captain General of the island of Cuba and its dependencies.*

OFFICE OF THE CAPTAIN GENERAL OF THE ISLAND OF CUBA, HAVANA, July 24, 1823.

I acknowledge the receipt of your official letter of the 13th of the present month, transmitted by the schooner Ferret, with five individuals under the character of pirates. These men were immediately put under the disposal of the judiciary authority, in order that they might be judged in a manner accordant to our laws; and the judge who was especially charged with the duty has directed to me the following official statement of the result of his examinations:

"MOST EXCELLENT SIR:

"The commander of the American schooner of war, the Ferret, Mr. Thomas M. Newell, being examined, likewise the mariners whom he presented before me, and those whom he brought here as prisoners by order of Commodore D. Porter, of whom three were, by the disposition of your excellency, committed to the jail, and two to the hospital of Saint Ambrosio, characterized as pirates; an appearance has not resulted that they had an actual participation in the *invasions and robberies*; they being brought to their condition by compulsion. But as I have information that those who escaped are now apprehended and carried to Matanzas, where a process will be instituted against them, and where the most sure means will be adopted for discovering the plain truth, I have considered it expedient to send these prisoners to Matanzas, hoping that your excellency will be pleased to facilitate their transportation, with the necessary provisions; affording to the disposition of the judge of that district the means of determining, with clear understanding, what has been done, and what is now actually doing."

This copy is forwarded to you for your information and satisfaction.

FRANCISCO DIONISIO VIVES.

To Commodore DAVID PORTER.

SIR:

UNITED STATES SCHOONER FERRET, PORT RODGERS, July 23, 1823.

I have the honor to report to you that, after delivering the pirates at Havana, I cruised down the coast of Cuba to the windward, as far as Cayo Blanco, and examined every creek and harbor; after searching and diving for some time at Artigos, (a small hidden river,) I found the guns you alluded to in your instructions; also a new gun carriage, calculated for a twenty-four pounder, was taken from the mangroves, where the pirates had carefully hidden it. My vessel being so much lumbered up, I could not bring it; I therefore cut it up, and saved the irons. The guns taken are five in number; one long six pounder, one short six pounder, one nine pounder carronade, and two long threes; the latter well mounted, and appear to have been very recently placed there.

I then returned to the Havana, and on Sunday last gave convoy to six American and one Danish ship.

I have the honor to be, sir, very respectfully, your obedient servant,

THOMAS M. NEWELL.

Commodore D. PORTER,

*Commanding U. S. naval forces in the West Indies and Gulf of Mexico.*



*Extract of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SEA GULL, ALLENTON, THOMPSON'S ISLAND, August, 1823.

I have been engaged, since the return of the barges under Lieutenant Commandant Watson, in preparing them for an expedition to the piratical establishment at New Malaga, against the arrival of the expected vessels, from which I calculated on getting men; but I have lately been informed, by the arrival of a British brig of war at this place, (with every officer and man down with the yellow fever, except thirteen,) that a sloop of war and several light vessels from Jamaica have gone against that place. I shall, consequently, as there is much danger from sickness on that coast, delay my departure until I hear the result of the British expedition; and have directed the commander of the *Hornet* to take one of the small schooners (now on the coast of Cuba) with him, to send back with such information as he may collect on the subject.

There have been no captures (except Spanish by open boats) by pirates, on this side of the island of Cuba, since I have been here, and no pirate has appeared that we have not captured.

SIR:

U. S. SCHOONER GREYHOUND, THOMPSON'S ISLAND, August 10, 1823.

I have the honor of transmitting, herewith, for your information, the enclosed report of the cruise of this vessel, commenced under circumstances of a vexatious nature, as the report will show, but terminating in a manner, I trust, somewhat satisfactory to you, although the principal object pointed out in your letter (respecting the pirates at the Isle of Pines,) has not met that success you may have anticipated; but I have the satisfaction to inform you that, although I have not been so fortunate myself, it has been the fortune of others to apprehend those very villains who committed the outrage upon the American vessels "*Reuben and Eliza*," and "*Mechanic*," as mentioned in your orders. They are now in prison at Trinidad de Cuba. My having had a communication with the Governor of that place on the subject, I submit, herewith, my letter, with his answer, together with some publications to be seen in Spanish newspapers, for your information.

Although I was not successful in getting the pirates into my possession by the application made through the enclosed letter, (and which, indeed, I did not expect,) yet you will perceive it has drawn an official acknowledgment of these pirates being in possession of the authorities; making it a matter of public notoriety, it becomes more obligatory to pursue their prosecution to a just and proper issue. I take this occasion to express to you the high sense I entertain of the Governor of Trinidad, which his attentions demand; he tendered us every civility, and did all in his power to assist us in the prosecution of our duties; offering to procure us a pilot, and altogether evincing a disposition of friendly co-operation seldom met with on the island of Cuba.

For your better information on the subject of our visit to Cape Cruz, I beg leave to subjoin the detail of events in a more circumstantial and particular manner than given in the enclosed report, viz:

On the 20th ultimo, cruising in company with the *Beagle*, Lieutenant Commandant Newton, Cape Cruz bearing southeast about four leagues, brought-to and examined a small armed schooner of about thirty-five tons, having three prizes in company; she proved to be a Colombian, duly commissioned, commanded by a Frenchman, and manned by Frenchmen, and some others apparently natives of the country where she belonged. Her commission was dated at Cartagena last December; her prizes were examined by Captain Newton, and found to be Spanish droguers, except one, a large canoe, calculated to carry about twenty men, which boat had been taken on shore near the cape, where she had been abandoned by a party they supposed to be pirates, on being chased by said schooner.

On the following day we stood in with the *Beagle* in company, and anchored under the cape; Captain Newton and myself, as well for recreation as to examine the cape, landed with a small boat, but, finding the walking bad, we again embarked, and proceeded along shore in search of some settlement. Soon after getting out of sight of our schooners, (by doubling round the cape,) a sudden and quick fire was opened upon us from among a thicket of mangrove bushes and rocks with which the cape is bordered. The party was armed with muskets and blunderbusses, which were alternately fired around us without effect; at the same time a firing upon us was opened from another quarter, from guns mounted on a high point of rocks a short distance ahead. Thus situated, with a cross fire upon us, enabled only occasionally to return the fire of the party in ambush, as some of them would dodge from bush to bush, or rock to rock; having for our arms but a fowling-piece and one or two muskets, we were induced to return to our vessels, which we did it being late, we waited until next day. On the morning of the 22d Captain Newton and myself again set off, hoisting our colors upon the boat, as it was a fair presumption that, in consequence of a Colombian vessel being on the coast, some mistake on the part of the people on shore might have been made in regard to our character: but that proved to be groundless; for, having reached within the distance of their guns, they opened upon us with more apparent spirit and determination than before, from a position inaccessible apparently in the rear, from thickets of bushes and briars, and the same in front from a precipice of rugged rocks, and so commanding altogether, that, to prevent the loss of lives, I directed both vessels to be warped round the cape, along an extensive reef which almost encircles it, affording a smooth and shallow harbor. We did not succeed in getting within gun-shot of the establishment until we had reached five and six feet water, when we anchored. Lieutenant Farragut, with the marines and some seamen, was ordered on shore to endeavor to gain a position in their rear, to attack them or cut off their retreat before the schooners moved, or their landing could be discovered by the pirates, as we had deemed the party we were about to attack. The officers of both schooners volunteered and accompanied the party on shore; one being only reserved in each schooner, and a sufficiency of men for the guns. Hoping to attract the attention of the pirates from Mr. Farragut's party, several shot were fired from the schooners, which drove the pirates into places of security behind the jutting rocks, where they seemed to be in considerable force, the shot being seen to strike among the rocks behind which they sat; and not until the boats were despatched to land in front, and Lieutenant Farragut's party was close upon them, did they abandon the advantageous position they occupied. They were pursued, but with so decided a disadvantage to the pursuers, from their want of knowledge of the passes, that none, unfortunately, were taken, except two old and decrepit beings, whose age and infirmities placed them beyond the merited chastisement their more active comrades, had they fallen in our power, would have received.

A four pounder, two swivels mounted on the heights, and some indifferent articles of small arms were found; they, however, escaped with their muskets and blunderbusses, or else hid them in some of the numerous deep and intricate caverns to be found on the cape, in one of which various articles of plunder were stowed, but of no value; however, enough to show the character of the wretches who infest that place. Human bones were found in the cave. We found eight boats, but not of a large size; their principal one was, no doubt, the one taken by the Colombian cruiser, as before stated, and those men armed with blunderbusses were, no doubt, her crew. From information derived from the prisoners, we learned that the captain of the gang was in prison in the interior of the island, for having burnt an English vessel off that cape. As a singular instance of the growing propensity of the present age for piracy, I have to inform you, that even a *woman and children* were of this gang, belonging to the captain of them, a second "*Helen McGregor*;" and the old men, too, who can do nothing else, light up the signal fire, which was done in the present instance on our appearing on the coast. In another case, a captain of a vessel informed me that he had been plundered by a gang of pirates, who took him by surprise under the following stratagem, viz: "An old man, (his bald head and hoary locks exposed to view,) and a little boy to steer the boat, pulled or sailed alongside of his vessel; when it was too late, he discovered that a strong party lay concealed in the bottom of the boat, to whom he had to surrender."

The female just mentioned was removed to some place of safety before the attack was made, (said to be the wife of the captain.)

Finding our pursuit of the pirates promised no success, I considered it unimportant to remain longer at the cape, having destroyed their means of doing further mischief for a time; and taking into consideration the state of our

officers and men, worn down by fatigue, from a long pursuit over one of the roughest of countries I have ever seen, their clothes nearly torn off by bushes of impenetrable thickness, and their shoes cut off their feet by sharp pointed rocks over which they passed. I abandoned the place, bringing off the arms, &c. of any consequence, and setting fire to any thing else that would burn. One large well thatched house, and three smaller ones, were consumed, and a quantity of fishing nets and their furniture, which I have always observed to be a part of the outfits of a piratical establishment; they are merely used for their immediate wants in procuring sustenance, when their real profession proves unfruitful, and obliges them to it.

I have written you a very long and full account of this affair, in order that you may be possessed of every information in my power to give, in the event of a question arising as to the propriety of landing and burning property on a foreign shore; and should this case be noticed by the supporters of "territorial jurisdiction," (over uninhabited parts of the coast of Cuba, notorious only for murder and piracy,) it will be seen that your officers and men's lives have been jeopardized, and the flag of their country made a target for the lawless villains to fire at at their pleasure, and which will continue so to be, if any restrictions should be put upon our landing in similar places, where no authority exists other than the will of the marauders themselves who inhabit those places.

I took the liberty of releasing the two prisoners, as there was no proof to establish them pirates; and I furnished them a boat, with an express condition that they should never appear again at the cape, and that I should take and treat as pirates any persons found there hereafter, not furnished with a special license from the present Captain General of Cuba, setting forth their character and occupation. This was taking upon myself, perhaps, too much; but it is now submitted to you, whether such a measure would not be proper, not only in regard to that place, but all others of a like position.

That there is a chain of intercourse with fishermen who live in such places and pirates I have no doubt, and it must be obvious from several cases of late.

As regards those at the Isle of Pines, they affect to know nothing of the robbery of the vessels your order to me mentions having taken place there, although the very articles of the cargoes of those vessels I saw in their house. At Cape Antonio, two years since, I found fishermen's huts filled with piratical goods, papers, and letters, robbed from different vessels, strewed about their floors. That fishermen, as well as pirates, should be removed from all the capes, or other uninhabited parts of Cuba where the proper authorities can have no control, I think necessary, and will, I hope, be the case.

Very respectfully, &c.

LAWRENCE KEARNEY, *Lieut. Com'dt U. S. navy.*

P. S. In my report of the affair at Cape Cruz, I forgot to mention that we were not either hailed, nor was there any colors displayed by the party that attacked us, by which we could ascertain their character.

As regards our character they could have no great doubt, for they had seen us communicating with an English ship of war close off the cape on the same day of our arrival. I was informed by the Governor of Trinidad of pirates infesting the coast to the eastward of that place, and was induced to proceed within the keys in pursuit.

On my way boarded a small schooner belonging to the Grand Cayman island, and the information before received was corroborated by her master. Under these impressions I reached Cape Cruz, and our reception there induced a belief we had met the party complained of.

I am, very respectfully,

LAWRENCE KEARNEY.

Commodore D. PORTER,

*Commanding U. S. naval forces in the West Indies and Gulf of Mexico.*

SIR:

UNITED STATES SCHOONER FOX, *August 29, 1823.*

In compliance with your instructions of the 8th ultimo, I proceeded to the coast of Yucatan, to ascertain the situation of a piratical establishment said to be there. On the 14th I arrived off the port of New Madrid, [New Malaga,] and immediately sent a boat to obtain all the information possible relative to the situation and character of the fortification. It gives me great pleasure to inform you, that the establishment alluded to is a fortification for the protection of the town of *New Malaga*, recently established there for commercial purposes, and that no pirates have been heard of on that coast for some time.

The enclosed letter from the commandant of that place, in answer to a letter addressed to him by me, will, no doubt, fully explain their character; also a letter from the commander of His Britannic Majesty's brig Scout, on the subject of the attack on the *fort*, which no doubt gave rise to the report of its being a piratical establishment, and the answer thereto upon that subject.

I am, sir, very respectfully, your obedient servant,

JOHN T. RITCHIE.

Commodore D. PORTER, *Commanding West India station.*

*Extract of a letter from Commodore David Porter to the Secretary of the Navy, dated*

SEA GULL, PORT RODGERS, *August 31, 1823.*

It is with the deepest regret I have to inform you the yellow fever has lately made its appearance among us to an alarming degree, and has carried off several; for information as to the number of deaths, and the present situation of the sick, I beg leave to refer you to the enclosed medical reports, and to say that we are badly off for medical assistance.

SIR:

NAVY DEPARTMENT, *September 21, 1823.*

I feel it to be my duty to represent to you the following facts, and to request the favor of your opinion respecting the course proposed.

On the 17th of this month, by the arrival of the Beagle, at this place, from Thompson's Island, the Department was furnished with reports from the commanding officer, and the surgeons at that station, up to the 1st of September, by which we learn that the John Adams and several smaller vessels were at that place; that, about the 20th August, the yellow fever made its appearance, with considerable malignity; that several deaths had occurred, among which were two lieutenants, Potter and Somerville; two midshipmen, Marshall and Reed; the captain's clerk, Thomas; a carpenter, two seamen, a gunner, a cooper, and a steward; that Commodore Porter, and twenty-one officers and men were sick; the commodore in a state of great debility, but good hopes were entertained of his recovery. By the arrival of Lieutenant Boorman yesterday morning, we have verbal information to the 8th of September, when Commodore Porter remained much as he was on the 1st. Between the 1st and the 8th there had been several deaths, and among them two lieutenants and two midshipmen, and the fever did not in any degree abate; all the surgeons were sick, and four surgeon's mates constitute the whole medical skill at the station.

A careful examination of the reports of the sick, and minute inquiries of several officers who have been there, do not satisfy me that the fever originated on the island; but I incline to the opinion that the infection may, in every instance, be traced to other places. But, whether it originated there, or be imported, the destruction of valuable lives is equally to be lamented, and the effects upon the service equally demand attention.



Accounts from that place, some of them very exaggerated, find their way to the public prints, and create painful anxiety with the friends of those who are there, and will, it is feared, unless promptly corrected, produce feelings in the nation which will be essentially injurious to our important interests in that quarter.

The value of that station for the suppression of piracy and the protection of commerce is perfectly understood by you. It ought not readily to be deserted. It is very desirable to save it, while we should take the most effectual means to protect the valuable lives of our officers and men. It is impossible to leave them there, especially situated as the commanding officer is, without taking some decisive measure for their relief; and to order their immediate removal, with our present information, would seem hazardous and improper. Two or three surgeons and surgeon's mates have been ordered, and are on their way to the island; and, in order to obtain the best advice in my power, I have submitted to Doctor Cutbush, and four other surgeons now in the city, all the information which I could procure; stated to them the time within which an order for removal could be executed, and required their opinion on the propriety of attempting a removal of the vessels to some northern port. Their report will be made to me at eight o'clock to-morrow morning, and I shall probably send you a copy. Their opinion must necessarily be less safe than if formed on the spot, but it may be a useful aid in determining on the course to be pursued.

The plan which I propose for your consideration, and which I shall adopt if you do not disapprove it, is the following:

Prepare the *Shark*, now at New York, to sail to Thompson's Island as speedily as possible. Send in her one of the oldest and most experienced officers in the navy, with three of the most skillful and intelligent surgeons. Direct them (in connexion with Commodore Porter, if his health will permit) to investigate thoroughly the origin, causes, and progress of the disease; the nature and situation of the island, in reference to health at this season of the year; the present state and probable health of the station; with authority either to retain the vessels there, or, if necessary, remove them to a northern port, until the advance of winter shall justify their return to that latitude.

The *Shark* can sail in less than ten days, will probably take ten more to reach the island, and a removal may be effected in five more, if it be found necessary. I presume the officers who go out may return in about four weeks from the time the vessel sails.

I believe I shall select Commodore Rodgers for this purpose, and have consulted him about it; he approves the plan, and, with his usual promptness in the public service, expressed a wish to partake in its execution.

The following benefits would result:

1. The best medical assistance will, in this way, be furnished to the sick at that station, and many valuable lives may be saved.

2. The public mind will be quieted by a precise knowledge of facts.

3. A station, necessary to the objects for which the Government sent out the expedition, will probably be continued and secured.

4. We shall obtain the safest information to guide us on all future occasions.

I shall be pleased if this plan meet your approbation, and shall make the necessary arrangements for it; not, however, giving any orders which will create difficulty should you disapprove it. Please favor me with an answer by the express.

I am, sir, very respectfully, &c.

President MONROE.

SAMUEL L. SOUTHARD.

DEAR SIR:

NAVY DEPARTMENT, September 29, 1823.

I enclose your orders. You are already well acquainted with the views of the Department and of the President in relation to your visit to Thompson's Island, and the motives by which it has been induced.

On your arrival there, you will, of course, communicate freely with Commodore Porter respecting them, should he still be there, and in a situation to receive your communications. The uncertainty whether he is still living, the anxiety felt by the Government and nation for his safety, the numerous reports of the sickly state of the officers and crews of the vessels, and of those who are on the island, and the desire to furnish the most prompt and effectual relief, are among the principal causes which have created the wish that you should undertake the expedition. In its faithful execution and beneficial results I have strong confidence; and am,

Dear sir, very respectfully, yours,

SAMUEL L. SOUTHARD.

JOHN RODGERS, Esq., Captain U. S. Navy, President Naval Board.

SIR:

NAVY DEPARTMENT, September 29, 1823.

You will proceed in the schooner *Shark* from New York to Thompson's Island, as speedily as circumstances will permit, taking with you Surgeons Marshall, Heerman, Harris, and Washington, who will obey your orders, and render all the assistance in their power in accomplishing the objects of your expedition. If either of them be prevented from joining you before you sail, you will require the attendance of Surgeon Hoffman, or any other of the surgeons at New York, to supply his place.

If any officers be wanting to make up the complement of the *Shark*, you will select such as are necessary at New York. When you shall arrive at Thompson's Island you will investigate, with the utmost care, the origin, progress, and present state of the sickness which prevails on the island and in the squadron; the condition of all the vessels which are there; the localities of the station in reference to health; and every matter which may be necessary and proper to enable you to form a correct opinion both of the propriety of continuing the vessels at that station, and of using it hereafter during the sickly season.

After having made the necessary inquiries, you will either take such measures as shall seem proper in reference to the health and comfort of the squadron, leaving it where it is, or you will order its removal, for the present, to Pensacola, Norfolk, or some more northern port; in either event, an early and minute report on the subject to this Department is desirable.

Uncertainty as to the present state of Commodore Porter's health furnishes one strong motive for your visit. If his health permit, he will furnish the most safe information and best assistance in accomplishing your object; and, if the squadron be left there, he will remain in command, if it be his wish. If his health require a visit to the United States, you will place some other in command, and make report thereof as soon as practicable.

The surgeons who go with you will render to the sick all the aid in their power consistently with the other duties they have to perform, and they will return with you, and join the several stations from which they are taken, reporting to this Department the time of their arrival. You will be at liberty to return in the *Shark*, *Grampus*, or any other vessel at the station which you shall think best for the service. It is supposed you may accomplish the objects in view, and return to this place in about five weeks from the time the *Shark* sails.

I am, very respectfully, sir, your most obedient servant,

SAMUEL L. SOUTHARD.

JOHN RODGERS, Esq., Captain U. S. Navy, President of the Naval Board.

MY DEAR SIR:

NAVY DEPARTMENT, September 29, 1823.

This letter will be handed to you by Commodore Rodgers. The object of his visit to Thompson's Island will be fully communicated to you by him. The various and (in many points) contradictory reports respecting the condition of the station, the uncertainty whether you still live, the deepest anxiety for your safety, the desire to

furnish speedy relief and acquire full information respecting the health of the station, and its fitness as a rendezvous during the sickly season; and the fear that, debilitated as you are, you could not secure that information for us, have prompted the wish that Commodore Rodgers should undertake the expedition, and have induced him cheerfully and voluntarily to enter on its performance.

He will find united in it the sacred offices of private friendship and public duty. A report that your health is restored will give to me, individually, and to the nation at large, most sincere gratification.

I am, very respectfully, dear sir, your most obedient servant,

SAMUEL L. SOUTHARD.

Capt. DAVID PORTER, *Com'g U. S. naval forces in W. Indies and Gulf of Mexico.*

SIR:

WASHINGTON CITY, October 27, 1823.

I have the honor to report to you my arrival here in the United States galliot the Sea Gull, from Thompson's Island, in forty-three days, and from which place I was driven with the squadron by a pestilence which made its appearance there, carrying off, in a short time, for the want of the necessary medical aid on the station, a great number of valuable officers and men.

This circumstance induced me to order the large vessels to Hampton Roads, there to remain for a short time, where medical assistance, if required by them on their arrival, could be obtained; but I am happy to inform you that, with the exception of some intermittents, contracted since their arrival, they are perfectly healthy, as all the small vessels were which were left on the station.

The vessels on the West India station have never been more healthy than they have been this season, the disease with which we have been afflicted being altogether local, and originating in the decomposition of vegetable substances after the heavy rains and during the succeeding intense heat of the weather. My experience convinces me that, from the middle of July to the middle of October, the lee side of Thompson's Island is an unfit residence for man; for the rest of the year, no place within the tropics can be more healthy. Those who have resided on the weather side of the island have at all times been exempt from the sickness with which those to leeward have been afflicted. As a place of deposit for our stores and of repair for our vessels employed on the coast of Cuba, no place can be better adapted; but while the same causes for disease exist, (and they must ever exist,) it would not be prudent to make it a permanent station, where many men would be exposed to the baneful influence of the sickly season. As we are now happily situated with regard to the authorities of Cuba, the inconvenience of an absence of three or four months from Thompson's Island would not be felt; and the excellent and healthy harbor of Matanzas, where we enjoy every facility and convenience from the local authorities, will obviate all the inconveniences which might otherwise be experienced. The short delay of receiving stores from on board the ships from the island, and the position they may take outside the harbor, free from the influence of the poisonous vapor which rises from the ponds, would render them secure from its effects. Should it be the design of the Government to keep a force there, I had proposed to myself this arrangement. Under all circumstances, however, it will be proper to have more medical men on the station; and had the necessary number been furnished this year, the squadron would have been, no doubt, in a great measure, saved from the deplorable consequences which have resulted, as the disease, in its commencement, was completely under the control of medicine; but I regret to say that several perished without receiving any medical aid whatever, and without ever seeing a physician. The whole of the medical men, with scarcely an exception, were, from their great fatigue and exposure, taken down with the disease, and we were left to perish for want of that assistance which we thought ourselves entitled to. I am well aware, however, of the difficulties the Department has labored under to make the surgeons do their duty.

The Sea Gull will want coppering and some other repairs; the rest of the vessels are, in general, in good order. Several of the officers of the squadron under my orders request leave of absence for a short time, and many applications are daily made to me on points of duty relating to my command: I beg to be informed by you whether I am to act on these matters as I have done heretofore, or to leave them to the management of the Navy Department.

I shall hold myself and the vessels ready to return to the station so soon as it can be done with safety to those on board. I must entreat of you, however, an additional supply of medical men for the vessels of the squadron, and for the establishment on shore.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

Commodore ISAAC CHAUNCEY,

*Senior member of the Board of Navy Commissioners, and acting Secretary of the Navy.*

SIR:

NAVY DEPARTMENT, October 28, 1823.

Your letter of the 27th instant has been received. On your recovery from a dangerous illness, produced by great exposure and much suffering, you will be pleased, sir, to accept my sincere congratulations.

In conducting the movements of the squadron intrusted to your charge, you have displayed that intelligence, promptitude, and vigor, which, effectually arresting the depredations of the freebooters, have afforded security to our trade, and justly entitle you to the unqualified approbation of this Department, and to the thanks of your country.

The conduct of the officers and men under your command has been such as might have been expected from the example of their chief; and you will be pleased, sir, to assure them of the consideration in which their services are held, and the high sense entertained of their devotion to a most arduous and dangerous service.

The want of medical aid, of which you so justly complain, will claim the early and special attention of this Department.

If the state of your health will permit, you will take upon yourself the general superintending direction of the equipment of the vessels of your squadron, now at this yard and at Norfolk. Let their commanders report to you their wants, that you may make them known to the Board of Navy Commissioners, who will cause every requisite supply to be furnished.

I am, very respectfully, sir, your most obedient servant,

I. CHAUNCEY, *for the Secretary of the Navy.*

DAVID PORTER, Esq.,

*Commanding a squadron of ships and vessels stationed in the West Indies and Gulf of Mexico.*

SIR:

U. S. SCHOONER SHARK, HAMPTON ROADS, November 16, 1823.

In the prosecution of your instructions of the 29th of September last, you have already been informed of the time of my departure from New York in the United States schooner Shark.

I have now the honor to inform you that on the 23d of October I reached Thompson's Island, accompanied by Surgeons Harris, Washington, and Hoffman, of the navy, after a passage of seventeen days, in which we experienced much rough, disagreeable weather, it raining more or less every day but one for thirteen days in succession.

On reaching the island, and not finding any of the public vessels of war, except the Porpoise, the first objects to which I directed my attention were to ascertain the state and condition of the sick remaining on it, and, as far as practicable, the cause or causes which had produced such disastrous consequences to the health of the officers, seamen, and marines stationed on the island, and on board of several of the vessels which had previously had access to it as a rendezvous.



For this purpose I accordingly addressed a letter to Surgeons Harris, Washington, and Hoffman. By their answer, (No. 1, herewith enclosed,) you will perceive that they do not consider the disease attributable entirely to any one cause, but to a variety of causes, such as they have described.

That the reasons which they have assigned are correct, there can be but little doubt; but to which of them is to be attributed the most powerful agency in producing the disease, is still a matter of speculation, or at least very questionable.

The island, it must be admitted, does contain localities of a character calculated, when assisted by other causes, and perhaps only slight ones too, to generate bilious, and probably malignant fevers; yet I must confess that I still entertain doubts whether those causes have had, in the present instance, so decisive an agency in producing the late fatal malady as they may at first view seem to have had.

From the little experience I have had, my opinion is that the climate of Thompson's Island is similar to that of the West India islands generally; that its air is perhaps less salubrious than some, but more so than others; and that, notwithstanding the objections which may be urged against it on account of particular defects arising from its small elevation above the level of the sea, the unevenness of its surface, and the many salt and fresh water ponds which it is said to contain, still that it is, from the excellence of its harbor and its peculiar station on the map of this western hemisphere, too important an object in a political and commercial point of view to be suffered to remain unoccupied and disregarded; for, admitting its climate in its present unimproved state to be as unfriendly to health as even that of the colony of Surinam, it is, notwithstanding, susceptible of being so improved, or at least the dangers attending it so much diminished by artificial means, (such as I will hereafter describe,) as to render the objections to it, if not harmless, at least comparatively small. Previous to leaving the island, on the 3d instant, I had sent, by the advice of Surgeons Harris, Washington, Hoffman, and Williamson, (as I have already informed you,) all the sick whose situations appeared to require a removal to a more northern climate.

Those who still remained at the island at the time of my departure were all well, except some convalescents and a few with mild intermittent fevers, all of whom, it was believed, however, would be restored to health again by the return of cooler weather; indeed, for the last three days previous to our sailing, the wind had prevailed with much force from the north, and had rendered the air comparatively much cooler, purer, and exhilarating than it had been for some days before; so much so, as to induce a belief that the season of health had commenced, and that its salutary effects would immediately be felt by those who had suffered by the long continuance of heat.

Previous to leaving the island, I made such arrangements, and saw things placed upon such a footing, as to warrant the most sanguine anticipation of favorable results, and such as might have been expected had Commodore Porter's health permitted him to continue on the station.

For the few changes which I found it necessary to make in the disposition of the several vessels left on the station, permit me to refer you to the accompanying papers.

With great respect, I have the honor to be, sir, your obedient servant,

JOHN RODGERS.

The Hon. SAM. L. SOUTHARD, *Secretary of the Navy, Washington, D. C.*

#### No. 1.

#### UNITED STATES SCHOONER SHARK,

THOMPSON'S ISLAND, October 29, 1823.

SIR:

In conformity with the instructions contained in your communication of the 24th instant, we have carefully inquired into, and deliberately considered, the various points to which you have directed our attention.

On examining this island, we find that it is of a secondary calcareous formation, and is thinly overspread with a light vegetable mould.

The shores are somewhat elevated above the interior grounds by the surf continually throwing up pulverized shells, which give a concave form to its superficies. It is thickly covered with small trees and shrubbery, principally of the mangrove variety, and grasses of several species grow with great luxuriance.

So far as our observations have enabled us to determine, we are of opinion that nearly one-half of the island is occupied by salt and fresh water ponds.

It has been ascertained that the surfaces of these ponds are on a level with the surrounding ocean; yet but one of them has any connexion with it, by reason of the natural embankments to which we have already alluded.

The purest water of the island is in some degree brackish, but has not, so far as we can learn, produced any unfriendly effect on the health of those who have used it freely as a drink.

During the dry season, which continues from about the middle of September to the middle of June, many of the ponds either dry up, or shrink considerably within the boundaries to which they are dilated during the rainy season. The surface, being thus imperfectly overflowed, presents a mass of vegetable and animal matter, to which the climate adds every other circumstance necessary to give miasma its most powerful effect on the human frame. The gales and retiring tides frequently deposit on the shores a quantity of sea-weed, which undergoes a rapid decomposition, and thus contributes, in a limited extent, to vitiate the atmosphere.

To these miasmatic causes of disease were added others of equal, if not greater magnitude. They have arisen—

1. From the sudden exposure of northern constitutions to a tropical climate, at a period when the ordinary relaxing effects of a change from a cold to a warm season were aggravated by a difference of fourteen or fifteen degrees of southern latitude. From this cause they were, in the space of two or three weeks, operated upon by an increase of temperature of at least fifty degrees.

2. From the great fatigue and exposure by day and night of the officers and crews engaged in the boat service, and from the want of comfortable quarters for those who had encamped on the island.

3. From irregular and frequently intemperate habits.

4. From being often deprived of fresh and wholesome provisions.

5. From the continued annoyance of mosquitoes and sandflies, which deprived the men of their accustomed rest. So insupportable, indeed, became these troublesome insects, that the men were frequently obliged to retire to the beach, where they walked the greater part of the night. Others, we have been informed by the officers of the station, would row off in boats some distance from the shore, and thus expose themselves either to the heavy dews or drenching rains peculiar to this climate.

6. From being operated upon by the depressing passions arising from apprehension awakened by the prevailing epidemic, and by the obvious want of comfort of those who were affected with disease.

These fruitful sources of fever will abundantly account for their extent and fatality. Taking into consideration the great liability of persons from the higher latitudes to disease, when even slightly exposed to hardships in the tropics, it ought not to be a subject of surprise that the severely arduous service in which our officers and crews have been engaged has occasioned so many sacrifices of valuable lives.

The squadron, under the command of Commodore Porter, sailed from Norfolk on the 14th of February; proceeded directly to the West Indies, as far south as St. Domingo; and then, returning north, took possession of this island on the 3d of April.

The first cases of fever which presented themselves to the notice of Dr. Williamson, the surgeon of the station, were of a bilious character, and which readily yielded to the agency of medicine. On the 20th of April, a servant in the family of Mr. Symington was attacked with yellow fever. With the exception of this case, bilious fever continued the prevalent disease until early in June, when it assumed, in many instances, a highly malignant form.

This disease now commenced on board the store-ship Decoy, which was rendered unhealthful by the impurity of her hold. A quantity of ballast was put aboard from this island, containing shell-fish and sea-weed, which, by the

heat of a tropical climate, was thrown into a state of putrefactive fermentation. Two of the cases, however, which occurred on board this vessel, were contracted by imprudent exposure to a noonday heat in the streets of Havana. About the latter end of July the yellow fever prevailed with great malignancy at all the establishments on the island. From the various causes already stated, the disease, in very many instances, necessarily proved fatal.

The malignant fever continued epidemic until about the 1st of October, when its type again changed to an intermittent.

We have been unable to ascertain the precise number of deaths, in consequence of the absence of the medical officers who had charge of the Allenton hospital.

It appears, from the report of Dr. Williamson, that there are fifty-nine persons now sick at the different hospitals on the island. We have visited these establishments, and have found the patients sinking under the influence of debility, despondency, and the ravages of disease. Such of them as recover commonly relapse in the course of a day or two after being restored to duty. As in relapses generally, each succeeding attack becomes more unmanageable.

It appears, then, that they cannot be restored to perfect health in their present situation; and being in this state only a burden to the public service, we do, from motives of policy as well as of humanity, respectfully recommend their immediate removal to a more northern station.

We beg further to recommend that the large brig now in the harbor, and which has been already designated as a hospital, should be suitably fitted up for the reception of those who may hereafter be attacked.

By anchoring this vessel some distance to the windward of the island, the sick will inhale a pure atmosphere, will be protected in comfortable quarters, and, being without the reach of annoying insects, will enjoy such repose and tranquillity as are essential to the successful treatment of their diseases.

We have the honor to be, very respectfully,

Your obedient servants,

THO. HARRIS, M. D.

B. WASHINGTON, M. D.

RICHARD K. HOFFMAN, M. D.,

Surgeons of the Navy.

Commodore JOHN RODGERS, *President of the Board of Navy Commissioners.*

SIR:

BALTIMORE, November 19, 1823.

In conformity with your wishes, verbally expressed to me, I have the honor to submit to you a brief outline of my proceedings in the West Indies with the squadron under my command for the suppression of piracy, and for the protection of the persons and property of the citizens of the United States.

In order to take in as large a field for operation as possible, I proceeded with my squadron, consisting of a sloop of war, a steam galliot, a store-ship, and nine schooners, to windward, touching at St. Thomas's, showing my forces off the ports of Porto Rico; and, although my presence there was attended with the loss of a gallant young officer, it resulted in the raising of the blockade of the coasts of the Colombian republic, and gave a check to a system of licensed piracy which had for a long time previously been practised from St. John's and other ports of that island.

From thence I continued to scour the coasts of the islands of the West Indies to Cuba, the place of our destination, where we found piracy in full force; but, by the extraordinary activity and vigilance of the officers and men under my command, it was, in less than two months from our arrival, as completely suppressed as it is at this moment, or will be for several years.

The actual presence of an active naval force, with a proper understanding with the authorities on shore, being the only means by which the horde of desperadoes which have so long infested the almost unknown coasts of this extensive island can be completely exterminated; happily, the utmost cordiality and most perfect co-operation have existed between the authorities of Cuba and myself; and from them I have received every countenance which could aid me in effecting an object so interesting to the whole civilized world, and so honorable to the character of our country; and from those under my command an activity and zeal which has been rarely equalled, and, I will venture to say, has never been surpassed, in any navy, or on any service.

Humanity will deplore the loss of many of the gallant spirits which accompanied me, and which shared in this most arduous duty; but she will console herself in the reflection that the whole world has benefited by their exertions, and that numbers unknown have by them been saved from the knives of the most bloodthirsty monsters that ever disgraced the name of man.

The details of the operations of the forces intrusted to me have, from time to time, been communicated to you. I beg leave, therefore, to refer you to the archives of the office for more minute information. It will, I hope, suffice to say, that at present I have no knowledge of the existence of any piratical establishment, vessel, or boats, or of a pirate afloat, in the West Indies or Gulf of Mexico. They have all been burnt, taken, destroyed, and driven to the shore, where the latter have, in most cases, been speedily captured by the local military.

Some severity has been exercised while the battle lasted, but the result has been beneficial; the examples having struck a panic which will, no doubt, long serve to deter others from embarking in similar pursuits.

The fixing an establishment at Thompson's Island for rendezvous and supplies, as my instructions required, has had the most happy effect in attaining the object in view. Its vicinity to Havana, placed as it were in the thoroughfare of vessels sailing through the Gulf, making it, in many points of view, an object of great importance to the United States; and although for three months in the year it must ever remain sickly, while existing causes continue, it is, from its extraordinary salubrity for the remainder of the year, worthy a closer examination, to ascertain whether they may not be eradicated. It is my opinion that, by thinning the woods, and draining off the heavy rains of the month of June, (thereby promoting a free circulation of air, evaporation and dispersion of the water, rendered stagnant by the excessive heat of June, and which causes the rapid decomposition of the vegetable matter with which the island abounds,) the months of August, September, and October might be made sufficiently healthy for the residence of man; but, at present, the poisonous effluvia, arising from these causes, is almost certain destruction to whoever breathes it. Had I been aware of its pernicious effects, I could, without any inconvenience, have guarded against it by an earlier removal of the ships; but it took us by surprise, and the malignity of the disease was unparalleled. It is certain that it originated on the island, for our ships, with the exception of those sent to work on shore, have, in their crews, enjoyed uncommon health.

In my intercourse with foreign officers, in general, I have received from them every attention, and from none more than those of the British navy. The Jamaica station had heretofore been commanded by an admiral; but when Sir Edward Owens, an officer of the same rank as myself, was charged with a force for the suppression of piracy, Admiral Rowley was recalled to England, that we might meet on equal grounds.

Offers for co-operation were repeatedly made to me; but, feeling that the forces under my command were fully adequate to the object, I declined confining myself to any general plan, leaving it altogether to the accidental meetings of our respective forces, and to circumstances. It affords me pleasure to say, that wherever such meetings did take place, with a common object in view, they have been attended with the happiest results.

The law making appropriation for the suppression of piracy limited the amount to be expended to \$160,000; and in the expenditure much latitude was given to me by the honorable Secretary of the Navy and the Board of Navy Commissioners. In the exercise of the trust reposed in me, I have endeavored to observe the utmost economy; and, when all shall be deducted which has been charged to the appropriation for this object, and shall be charged under the proper heads, it will be found that a large unexpended balance will be remaining in the treasury. The improvements of Thompson's Island, transportation of stores for the general service, medicines, hospital stores, &c. &c. are of this description, and when the sale of the vessels purchased for this service shall take place, and their proceeds be returned to the treasury, the expenses of the expedition will be a subject scarcely worthy of consideration. Should the gradual withdrawal of the small vessels take place, I beg leave to suggest that a frigate, in



addition to the two sloops of war now attached to the squadron, is due to the character of our service, and to the respectability of our flag in that quarter of the world, and would, by the convenience she would afford to our open boats in the pursuit of pirates, offer the most certain means of keeping them in check.

The moral effect produced by this expedition should not be overlooked. The system of privateering which has prevailed has, from its looseness, been the cause of many vexations to our commerce. Our presence has occasioned the older Governments to recall vessels of this description, and the new Governments of America to issue their commissions with more precaution, to guard against abuse; consequently, our commerce is free from interruption, and our flag respected throughout those seas.

I have the honor to be, with great respect, your obedient servant,

D. PORTER.

HON. SECRETARY OF THE NAVY, *Washington.*

SIR:

WASHINGTON, *November 24, 1823.*

In my communication to you of the 16th instant, I informed you that, although objections might be urged to the climate of Thompson's Island, on account of the supposed insalubrious nature of its air, arising from the number of salt and fresh water ponds, and the abundant growth of timber which it contains, yet, even in its present state, and admitting such objections to be well founded, still they might be rendered harmless, or at any rate greatly diminished, by the introduction of artificial means.

By the official report of Surgeons Harris, Washington, and Hoffman, now in your possession, you have been made acquainted with their opinions respecting the localities of the island, so far as regards the form of its surface, the nature of its soil, timber, and other particulars; in all which they have given as minute a description as the most unremitting attention, considering the length of time they were there, and other means of information afforded them, would admit.

These, together with the high reputation which those gentlemen sustain for scientific and professional skill, leave no doubt in my mind that their report upon the subject has been judicious, and such as the time and circumstances under which they visited the island would seem to point out as being the most safe and discreet; but, after all that has been said, it must be admitted, notwithstanding their unintermitting industry to find out the true causes of the disease, that they were, after considering the only facts presented to their view, obliged to attribute it to a variety of causes, and, among the number, those which are known to be inseparable from the arduous nature of the service in which many of the officers and men were engaged, and the consequent exposure to which they were unavoidably subjected.

This being the case, you will, sir, at once perceive that it must still remain doubtful whether the air of the island contributed more, or even as much as other causes, in producing the disease; for which reason I am led to remark that it might be unsafe to condemn it as a suitable rendezvous for our vessels employed in the West Indies and Gulf of Mexico, until we shall have had, under different circumstances, more experience of its climate than we have yet had. As an auxiliary to an extensive and permanent southern naval depot, (perhaps at Pensacola,) such as a proper security for our commerce and the permanent union of the States seem to render indispensable, it will be found. I am inclined to believe, that the island in question will soon become an object worthy of the serious attention and consideration of the Government. Nature has made it the advance post, from which to watch and guard our commerce passing to and from the Mississippi; while, at the same time, its peculiar situation and the excellence of its harbor point it out as the most certain key to the commerce of the Havana, to that of the whole Gulf of Mexico, and to the returning trade of Jamaica; and I venture to predict that the first important naval contest in which this country shall be engaged will be in the neighborhood of this very island. Without further remark on this interesting subject, permit me, sir, to observe, that whatever objections may be made to the island as a rendezvous in its present unimproved and uncultivated state, even these may be rendered harmless, or at least measurably unimportant, by substituting the following description of force for that now employed in the protection of our commerce in the West Indies and Gulf of Mexico:

The Independence 74, depriving her of her lower deck guns, and giving her a crew of four hundred and fifty seamen, ordinary seamen boys, and marines, with an extra complement of commissioned officers, and double the usual number of midshipmen; the sloops of war John Adams, Hornet, and such other vessel of that class as can from time to time be spared from other service; the brig Spark; schooners Grampus, Porpoise, and Wild Cat; and five or six barges, such as are now at Thompson's Island, for occasional service.

The vessels particularly purchased for the suppression of piracy have done all that could reasonably have been expected towards its suppression; indeed, they have searched every nook and corner on the whole coast of Cuba, from which a pirate might be expected to issue; and, besides capturing and destroying all that could be identified as being of this character, they have made impressions not to be erased from the minds of such monsters, so long as we keep a respectable force in their neighborhood, in readiness to chastise those whose temerity might induce them to renew their depredations, and which, in the present state of things, notwithstanding the scourging they have received, would be the case in the absence of such a force as I have described. On the adoption of the before-mentioned force, the other vessels purchased for the suppression of piracy might be sold—a circumstance very much to be desired, as their longer employment would be found not only useless and dangerous to the health and comfort of those employed in them, but subversive of that discipline by which our navy acquired its character, and for which, at one time, it may be said to have stood unrivalled by any other.

I have the honor to be, &c.

JOHN RODGERS.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*





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